
AGENDA
**Rogue Valley Metropolitan Planning Organization
Policy Committee**


Date: *Tuesday, April 26, 2016*

Time: *2:00 p.m.*

Location: *Jefferson Conference Room, RVCOG 155 N. 1st Street, Central Point*

Transit: served by RVTD Route #40

Phone : *Sue Casavan, RVCOG, 541-423-1360*

RVMPO website : www.rvmpo.org

1. **Call to Order/Introductions/Review Agenda** **Mike Quilty, Chair**
2. **Review/Approve Minutes** (Attachment #1)..... **Chair**
3. **Public Comment**, Items not on the Agenda **Chair**
(Comments on Agenda Items allowed during discussion of each item)

Public Hearing #1:

- **Chair will read public hearing procedures**

4. **RVMPO Unified Planning Work Program (UPWP) 2016-2017****Dan Moore**

Background: The draft 2016-2017 UPWP lists RVMPO planning activities and funding for the coming year. It will also include the RVMPO certification that activities fulfill federal requirements for metropolitan planning.

Attachment: #2 – Memo, Draft RVMPO Unified Planning Work Program 2016-2017 (document attached separately in email and posted at www.rvmpo.org under Public Notices)

Action Requested: Consider public comment and approve resolutions 2016-1 and 2016-2 adopting the RVMPO Unified Planning Work Program 2016-2017 and Self-Certification.

Public Hearing #2:

5. **Transportation Improvement Program (TIP) & Regional Plan Amendment** **Ryan MacLaren**

Background: The Policy Committee will hold a public hearing to review and consider adoption of the following amendments to the 2015-2018 Transportation Improvement Program and the 2013-2038 Regional Transportation Plan:

- **Interstate 5: Exit 33 Off-Ramp Improvement**

Attachment: #3 – Memo, RTP / TIP Amendment

Action Requested: Approve Regional Transportation Plan (RTP) / TIP amendment.

Action Items:

6. 2015 Annual Listing of Obligated Projects..... Ryan MacLaren

Background: Every year the MPO publishes a list of federal funds obligated to projects in the prior fiscal year.

Attachment: #4 – Memo, Annual Listing of Obligated Projects

Action Requested: Approve 2015 Annual Listing of Obligated Projects.

7. State Transportation Improvement Program Enhance Non-Highway ProposalDan Moore

Background: In July 2015, the Oregon Transportation Commission (OTC) approved Enhance program funding and a revised process for the FY 2018-2021 State Transportation Improvement Program (STIP). Region 3 will receive -\$5.169 million. Enhance funds are mostly comprised of federal funds allocated to the State, and do not include federal or state formula disbursements to local jurisdictions. ODOT would like to share your input with the RVACT on the following STIP Enhance Non-Highway proposals:

- ODOT Region 3: OR99 Multimodal PH1: Coleman Creek to Birch - \$1,982,000 request

Attachment: #5 – ODOT cover letter – STIP Enhance Non-Highway Proposal, Enhance Funding Guidelines

#5A – OR 99 Multimodal PH1: Coleman Creek to Birch, Enhance Proposal Form; Attached separately in email and also at the following website link:

http://www.rvmmpo.org/images/policy-committee/2016/agendas/Attach5A_RVMPO_ODOT_Packet.pdf

Action Requested: Provide input to be shared with the RVACT.

8. RVMPO Planning Update.....Dan Moore

9. Public Comment..... Chair

10. Other Business / Local Business Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

11. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Tuesday, May 24 at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, May 17 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, May 11 at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
MARCH 22, 2016**



The following attended:
MPO Policy Committee

Member	Organization	Phone
Mike Baker for Art Anderson	ODOT	774-6353
Mike Quilty, Chairman	City of Central Point	608-2413
Colleen Roberts	Jackson County	646-2878
Bruce Sophie, Vice Chairman	City of Phoenix	535-1216
Jim Lewis	City of Jacksonville	899-7023
Michael Zarosinski	City of Medford	937-2063
Rich Rosenthal	City of Ashland	941-1494
Ruth Jenks	City of Eagle Point	941-8537
Michael Zarosinski	City of Medford	

Staff	Organization	Phone
Dan Moore	RVCOG	423-1361
Andrea Napoli	RVCOG	423-1369
Ryan MacLaren	RVCOG	423-1338
Bunny Lincoln	RVCOG	944-2446

Others Present -

Name	Organization	Phone
Alex Georgevitch	City of Medford	774-2114
Mike Baker	ODOT	957-3658
Mike Montero	Montero & Assoc.	944-4376
Scott Fleury	Ashland	552-2412

Paige Townsend	RVTD	608-2429
Al Densmore	John Watt Assoc.	601-0704
Michael Polich	Rand Corp	608-3802

1. Call to Order / Introductions/ Review Agenda -

The Chairman, called the meeting to order at 2:05 p.m. Committee began with introductions. Dan Moore called everyone's attention to the agenda revision that added RVTD's request as Agenda Item #8.

2. Review / Approve Minutes -

The Chairman asked if there were any additions or corrections to the December meeting minutes.

On a motion by Jim Lewis, seconded by Rich Rosenthal, the minutes were unanimously approved as presented. Tonia Moro and Mike Quilty abstained.

3. Public Comment -

None.

Information Item:

4. Transportation Needs Assessment for Traditionally Under-Served Populations

Andrea Napoli gave a Power Point presentation on the Needs Assessment, as recommended by the Policy Committee. The presentation included both maps and a text document.

Background

- **Traditionally Underserved Populations Definition**
- **Assessment Layout**
 - **Map Series**
 - **Text Document**

Chapter 1: Introduction

Chapter 2: Methodology (Mapping and survey) Twelve Areas of Concern

Map 1 Series: Low Income

Map 2 Series: Minority

Map 3 Series: Younger Persons

Map 4 Series: Seniors (65+)

Map 5 Series: Planned Investments

Map 6 series: Major Employment Areas & RVTD Transit Routes

Chapter 3: Survey Analysis and Findings

Chapter 4: Mapping Analysis and Findings, *Areas of Concern*

Chapter 5: Mapping Analysis and Findings, *Transportation Investments*

- **CH 1 Introduction**

Brief description of RVMPO Title VI & Environmental Justice Plan

Main purpose of this assessment

To help the region identify gaps, barriers, and needs in the transportation system for target populations, and to assure a “fair share” of investment.

- **CH 2 Methodology, Mapping & Needs Assessment Survey**

Establish contacts with organizations that serve/represent target populations

Develop short survey, distribute online link

Identify “Areas of Concern” with very high percentages (twice the regional rates) of:

- > 36.6% Low Income Households (Series 1)
- > 37.8% Minority Population (Series 2)
- > 40.2% Younger Persons in Household (Series 3)
- > 34.3% & > 51.3% Senior Population (Series 4)
- > 16.6% Zero-car households (Series 1-4)

Mapped within each Area of Concern:

Transit routes

Sidewalks, bike lanes (*arterials/collectors*) and multi-use paths

Public schools (*1/4 mile walk buffer*)

Grocery stores (*1/4 mile walk buffer*)

Vehicle crash locations w/ bicyclist or pedestrian (*2013 data*)

Additional Mapping:

Planned Investments (2013-2038)

2015 RVTD Routes

2013 Major employers

RTP Projects relative to Areas of Concern #2 - Medford & Phoenix

2014 arterials/collectors were used for mapping.

Identify areas with high target populations, common destinations, existing transportation options/limitations, and locations of future investment.

- **CH 3 Survey Analysis & Findings - 102 responses from 39 local organizations**

- Agency Responding?
- Target Population served?
- Largest Transportation Challenges?
- Most Common Barriers for Target Population?
- Beneficial improvements?

Main Findings of Survey Responses:

#1 Challenge: Lack of public transit service to employment, education, and residential areas
W. White City employment and education areas & service to Eagle Point

A lack of evening and weekend transit service was the second-most common challenge noted

#1 Barrier: The overall lack of available public transportation in the region
The distance of affordable housing to services, shopping, and jobs was the second-most common barrier noted.

#1 Future Improvement: Expanding transit service to more areas

Western White City employment and education areas & service to Eagle Point

Adding weekend and **evening transit service was the second-most frequent type of answer given**

Main Findings of Planned Investment Analysis:

The majority of investments for projects (67%) include three types of improvements: roadway, bicycle, and pedestrian. Second largest investment type are roadway only projects (28%) with 1% going to bike/ped only projects.

The investment ratios appear favorable to areas containing very high concentrations of seniors, minorities, and younger persons, but not to low income areas.

- **CH 4: Mapping Analysis and Findings, Areas of Concern**

- Low Income (Map 1 series)**

- Ashland
 - Downtown & W. Medford
 - White City

- Minority (Map 2 series)**

- Downtown & W. Medford
 - White City

- Younger Persons (Map 3 series)**

- W. Medford
 - N. Medford / Central Point
 - White City
 - Eagle Point

- Seniors (Map 4 series)**

- Talent
 - Phoenix
 - S.E. Medford

Described within each of the twelve (12) Areas of Concern:

- General Description of Area
- Access to Grocery Stores
- Households without Access to a Vehicle
- Access to Public Schools
- Access to Transit
- Access to Employment Areas
- Sidewalk Connectivity (Arterials/Collectors)
- Bike/Ped Accidents & Fatalities
- Bike Lane Connectivity (Arterials/Collectors)

Main Findings of Areas of Concern Analysis:

All Areas of Concern have some level of indication of need, barriers, or gaps in the transportation system based on the factors analyzed in this chapter. The findings identified below are simply based on those areas that contain MULTIPLE target populations *and* MULTIPLE need indicators. This should not substitute for the findings provided in each Area of Concern described in this chapter, however.

Downtown/West Medford

Low Income, Minority, Younger Persons, Zero-Car
 Lack of bike lane connectivity
 Distance of West Medford low income/minority/zero-car household residential areas to grocery stores
 Highest count of vehicle crashes involving a bicyclist/pedestrian in low income and minority Areas of Concern

White City Low Income, Minority, Young Persons

No grocery stores exist in White City
 Lack of transit to western White City major employment areas

- **CH 5 Mapping Analysis and Findings, Transportation Investments**

Looking at “fair share” of investments

Where \$ going, not positive/negative impacts of projects, but does look at project type

Map and categorize all RTP projects relative to Areas of Concern

Location specific projects, only – no transit!

Main Findings of Planned Investment Analysis:

The majority of investments for projects (67%) include three types of improvements: roadway, bicycle, and pedestrian. Second largest investment type is roadway only projects (28%) with 1% going to bike/ped only projects.

The investment ratios appear favorable to areas containing very high concentrations of seniors, minorities, and younger persons, but not to low income areas.

Early Outcomes of the Survey:

- Phoenix: North Phoenix La Clinica surveys indicated that more crosswalk facilities were needed from the transit stop on Hwy.99 to the clinic, and they were added to an ODOT project proposal.
- Hwy 99: A gap in the Phoenix-Fern Valley bike facility was remedied.

Future Use of Information? The TAC and PAC offered suggestions on how the Assessment could be used in the future.

Any next steps? The TAC will use the Needs Assessment when new projects are evaluated.

Federal Highways has no requirement to do a type of this nature. The Chairman shared the importance of using the Assessment data to show the need for a particular project as related to benefitting the under-served populations in the region.

Tonia Moro asked how the NA relates to the current Title 6 process. RVTD will also rely on this information during their planning processes. The fact that the mapping includes two and three times the under-served concentrations was mentioned as a particularly beneficial methodology.

5. Proposed MPO Dues/Review Draft Work Plan 2016-17

Dan Moore presented the 2016 Dues Recommendation (February 12, 2016 memo). Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in February 2013. The rate, \$0.16 per capita, would generate a total of **\$27,815** for the 2017 fiscal year.

Table 1, below, summarizes population and proposed dues for each jurisdiction. Population estimates are certified July 1, 2015 from Portland State University.

Table 1

RVMPO Proposed 2016-17 Dues			
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2017 Dues
Ashland	20,405	\$0.16	\$3,265
Central Point	17,485	\$0.16	\$2,798
Eagle Point	8,695	\$0.16	\$1,391
Jacksonville	2,880	\$0.16	\$461
Medford	77,655	\$0.16	\$12,425
Phoenix	4,585	\$0.16	\$734
Talent	6,270	\$0.16	\$1,003
White City*	8,439	\$0.16	\$1,350
Jackson County**	27,427	\$0.16	\$4,388
<i>Total</i>	173,841		\$27,815

All population estimates are Portland State University certified (July, 2015)

*White City estimated population is 4% of total county population

** Jackson County estimated population w/in RVMPO boundary & excluding cities is 13 percent of total population

Total Jackson County estimated population: 210,975

Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

Table 2 summarizes anticipated use of FY2017 member dues.

Table 2

Policy Committee Dues, Travel; state, regional, national	\$11,250.00
UPWP Work Activities Support	\$16,565.00
	\$27,815.00

On a motion by Jim Lewis, seconded by Bruce Sophie, the Committee unanimously approved the dues schedule (Table 1.), and the revenue uses (Table 2.), by voice vote.

Mr. Moore next presented UPWP Budget tables #3 and #4, representing. ODOT “carry over” funds (2014-15 @ \$128,000) are included in the updated budget:

- **#3 - Proposed FY 2017 Budget** - Transportation Planning Funds by Source/Activity (same funding amounts as current FY, but the amount could change, based on upcoming discussions at the State level) Delineated Work Tasks include:
 - **#4 - Proposed Program Activity** - outlining work tasks for program management, short/long range planning, data development/maintenance and transit. The main focus is RTP development. Proposed activities include.
 1. **Program Management** - Continue previous tasks, update website, Update Public Involvement Plan.
 2. **Short Range Planning** - Maintain MTIP, Develop 2018-21 TIP, solicit for CMAQ/STP funded projects, Develop AQCD for RTP/TIP, publish Obligated Projects List FFY2017, Coordinate CO LMP & Air Quality Conformity, MOVES modeling for RTP/TIP, Assist with local planning as warranted.
 3. **Long Range Planning** - Work with ODOT/FHWA MPO performance measures, continue 2017-42 RTP work, Maintain RTP Safety Profile, Commence 2015 Alternative Measures benchmark analysis, continue ITS plan update.
 4. **Data Development** - R&A continue support for improved travel demand model, continue 2017-42 RTP update, continue ODOT model training as available.
 5. **Transit** - No projects identified.

The draft UPWP will be submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Staff is asking jurisdictions, to suggest changes to the draft UPWP, which could be incorporated into a final draft for public hearing in April. The Policy Committee will be asked to adopt the work plan at that time. The Plan will be brought back to the TAC in April.

Staff was asked to email reminders to the Committee about the website links.

6. Public Advisory Council (PAC) New Member Applications

Dan Moore presented PAC applications from Jon Michael Polich and Jason Darrow.

On a motion by Rich Rosenthal, seconded by Jim Lewis, the Committee unanimously approved Jon (Mike) Polich (Mass Transit) and Jason Darrow (Ashland) for PAC membership.

Chairman Quilty thanked the new appointees for volunteering for the PAC.

7. Greenhouse Gas Target Rule Advisory Committee

Dan Moore passed out a LCDC flyer on the GHG Target Rule Review Summary and gave a brief background on the process. The MRMPO just completed its Strategic Assessment (voluntary), and needs to have a representative on the new Advisory Committee that will develop the target rule updates. The MRMPO just designated Darin Fowler to be its representative. Dan Moore is a Staff representative for the RVMPO, but the Policy Committee needs to be represented as well. The meetings are expected to begin in April and last about eight months. Electronic meeting attendance may be available. Tonia Moro offered her

credentials, and asked if she could be the designated RVMPO representative. She felt that she could be a benefit to both the RVMPO and RVTD. Mike Quilty also asked to be con

The flyer information included:

- **Target Rule Review**
- **Scenario Planning Results**
- **New Information**
- **LCDC Action & Next Steps**
 - Targets
 - Metropolitan Planning Coordination
 - Advisory Committee
 - Addition Information Contacts

A transportation memo from DLCD (an LCDC agenda item, March 10-11, 2016) was also shared. The memo covered:

- **Agenda Item Summary**
- **Background**
 - Transportation Planning in Metropolitan Areas
 - Reducing Greenhouse Gasses
 - Conclusions
- **Scope of Work**
 - Integrating Transportation Planning in Metropolitan Areas
 - Greenhouse Gas Reduction Targets
- **Advisory Committee Roster**
- **Department Recommendations & Draft Motions**

On a motion by Jim Lewis, seconded by Bruce Sophie, Tonia Moro was selected as the GHG Target Rule Advisory Committee representative. Mike Quilty was selected as the alternate.

8. RVMPO Policy Committee Endorsement of RVTD's May Tax Levy

Tonia Moro, RVTD, spoke to the Committee about the Board asking for another tax levy. The District is running on reserves now. \$.13/\$1000 is being sought as a 5 year levy rate. Service enhancement will be a big part of the RVTD program if the levy is passed. Rogue Valley Transit NOW is reaching out to secure formal endorsements from partner jurisdictions. An endorsement from the MPO is felt to be very important by the RVTD organization, and Ms. Moro added that the RVMPO mission would be well served by expanding transportation service. Bruce Sophie spoke in support. Mike Quilty said that he could not represent Central Point because the Council had not made a decision on it yet. Colleen Roberts expressed the same sentiment on behalf of Jackson County.

Vote YES for RVTD

May 2016

RVTD is good for our community

Access to Jobs, School & Health Care

Transit improves access to education and provides opportunities to compete for higher wage jobs

Enhanced Economic Growth

Businesses and industries considering relocation to the region pass by the area due to lack of adequate public transit in southern Oregon

Improved Air Quality

Public transit reduces emissions and improves local air quality. 30% of greenhouse gas emissions in Oregon come from transportation.

Less Traffic

Alternatives to low-occupancy autos means less congestion on roads and reduced demand for parking

Mobility for All

Without public transit, older adults, low-income and people with disabilities would find it difficult to meet their basic everyday needs, such as shopping and healthcare

Better Quality of Life

Transit is a vital public service for those who need it every day, and who choose to use it when they can

Why is RVTD funding urgent now?

Local funding rates for RVTD have not increased in over thirty years, despite the growing need for transit, and the rising cost of fuel, wages, health insurance, etc.

In 2015, RVTD was **forced to cut Saturday and evening services** due to inadequate funding.

RVTD also reduced frequency to its most heavily utilized Route 10, resulting in job elimination, **overcrowding** of passengers, and service reduction to Medford, Phoenix, Talent and Ashland.

People trying to reach work, school, grocery stores and medical appointments have **lost transportation**. Citizens using transit to cut back on fuel use, gridlock and parking issues now have **very limited transit options**.

RVTD has taken **numerous steps to use dollars efficiently** and secure funding by consolidating staff, using alternative fuels, replacing aged/inefficient equipment, upgrading facilities, obtaining numerous grants to maintain services, and continuing outreach to state and congressional legislators.

RVTD has reached a crossroads where **critical funding gaps** are now on the horizon

How will the levy benefit local transit?

A 5-year property tax levy will create stable funding for RVTD and build a lasting foundation for regional public transit. The tax will be an additional 13¢ per \$1,000 of property value.

8¢ – **Eliminates current operating deficit** resulting from increased costs of operation and maintenance, wages & health care, and reduced federal funding

1.5¢ – **Reinstates more frequent service on RVTD Route 10** along Hwy 99 – Medford, Phoenix, Talent and Ashland, to Ashland, the busiest route in the District, providing over a half million trips each year. Recent cuts have resulted in ridership that exceeds capacity, so people get left behind

1.25¢ – **Expands service to southwest Medford**, which has a rapidly growing need for better transit

1.5¢ – **Restores Saturday service** increasing ridership by 7%

0.5¢ – **Increases Route 24 service to Rogue Regional Medical Center**, an area which has experienced significant increases in jobs; hourly service will become half-hourly, benefiting employees and patients

0.25¢ – **Establishes service to RCC White City campus**, supporting education, job skills

and

upward mobility; this route will also benefit Amy's Kitchen and Carestream, two major employers in the region

Who is eligible to vote for the levy?

Registered voters within the area of the Rogue Valley Transportation District will vote on the levy, which includes the more densely populated areas along I-5 and Hwy 62 corridors -- **Medford, Central Point, White City, Ashland, Jacksonville, Talent and Phoenix.**

What is Rogue Valley Transit Now?

RVTN is a group of concerned local citizens volunteering to help RVTN secure funding and support for public transit in the Rogue Valley. RVTN believes that a strong transit system is essential to protect our quality of life and community standards for livability. Goals of the Committee are to educate voters, communicate the issues and pass the RVTN Local Tax Option.

Here's how to support the levy:

The timeline is short. RVTN needs allies like you to help pass the levy.

VOLUNTEER: Place yard-signs, make phone calls, write letters to the editor, host house parties,

secure endorsements, and spread the word. Whether you can give a little time or a lot of time – volunteers will play a critical role in passing the levy.

CONTRIBUTE: RVTN needs to raise money to fund this campaign. Contributions of all sizes are helpful; even modest donations are meaningful. Contributions may be made by mail or online – see contact info below. Make checks payable to Rogue Valley Transit Now.

VOTE: Register to vote & cast your ballot in the upcoming election, May 2016. If you have recently moved, please be sure to update your voter registration here by Tuesday, April 26:

secure.sos.state.or.us/orestar/vr/register.do?lang=eng

Contact Rogue Valley Transit Now:

Mail: RVTN, c/o Terry Bateman, Treasurer; 829 Pavilion Place, Ashland, OR 97520

Email: rvtnccommittee@gmail.com

Web: www.roguevalleytransitnow.org

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On a motion by Jim Lewis, Mike Zarosinski, Staff was directed to draft a letter of support, on behalf of the RVMPO, for the tax levy. Mike Quilty and Colleen Roberts voted no.

9. RVMPO Planning Update –

- Updating of the RTP continues
- Financial Forecasts are being made with the various MPO jurisdictions
- Staff is updating the Travel Demand Model
- Planning Program Manager opening will close soon.

10. Public Comment

None received.

11. Other Business / Local Business

Mike Quilty is now on the State Transportation Committee. He asked Committee members to give him suggestions to take to future meetings. The airport got a #3 rating for improvements that would benefit freight. The short line rail out to White City was ranked #5.

23 projects were evaluated.

Mike Baker shared information about ODOT.

12. Adjournment

The meeting was adjourned at 3:10 p.m.

Scheduled Meetings:

RVMPO PAC
RVMPO TAC
RVMPO Policy

Tuesday, May 17th @ 5:50 pm
April 13th @ 1:30 pm
Tuesday, April 26th @ 2:00 pm

DRAFT



**Rogue Valley
Metropolitan Planning Organization**

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: April 19, 2016
TO: Policy Committee
FROM: Dan Moore, Planning Program Manager
SUBJECT: FY 2017 RVMPO UPWP

The Policy Committee is being asked to consider adoption of the Unified Planning Work Program (UPWP) for fiscal year 2017 (beginning July 1, 2016). The Public Advisory Council (PAC) and Technical Advisory Committee (TAC) recommend approval. Below is a summary of next fiscal year's work program.

We will continue to use the time Policy Committee and TAC members spend on RVMPO planning as in-kind match for the Federal Transit Administration (FTA 5303) funds, freeing dues funds for other expenses.

Next fiscal year, some of the major work tasks include:

- Updating the Public Involvement Plan
- Soliciting 2019, 2020, & 2021 Congestion Mitigation and Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) funded projects (STBG is the new name for STP funds)
- Developing the 2018-21 Transportation Improvement Program (TIP)
- Developing the AQCD for the RTP & TIP
- Continuing work on the Rogue Valley Intelligent Transportation System (ITS) Plan
- Begin 2015 Alternative Measures Benchmark Analysis
- Updating the Title 6/EJ plan

On the following pages are the draft UPWP budget summary (Table 1) and the status and proposed changes in work program activity (Table 2).

Table 1: Summary FY2017 Draft UPWP Budget

RVMPO FY 2017 UPWP BUDGET						
Transportation Planning Funds by Source and Activity						
	FHWA MPO Planning Funds (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks						
1. Program Management						
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$120,000	\$10,988	\$1,257.6	\$12,500	\$0	\$144,746
1.2 UPWP Development & UPWP Progress	\$12,000	\$1,000	\$114.5	\$250	\$0	\$13,364
1.3 Public Education and Involvement Program	\$19,000	\$1,000	\$114.5	\$250	\$0	\$20,364
1.4 Interagency & Jurisdictional Coordination	\$18,000	\$3,000	\$343.4	\$750	\$0	\$22,093
1.5 Grant Writing	\$3,000	\$0	\$0.0	\$0	\$0	\$3,000
Totals	\$172,000	\$15,988	\$1,830	\$13,750	\$0	\$203,568
2. Short Range Planning						
2.1 TIP Activities	\$82,371	\$8,000	\$915.6	\$1,500	\$0	\$92,787
2.2 Air Quality Conformity	\$23,000	\$6,000	\$686.7	\$0	\$0	\$29,687
2.3 Local Jurisdiction Technical Assistance	\$3,000	\$2,000	\$228.9	\$0	\$0	\$5,229
2.4 STP & CMAQ Project Funds Management	\$10,000	\$5,000	\$572.3	\$750	\$0	\$16,322
Totals	\$118,371	\$21,000	\$2,404	\$2,250	\$0	\$144,025
3. Long Range Planning						
3.1 ITS Operations & Implementation Plan Coordination	\$10,000	\$7,000	\$801.2	\$250	\$0	\$18,051
3.2 RTP Implementation/Safety, Regional Problem Solving Integration	\$4,000	\$8,000	\$915.6	\$1,500	\$0	\$14,416
3.3 2017 - 2042 RTP Update	\$82,060	\$16,267	\$1,861.8	\$1,494	\$40,568	\$142,251
Totals	\$96,060	\$31,267	\$3,579	\$3,244	\$40,568	\$174,718
4. Data Development						
4.1 Research & Analysis Program	\$25,000	\$5,333	\$610.4	\$4,224	\$0	\$35,167
4.2 Data collection/analysis for Title 6 & EJ	\$3,000	\$1,000	\$114.5	\$4,347	\$0	\$8,461
Totals	\$28,000	\$6,333	\$725	\$8,571	\$0	\$43,629
5. Transit						
5.1 Transit Master Plan	\$51,000	\$10,000	\$1,144.5	\$0	\$0	\$62,145
Totals	\$51,000	\$10,000	\$1,145	\$0	\$0	\$62,145
Totals	\$465,431	\$84,588	\$9,681	\$27,815	\$40,568	\$628,083

(1) FHWA MPO Planning funds are allocated to the RVMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$302,444; Oregon Match: \$34,616, and FY 2015 Carryover PL: \$115,187 and match: \$13,184 for a Total of \$465,431 for FY 2017.

(2) FTA Section 5303 funds are provided for metropolitan planning activities. Total 2017 allocation consists of 89.73% federal (\$84,588) and a required 10.27% local share (\$9,681) provided by RVMPO member in-kind contributions (meetings & technical document reviews).

(3) MPO annual dues are paid by MPO member jurisdictions: Ashland, Talent, Jacksonville, Eagle Point, Medford, Central Point, Phoenix, Jackson County.

4) ODOT Region 3 Planning funds to complete Alternative Measures update and 2015 benchmark analysis.

5) RVCOG acting on behalf of the the RVMPO will apply for and otherwise obtain these funds. RVCOG will carry out the tasks described in this UPWP.

Note: The revenues contained in the UPWP represent the best estimates of expected funding and planning priorities at this time. These priorities and funding levels may change over time. Actual ODOT funding commitments are finalized through specific IGAs. The identified dollar amounts may include subcontracted activities.

Table 2: 2016 UPWP Status, 2017 Proposed Program Activity

	Total Budget	Activity in 2015-16	Proposed 2017 Budget	Proposed for 2016-17
Work Tasks				
1. Program Management				
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$205,735	Continued tasks from 2016; maintained committee and records. Continued website updates. Developed draft 2016-17 UPWP.	\$203,568	Generally, continue tasks from 2016; maintain committee and records. Continue website updates. Anticipate FAST Act rulemaking; track & implement required federal changes. Update Public Involvement Plan.
1.2 UPWP Development & UPWP Progress				
1.3 Public Education and Involvement Program				
1.4 Interagency & Jurisdictional Coordination				
1.5 Grant Writing				
2. Short Range Planning				
2.1 TIP Activities	\$79,500	Maintained current MTIP and fund balances/project tracking. Published Annual Listing of Obligated Projects FFY2016. Coordinated with Sierra Research and agencies on CO LMP. Assisted jurisdictions as requested on planning.	\$144,025	Maintain current MTIP and fund balances/project tracking. Develop 2018-21 TIP; Solicit for CMAQ & STP funded projects; Develop AQCD for RTP & TIP; Publish Annual Listing of Obligated Projects FFY2017. Coordinate with Sierra Research and agencies on CO LMP and air quality conformity. MOVES modeling for RTP & TIP. Assist jurisdictions as requested on planning.
2.2 Air Quality Conformity				
2.3 Local Planning Technical Assistance to Jurisdictions				
2.4 STP & CMAQ Project Funds Management				
3. Long Range Planning				
3.1 ITS Operations & Implementation Plan Coordination	\$165,788	Worked with ODOT and FHWA on MPO performance measures; began work on 2017-42 RTP; goals & policies, RTP project lists. Began update of the Safety Profile. Continued with ITS plan update.	\$174,718	Work with ODOT and FHWA on MPO performance measures; continue work on 2017-42 RTP. Maintain Safety Profile, Begin 2015 Alternative Measures benchmark analysis. Continue with ITS plan update.
3.2 RTP Implementation, Safety, RPS Integration				
3.3 2017-2042 RTP Development				
3.4 Alternative Measures Update & 2015 Benchmark Analysis				
4. Data Development/Maintenance				
4.1 Research & Analysis Program	\$46,987	Research & Analysis Continued support for development, improvement of travel demand model. Began work on model update for 2017-42 RTP update. Continue model training by ODOT as available. Continued Strategic Assessment work. Continued GIS activities. Conducted outreach to environmental justice populations to better understand the transportation needs of target populations.	\$43,629	Research & Analysis Continue support for development, improvement of travel demand model, continue work on model update for 2017-42 RTP update. Continue model training by ODOT as available. Continue GIS activities. Update Title 6/EJ Plan.
4.2 Data collection/analysis for Title 6 & EJ				
5. Transit				
5.1 RVTD Transit Master Plan	\$0	No project identified.	\$62,145	RVTD Master Plan
Totals				
2015-16 Total		2016-17 Proposed Total		
	\$498,010		\$628,083	

Resolution 2016 - 1

Metropolitan Planning Organization - Policy Committee

Adoption of the FY 2017 Unified Planning Work Program

Whereas, the Metropolitan Planning Organization was formed in 1982 to coordinate transportation planning in the greater Rogue Valley.

Whereas, the Metropolitan Planning Organization Policy Committee is a designated committee of the Rogue Valley Council of Governments.

Whereas, the Metropolitan Planning Organization must prepare an annual Unified Planning Work Program (UPWP) that identifies program activities and expenditures.

Whereas, the Policy Committee oversees Transportation Planning Activities for the Rogue Valley Metropolitan Planning Organization.

Whereas, the Metropolitan Planning Organization Policy Committee did review and comment on the UPWP for Fiscal Year 2017 on April 26, 2016

Whereas, the RVMPO held a 30-day public comment period and public hearing to secure input and comment on the adoption of the FY 2017 UPWP.

NOW THEREFORE, BE IT RESOLVED BY THE ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE:

That the attached RVMPO Fiscal Year 2017 Unified Planning Work Program is hereby adopted, and the Rogue Valley Council of Governments is hereby requested to prepare and submit the documents required to secure the funding identified in the UPWP for the RVMPO activities, and

That the RVMPO Resolution No. 82-1-MPO designating RVCOG as the MPO (UPWP Exhibit B), and the RVMPO Self-Certification (Exhibit C) have been reviewed by the RVMPO Policy Committee and are affirmed as included in the UPWP.

ADOPTED by the Policy Committee of the Rogue Valley Metropolitan Planning Organization on the 26th day of April, 2016.

Michael G. Quilty
RVMPO Policy Committee Chair

Resolution 2016 - 2**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

THE ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION FOR THE MEDFORD URBANIZED AREA HEREBY CERTIFIES THAT THE TRANSPORTATION PLANNING PROCESS IS ADDRESSING THE MAJOR ISSUES IN THE METROPOLITAN PLANNING AREA AND IS BEING CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:

1. 23 U.S.C 134, 49 U.S.C. 5303, and 23 CFR 450 (c);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 23 USC 104(a), 140(b)-(c), 504(e) regarding involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

ADOPTED by the Policy Committee of the Rogue Valley Metropolitan Planning Organization on the 26th day of April, 2016.

Michael G. Quilty
RVMPO Policy Committee Chair



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: April 26, 2016
TO: RVMPO Policy Committee
FROM: Ryan MacLaren, Associate Planner
SUBJECT: RTP/TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment to the 2013-2038 Regional Transportation Plan and 2015-2018 Transportation Improvement Program.

The 21-day public comment period and public hearing were advertised on April 5th in the Medford Tribune, and information has been available on the RVMPO website since that date. The RVMPO TAC has recommended approval of the amendment listed. Information on the project(s) is listed, below:

A. Add New Project to RTP & TIP: I-5: Exit 33 Off-Ramp Improvement Project (KN19789)

Description: Construct a second right turn lane on the northbound off-ramp at I-5 Exit 33 in response to development pressures in Central Point and to address safety concerns associated with queuing on the off-ramp. Without this improvement, queuing is expected to extend into the I-5 mainline travel lanes, creating significant safety and operational concerns on I-5.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
I-5: Exit 33 Off-Ramp Improvement Project	Construct second right turn lane on the northbound off-ramp	918	Exempt - Table 3,			Planning								
				19789	2016	Design	\$ 109,470	STP-FLEX	\$ 12,529	ODOT	\$ 122,000			\$ 122,000
				19789	2016	Land Purchase	\$ 8,973	STP-FLEX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
				19789	2017	Utility Relocate	\$ 4,486	STP-FLEX	\$ 513	ODOT	\$ 5,000			\$ 5,000
				19789	2017	Construction	\$ 296,109	STP-FLEX	\$ 33,891	ODOT	\$ 330,000	\$ 500,000	City / Costco	\$ 830,000
						Other								
					Total FFY15-18		\$ 419,038		\$ 47,960		\$ 467,000	\$ 500,000		\$ 967,000



***Rogue Valley
Metropolitan Planning Organization***

Regional Transportation Planning

*Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

DATE: April 26, 2016
TO: Policy Committee
FROM: Ryan Maclaren, Associate Planner
SUBJECT: Annual Listing of Obligated Projects

Federal law requires MPOs to publish annually a list of projects for which federal funds have been obligated in the preceding federal fiscal year. The attached draft report includes a list of projects obligated federal funds in FFY 2015 and includes information on the distribution of those funds by jurisdiction, agency, and project type.

All obligated dollar amounts contained in this document were provided by ODOT and RVTD.

The purpose of the Annual Listing of Obligated Projects is to provide transparency in federal transportation planning, and to serve as a reference to track consistency in the year project funds are obligated versus the year they were programmed.

The RVMPO TAC approved the draft 2015 Annual Listing of Obligated Projects at their April 13th meeting. The obligation timeframe is Oct. 1, 2014 to Sept. 30, 2015.



Annual Listing of Obligated Projects – 2015



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

Annual Listing of Obligated Projects - 2015

A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2015 federal fiscal year, Oct. 1, 2014, through Sept. 30, 2015

Rogue Valley Metropolitan Planning Organization fulfills federal requirements for comprehensive, cooperative and continuing transportation planning in the Medford, Ore., metropolitan area. The governor in 1982 designated the Rogue Valley Council of Governments as the area's metropolitan planning organization. RVCOG is a voluntary association of local governments in Jackson and Josephine counties. The RVCOG board delegated responsibility for MPO policy functions to the RVMPO Policy Committee, which consists of elected and appointed officials from the following RVMPO-member jurisdictions and agencies: Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, Eagle Point, Jackson County, Rogue Valley Transportation District and Oregon Department of Transportation.

RVCOG Mission To be a catalyst to promote quality of life, effective and efficient services, and leadership in regional communication, cooperation, planning and action in Southern Oregon.

RVMPO Mission To be a strong and unifying leader for the creation of sustainable, livable communities through regional cooperation and integrated land use and transportation planning.

Published March 2016 by:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments
115 N. First St.; P O Box 3275
Central Point, OR 97502
Phone: 541.664.6674; www.rvmppo.org

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DRAFT

Annual Listing of Obligated Projects – 2015

Introduction

Federal funds obligated for transportation projects in the Rogue Valley Metropolitan Planning Organization (RVMPO) area totaled over \$3.2 million in the 2015 federal fiscal year. This report provides information about the projects and distributions of federal funds across jurisdictions and modes. The time span covered is Oct. 1, 2014 through Sept. 30, 2015.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The action signifies the federal agency's commitment to provide a specific amount of money for a particular project. Obligation is an agreement to pay a portion of a project's cost; it does not necessarily equal the amount actually received by a jurisdiction or agency within the timeframe. The amounts received are determined by the amount of project work completed.

Money for projects funded through FTA is obligated at the time the FTA grant is awarded. Money for projects funded through FHWA is obligated when a project agreement is executed and the state or grantee requests that the funds be obligated.

Typically, obligation covers a particular phase of a project, such as the preliminary engineering or purchase of rights-of-way for a highway project. Therefore, projects listed in this report indicate the phase or portion of work for which the federal funds have been secured. Projects that can be linked to a specific location are shown on a map of the RVMPO area on Page 11.

Projects listed here originally were approved by the RVMPO Policy Committee through adoption of the RVMPO Metropolitan Transportation Improvement Program (MTIP). At the time of adoption or amendment, the MTIP has demonstrated air quality conformity for carbon monoxide (CO) and particulate matter up to 10 microns (PM₁₀). The MTIP signifies local approval of transportation projects receiving federal funds. This report indicates progress on those projects and federal agency commitments to their delivery.

Federal Requirements

The U.S. Congress, through adoption of the transportation act, MAP-21 (Moving Ahead for Progress in the 21st Century), requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation. Prior to the signing of MAP-21 on July 6, 2012, provisions of the previous act (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) were in force through continuing resolutions of Congress.

Generally, federal law requires MPOs to publish for public review an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year. Specific statutory requirements are shown in Appendix A.

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. FTA, Oregon Department of Transportation (ODOT),

Rogue Valley Transportation District (RVTD), Jackson County and RVMPO cities provided information and feedback to the RVMPO for this report.

Federal Funding Sources

Funds authorized by Congress, largely from the Highway Trust Fund (with revenues generated by a tax on vehicle-fuel sales), flow to the region through several funding sources. Those program sources reflect certain national transportation goals and priorities. Specific funds coming into the RVMPO area and their federal purpose or use restrictions are described below. Projects must meet the eligibility requirements before the federal agency will obligate money. All projects listed in this report include a fund source.

Federal funds rarely cover a project's full cost. Most projects, especially large projects, will require funds from more than one source over several years. Most federal programs require a local match, typically 10.27 percent of the total project cost. Details about federal programs that fund projects within the RVMPO planning area are described below.

- **Surface Transportation Program (STP):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible. STP has several sub-programs, including safety and enhancements (TE). A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The RVMPO allocates the share for cities within the Medford metropolitan area, known as STP-L funds, and amount to about \$1.8 million annually. To simplify access to these funds, RVMPO jurisdictions can utilize ODOT's STP fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the jurisdiction receives state roadway funds at a 94% exchange rate. Additionally, each state must set aside 10% of its base STP funds for safety programs. The match rate for safety projects is 80% federal/ 20% state/local.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ funds are dedicated for projects that address on-road vehicle emissions and relieving congestion problems that are harming air quality. The entire RVMPO planning area qualifies for CMAQ funds to address particulate and carbon dioxide emissions. The CMAQ Program requires a local match of 10.27% of the total project cost.
- **National Highway Performance Program:** Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **Interstate Maintenance (IM):** Funds reserved for interstate highway projects that do not add capacity; generally funds construction or reconstruction of bridges, interchanges and overcrossings on existing interstate routes.
- **Metropolitan Planning (MPO):** A 1.25 percent portion of certain Highway Trust Fund programs set aside by Congress to support metropolitan planning activities in urban areas

with a population of 50,000 or more. This fund supplies most of the revenue for RVMPO activities.

- **Federal Transit Administration (FTA):** Supports public transportation activities through several activity-specific programs. Rogue Valley Transportation District receives funds from FTA Section 5307, which is distributed on a formula basis for capital, planning and certain operating activities. Publicly owned transit systems are eligible. When used for operating costs, funds must be matched 50 percent with local funds. For planning and other activities the match required is 20 percent. Additionally, RVTD receives FTA Section 5310 funds for transit improvements serving the elderly, disabled, and low-income populations.

Other Funding Sources

State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds. Local match funds are not included in the obligated amounts shown in this report.

Distribution of Funds by Jurisdiction and Agency

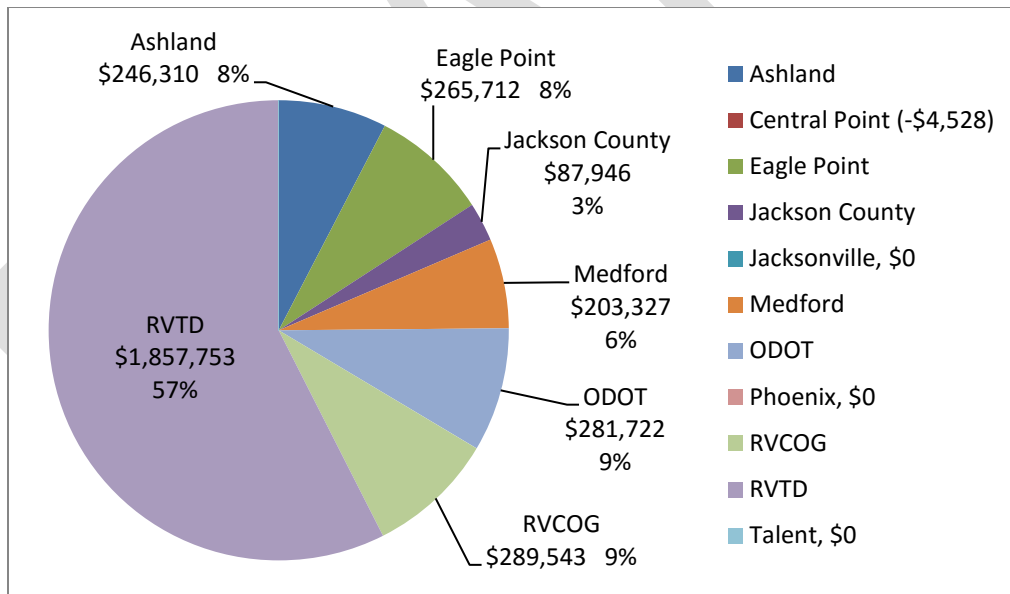


Chart 1: Distribution of Obligated Federal Funds & STP-L Fund Exchange for State Funds by Jurisdiction, 2015

Projects set to receive federal funds are programmed, or approved, by the RVMPO Policy Committee through adoption and amendments of the MTIP. Amendments are common, and reflect changing conditions and demands fund recipients face as they move forward with project implementation.

For two federal funding sources, STP-L and CMAQ, the RVMPO solicits and evaluates applications and selects projects. The region receives roughly \$1.8 million a year in STP-L funds and \$2.2 million a year in CMAQ funds.

The chart on Page 3 shows the distribution of federal funds (and STP-L federal funds exchanged for state dollars) within the RVMPO by jurisdiction and agency. Federal funds obligated in 2015 totaled \$3,232,313. It is important to note that this also includes deobligated federal funds in 2015. Deobligated funds are shown as negative amounts in the List of Obligated Projects beginning on Page 7 and are reflected in Charts 1 and 2. Deobligations occur when a project phase has been closed and funding is returned.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 7.

Distribution of Funds by Project Type

Federal funds were used for a variety of transportation projects in the 2015 federal fiscal year, from planning, to transit service to interstate interchanges. This section addresses the distribution of funds among four major activity categories:

- **Roadway** – encompassing projects that improve and preserve facilities for vehicle use.
- **Transit** – support for services provided by RVTD.
- **Planning** – consisting of RVMPO activities in FFY2015, although in past years other planning projects and funding occurred.
- **Alternative Mode (Alt. Mode)** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks. This category includes RVTD's Transportation Demand Management Program, which focuses on changing travel behavior to reduce use of single-occupant vehicles.

Transportation funding is addressed in this way to be consistent with federal guidelines that direct MPOs to identify expenditures for bicycle and pedestrian projects. Given available data, the funding for these facilities (Alt. Mode) can only be estimated due to the way contracts were written and work performed for certain projects. While most bicycle-pedestrian projects have clearly identified costs, some of the roadway improvement projects included construction of sidewalks and bike lanes. *In those cases where a project can be identified as both Roadway and Alt. Mode, the total federal share of the project was divided evenly between the two categories.* The amounts shown in Chart 2 on the following page reflect this adjustment.

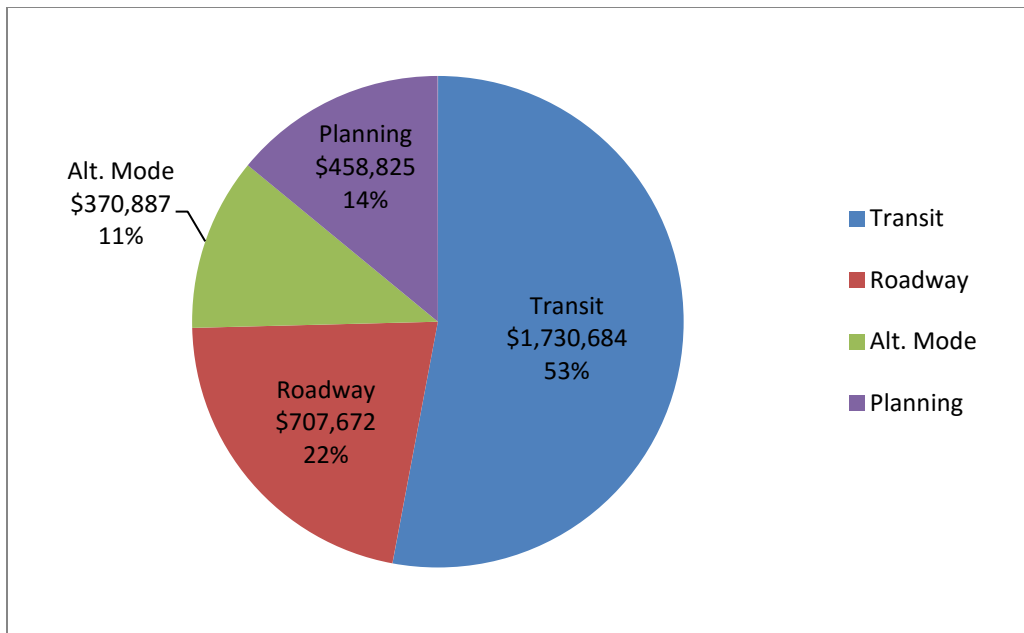


Chart 2: Distribution of Obligated Federal Funds and STP-L Fund Exchange for State Funds by Project Type, 2015

Note: Obligated funds for roadway projects that include bike/ped facilities are split evenly between Roadway and Alt. Mode categories.

Project Delivery, Phasing

Distributions shown on these pages and the project listing that follows represent funding amounts approved by Federal Highway Administration and Federal Transit Administration. It is authorization for work to begin. Because it may take some time for recipient agency to complete the work, the obligation funds shown here may not clearly coincide with work visible on the ground in local communities.

Transportation projects generally are accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2015 are shown in the project listing. Phases generally are:

- Planning – includes studies that examine various aspects of travel behavior, geography and interactions.
- Preliminary Engineering - includes evaluation of a range of design options and elements; data on which to base final designs is gathered, including community needs and desires. Phase may include preparation of detailed plans adequate for construction contracting (in some cases final building plans are developed as a separate phase).
- Right-of-Way – involves securing all of the land needed for a project. Phase includes detailed property identification, settlements with owners and obtaining any necessary permits.

- Construction – phase carries a project from the authorization to begin construction to final payment to contractors.
- Environmental – includes improvements that do not increase level of service, in facility condition or in safety features. Such improvements include beautification and other environmentally related features that are not part of other improvement type.

Work in each phase is monitored by the lead agency. As one phase nears completion, the agency seeks the obligation of funds for the next phase.

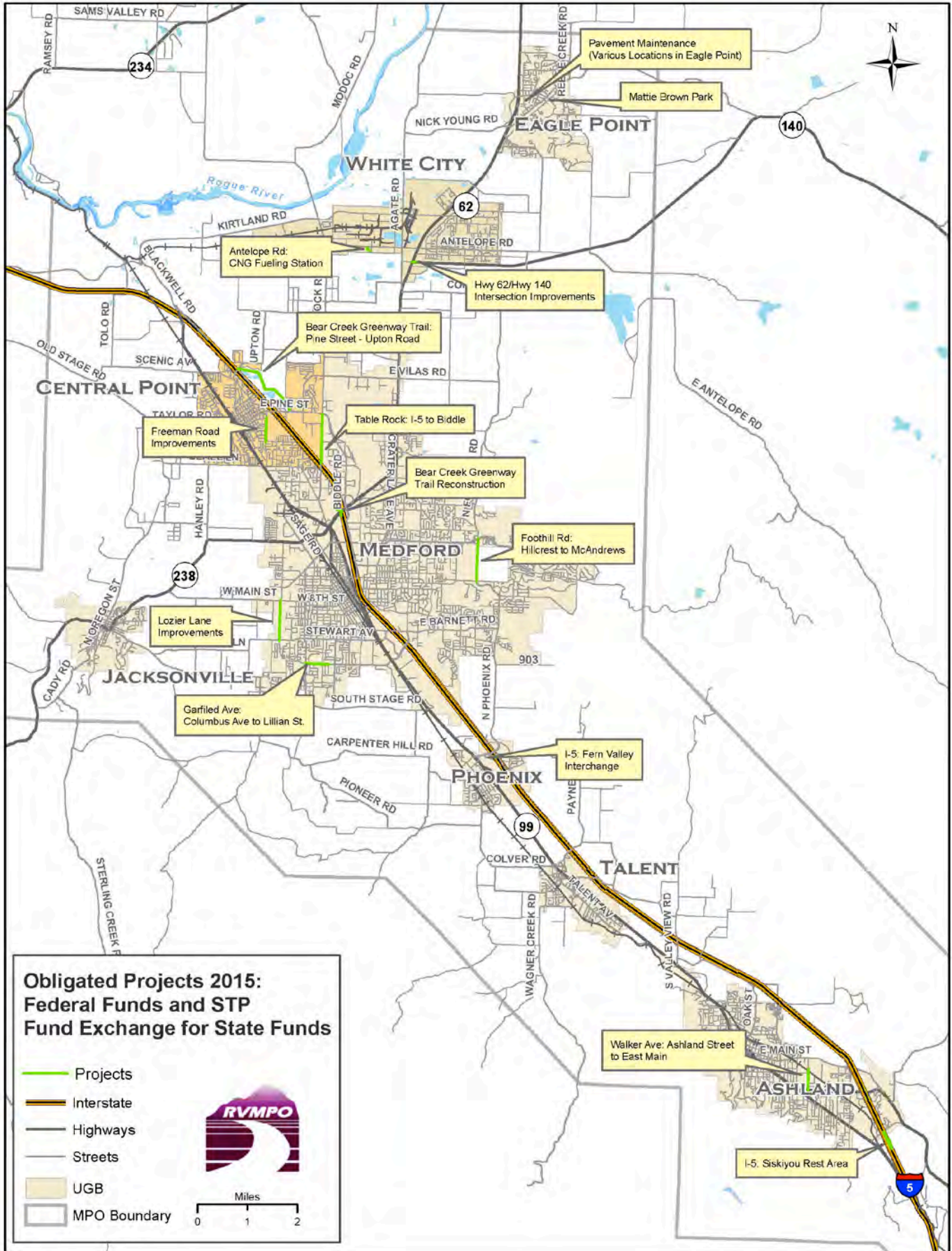
List of Obligated Projects

The following pages list projects for which federal funds were obligated in the 2015 federal fiscal year, by jurisdiction. The project numbers, assigned by ODOT as a project is programmed, are shown in the first column and can be used to track a single project through its various phases over time, from programming in the MTIP to final delivery.

The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the MTIP. Projects that can be illustrated by mapping are shown on a map on Page 10.

MEDFORD										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
4700076-00	19231	FOOTHILL RD: HILLCREST TO MCANDREWS	Preliminary Engineering	CMAQ MAP-21	\$ 165,103	\$ 165,103	\$ 800,000	\$ 3,000,000	\$ 13,102,600	Roadway / Alt. Mode
4700062-00	17240	GARFIELD AVE - COLUMBUS AVENUE TO LILLIAN STREET	Construction Engineering	CMAQ S-LU	\$ -	\$ (10,824)	\$ (10,824)			
4700062-00			Environmental	CMAQ S-LU	\$ -	\$ 18,997	\$ 18,997	\$ 1,425,711	\$ 1,673,625	Alt Mode
4700049-00	15692	CRATER LAKE AV & JACKSON ST: ALLEY PAVING	Preliminary Engineering	CMAQ S-LU	\$ -	\$ 16,251	\$ 180,000			
4700069-00			Environmental	CMAQ S-LU	\$ -	\$ 13,800	\$ 13,800	\$ 1,183,539	\$ 1,425,001	Roadway
	17388	LOZIER LANE IMPROVEMENTS	Right of Way	CMAQ (L400)	\$ 1,924,709	\$ -	\$ -	\$ 6,729,956	\$ 7,500,229	Roadway / Alt. Mode

OREGON DEPARTMENT OF TRANSPORTATION (ODOT)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
S001211-00	10964	I-5: SOUTH MEDFORD INTERCHANGE PACIFIC HWY	4R-Maintenacne Resurfacing	INTERSTATE MAINT STEA03	\$ -	\$ 1,619,772	\$ 1,619,772			
S001183-00			Right of Way	INTERSTATE MAINT STEA03	\$ -	\$ (38,389)	\$ (38,389)			
S001211-00			Construction Engineering	INTERSTATE MAINT STEA03	\$ -	\$ (1,633,536)	\$ (1,633,536)			
S001211-00			Construction Engineering	BR REPL STEA03	\$ -	\$ (767,101)	\$ (767,101)	N/A	\$ 106,713,837	Roadway
S022020-00	10838	HWY. 62 CORRIDOR SOLUTIONS UNIT 1	Construction Engineering	MIN GUARANTEE-EXEMPT-TEA21	\$ -	\$ 293,000	\$ 293,000			
S022020-00			4R-Reconstruction Added Capacity	HIGHWAY PERF PROG	\$ -	\$ (287,265)	\$ (287,265)			
S022020-00			4R-Reconstruction Added Capacity	MIN GUARANTEE-EXEMPT-TEA21	\$ -	\$ (421,276)	\$ (421,276)	N/A	\$ 39,664,383	Roadway
S270033-00	17471	HWY. 62 & 140 INTERSECTION IMPROVEMENTS	Preliminary Engineering	HSIP	\$ -	\$ 67,413	\$ 67,413			
S270033-00			Construction Engineering	HSIP	\$ 1,272,636	\$ -	\$ 1,380,000	\$ 1,486,056	\$ 1,622,500	Roadway
S001268-00	12723	I-5: FERN VALLEY INTERCHANGE, UNIT 2 PACIFIC WIDEN I-5 STRUCTURE AND FERN VALLEY ROAD	Preliminary Engineering	INTERSTATE MAINTS	\$ -	\$ 766,140	\$ 766,140	\$ 18,987,693	\$ 71,752,449	Roadway
0000242-00	19503	ANTELOPE ROAD CNG FUELING STATION	Other	CMAQ MAP-21	\$ 612,824	\$ 682,964	\$ 2,213,575	\$ 682,964	\$ 2,213,575	Roadway
	18873	I-5 CALIFORNIA STATE LINE - ASHLAND PAVING	Preliminary Engineering	HIGHWAY PERF PROG	\$ 624,521	\$ -	\$ -	\$ 13,457,109	\$ 14,865,986	Roadway
	19538	I-5 BARNETT ROAD OVERPASS DECK OVERLAY	Preliminary Engineering	STP-FLX	\$ 101,933	\$ -	\$ -	\$ 681,589	\$ 759,600	Roadway
	17529	INTERSTATE 5 BEAR CREEK BRIDGES	Right of Way	STP	\$ 2,692	\$ -	\$ -	\$ 1,789,217	\$ 1,994,000	Roadway
	09436	I-5: SISKIYOU REST AREA, PHASE 1 (ASHLAND)	Construction Engineering	HIGHWAY PERF PROG	\$ 6,080,030	\$ -	\$ -			
			Construction Engineering	STP	\$ 1,291,584	\$ -	\$ -	\$ 8,853,844	\$ 11,866,492	Roadway
	19659	I-5 CABLE BARRIER - SOUTHERN OREGON	Preliminary Engineering	HSIP	\$ 345,825	\$ -	\$ -	\$ 2,305,500	\$ 2,500,000	Roadway



Appendix A Federal Regulations

Federal Regulations: Annual List of Obligated Projects

The following sections of U S Code address the annual listing of obligated projects by Metropolitan Planning Organizations.

Moving Ahead for Progress in the 21st Century (MAP-21), effective July 6, 2012

Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

23 USC 134(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

23 USC 135(g)(5)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding identified in each metropolitan transportation improvement program.

49 USC 5303(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

49 USC 5304(g)(4)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.



Oregon

Kate Brown, Governor

36

Attachment #5
(Agenda Item 7)

Department of Transportation

Planning and Programming

3500 NW Stewart Parkway

Roseburg, OR, 97470

Phone: (541) 957-3500

Fax: (541) 672-6148

March 22, 2016

Dan Moore
Planning Program Manager
PO Box 3275
Central Point, OR 97502

Dear Dan:

In July 2015, the Oregon Transportation Commission (OTC) approved Enhance program funding and a revised process for the FY 2018-2021 State Transportation Improvement Program (STIP). Region 3 will receive ~\$5.169 million. Enhance funds are mostly comprised of federal funds allocated to the State, and do not include federal or state formula disbursements to local jurisdictions.

Given limited funding, the OTC directs that the primary focus of the Enhance program is to ensure these funds are allocated to high priority and strategic transportation investments that directly or indirectly benefit the State's multimodal transportation system. There is no formula for allocating funds between the two Region 3 Area Commissions on Transportation (ACT).

In May the Rogue Valley ACT (RVACT) will review the information obtained from scoping and consider how well the projects meet the three Modal Attributes and the Cross Modal Criteria before Super ACT consideration. Attachment 2 provides information (extracted from the 2018-2021 STIP Guide for Completing Enhance Proposal document) on project evaluation considerations.

We would like to share your input with the RVACT on the following STIP Enhance Non-Highway proposal:

- ODOT Region 3: OR99 Multimodal PH 1: Coleman Creek to Birch – \$1,982,000 request

Please provide any input by April 29th, 2016.

Sincerely,

Lisa Cornutt
ODOT Region 3 Principal Planner/STIP Coordinator

Attachments

1. Rogue Valley MPO STIP Enhance Proposal
2. STIP Enhance Considerations

From the [2018-2021 STIP Guide for Completing Enhance Proposal](#):

A key objective for Enhance funds for 2018-2021 is that selected proposals are targeted to improvements that demonstrate the greatest benefits in relation to costs. Selected proposals should describe how or if the projects proposed benefit the state's multimodal transportation system or major freight routes and be consistent with statewide plans (e.g. Oregon Transportation Plan (OTP) (and local plans if on the local system). These projects typically make key connections between modes or facilities, improve access to economic opportunities, and/or address identified system bottlenecks.

Given limited funding, the primary focus of the 2018-2021 Enhance program is to ensure these limited funds are allocated to high priority and strategic transportation investments that directly or indirectly benefit the state's multimodal transportation system.

Enhance projects need to describe how or if they provide a benefit to the state's multimodal transportation system. However, projects do not need to be located on the state system in order to have a benefit to the state's multimodal transportation system. Improvements located off of the state system can demonstrate benefit to the state's multimodal transportation system and statewide importance. Examples of benefits include but are not limited to: the project may benefit a long distance, continuous corridor; it may serve an important destination like a downtown, a strategic industrial, or an employment area; it may connect or it may improve access to a major transit facility or provide pedestrian access to a major transit facility; or it may provide a needed connection along a statewide or regional multipurpose trail.

Projects that have a benefit to the state's multimodal transportation system should describe how or if they:

- *Address statewide transportation needs by improving the state's transportation system, transit, and/or bicycle and pedestrian modes of transportation*
- *Impact multiple users and improve through movement; and*
- *Demonstrate consistency with the statewide plans and applicable regional transportation plans*
- *Work toward system completeness; fills in gaps*
- *Improve efficiency*

In addition the project proposals should describe how or if they:

- *Make key connections between modes or transportation facilities or*
- *Help to reach economic and social goals*

The members of the Oregon Bicycle and Pedestrian Advisory Committee, Oregon Freight Advisory Committee, and the Oregon Public Transportation Advisory Committee, along with ODOT staff, developed Modal Attributes for bicycle and pedestrian, freight, and transit projects. The proposal submittals must describe how the proposed project addresses the three identified Modal Attributes: (1) connectivity and system benefits, (2) safety and public health and (3) accessibility and mobility, as described further in the "Modal Attributes" pages reproduced below from the *Guide for Completing Enhance Proposal*.

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>

Connectivity & System Benefits

Describe how the project addresses a system deficiency (e.g. links public transportation from one part of the state to another, completes or extends a bicycle or pedestrian path) and how it supports intermodal connections (e.g. provides a connection to key land uses, such as adding bicycle or pedestrian access to transit). For, transit and any travel options program, the project should serve inter-state or interregional trips. For bicycle/pedestrian, consideration is given to connecting or providing a nexus for projects of regional interest.

How does the project address a system deficiency?	<p>Projects that link public transportation from one part of the state to another; projects that make it convenient for people to use those connections (e.g. similar fares or ticketing systems). Transp. Options that support an ODOT statewide program.</p> <p>Examples: Additional equipment for expanded services; Improvements that close gaps in transit service; Investments in transit centers, park and ride facilities; Seamless access (interface), for example improving biking or walking access to transit. Travel information that links intermodally or regionally.</p>	<p>Projects that infill a missing link in system, complete or extend a walking or biking network, widen a too narrow sidewalk or bikeway, infill bikeways or walkways on busy streets.</p> <p>Examples: Projects that improve designated bike routes and trails (Oregon Coast, Columbia Gorge, Scenic Bikeways, Regional Trails). Systemic sidewalk or bikeway infill. Projects that provide an alternate route to congested highways/corridors.</p>
How does the project support intermodal connect-ions?	<p>Projects that connect two or more modes of travel; Projects that provide access for all those that could and want to use public transportation, such as older individuals, people with disabilities, commuters, school kids, etc.</p> <p>Examples: Improved transit center or facility. Stop improvements. Seamless access (interface), for example improving biking or walking access to transit. Travel information that links intermodally or regionally. Access for the location, including appropriate and safe amenities, shelters, lighting. Park and ride facilities with transit or rail.</p>	<p>Projects that improve access to public transportation stops and transit centers for people traveling on foot or by bike. Projects that improve bicycle or pedestrian connections to train stations and airports.</p> <p>Examples: Systemic sidewalk infill (including crossing improvements) based on access to transit stops. Regional trail/high-quality bikeway connections to transit lines, airports, train stations.</p>

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>
<p>Safety & Public Health</p> <p>Describe how the project addresses a safety issue (e.g. improves lighting or signage at a transit center, separated bicycle path) or improves physical activity options or reduces environmental factors that harm health (e.g. provides new, improves or completes transit, bicycle, or pedestrian facilities in a community or area currently without). The project should contribute to the Safety Action Plan goals. The project should assist with the state’s greenhouse gas emissions reduction goals.</p>		
<p>How does the project address a safety issue?</p>	<p>Projects that improve a transit center or pull outs, lighting, signage, technology and/or route design. Serves interstate or inter-regional trips.</p>	<p>Projects that help people cross the street, slow traffic to the posted speed, provide separation from motor vehicle traffic, improve visibility of bicyclists and pedestrians. Programs that provide education and encouragement, such as safe routes to schools.</p> <p>Examples: Sidewalks and/or bikeways (including pedestrian crossings where needed) on state highways, major arterials, or other sites of potential fatality/injury crashes. Street trees, furniture, bulb-outs, etc. in downtown core areas.</p>
<p>How does the project improve public health?</p>	<p>Projects that add transit service or expansions in order to provide additional health through exercise. Projects that make improvements to fleets that use reduced or no emission vehicles.</p>	<p>Projects that provide a bikeway or walkway connection between destinations (residential to retail, medical, employment, etc.). Projects that reduce conflicts with other modes and provide appropriate separation of bikeway and walkway from motor vehicle traffic based on speed and volumes of traffic.</p> <p>Examples: Sidewalks, bike lanes, or multi-use trails that connect residential areas to schools, shopping, and employment areas.</p>

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes Project Examples</i>	<i>Attributes Project Examples</i>
<p>Accessibility & Mobility</p> <p>Describe how the project improves access (e.g. improves access for a specific population, such as older adults or persons with disabilities, improves access to primary health care or emergency care for specific populations) or removes a barrier (e.g. creates a last mile connection to transit). May also provide access to a tourist facility of national or state significance.</p>		
<p>How does the project improve access?</p>	<p>Projects that provide access to jobs, tourism travel, and retail services. Projects that enhance services based on where people live and want to go, primarily serving interstate or inter-regional trips.</p> <p>Examples: Added service. Improved access, project reduces headways, adds hours, increases capacity. Increases safety and access within 1/4 mile to stops. Dispatch or ticketing equipment, IT enhancements for travel information. Access for the location, including appropriate and safe amenities, shelters, lighting, pullouts, accessibility improvements at stops.</p>	<p>Projects that improve pedestrian access between key destinations (transit stops, senior centers, residential, shopping, medical, etc.) by building or improving sidewalks and crossings.</p> <p>Examples: Systemic sidewalk infill (including crossing improvements) based on access to transit stops. Projects that make key pedestrian connections for older adults or persons with disabilities.</p>
<p>How does the project remove a barrier?</p>	<p>Projects that improve last mile connections. Projects that serve underserved or unserved target populations.</p> <p>Examples: Improved travel information technology. Improved access to job or education. Improvement that reduces dependence on car throughputs at population centers.</p>	<p>Projects that resolve an issue that prevents use of the bikeway or walkway network (i.e. bridges w/o sidewalks/bike facilities, high speed roadways without pedestrian crossings).</p> <p>Examples: Projects that remove a barrier on a regional bicycle network or as part of a pedestrian/transit network.</p>

ACT members and Region staff will also utilize six Cross Modal Criteria in their review of project proposals. This will be of particular importance in the development of the 100 percent list developed cooperatively between Region staff and ACT members as a recommendation to forward to the OTC to be considered for inclusion into the draft STIP. ACTs and Region staff will determine how well the proposal submittals advance the criteria listed below, when feasible, quantifying the extent to which they do. All criteria and examples will not be applicable to every submitted proposal.

As applicable, the proposer should incorporate how the proposed project meets the Cross Modal Criteria listed below. The proposer must also describe when a proposed project undermines the criteria. Whenever possible, the proposer should include quantitative data, and the proposer should describe specifically who benefits (or is harmed). This information can be incorporated into the needs statement, project description, project timetable and estimated project needs as appropriate. Although projects have not been fully developed and it may not be possible to assess potential impacts in the areas of environmental justice, land use, environmental impacts or potential displacement of housing; it is important to keep these factors in mind and provide what information is known as the proposal is developed.

A. Economic Development:

- Project improves transportation access for workers
- Project reduces costs of travel for workers
- Project improves the operation, safety, or efficiency of the transportation corridor or system
- Project improves travel time reliability
- Projects helps to sustain or generate long-term and/or living wage jobs
- Project serves an economically distressed community
- Project improves access to jobs
- Project supports business development, redevelopment

B. Social Benefits:

- *Project supports OTP Policy 4.3 – Creating Communities: It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking, and bicycling feasible. Integrate features that support the use of transportation choices*
- Project increases physical activity
- Project increases transportation choices
- Project assists transportation disadvantaged communities in meeting their transportation needs
- Increases awareness of a cultural or natural, historic, scenic feature along a route of travel

C. Environmental Stewardship:

- *Supports OTP Policy 4.1 – Environmentally Responsible Transportation System: It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*

- Project aligns with the strategies and/or elements outlined in the Oregon Statewide Transportation Strategy. This means the project should further (or not undermine) the state's greenhouse gas emissions reduction goals
- Project reduces vehicle miles traveled

D. Safety:

- Project reduces conflict between modes that use the facility proposed for improvement
- Project reduces frequency of fatal and serious injury crashes across modes

E. Project Readiness:

- Project completed a public approval process
- Project completed some technical approval process (e.g. right-of-way complete, survey complete, environmental review (e.g. environmental impact statement) complete)

F. Leverage:

- Projects with a timing or funding nexus that allows projects to mutually benefit one another
- Additional project funding from public or private sources
- In-kind or other contributions (such as providing labor, equipment, materials, right-of-way, etc.)
- Additional public or private investment in infrastructure in the affected area or community that would occur as a result of the transportation investment