
AGENDA

Rogue Valley Metropolitan Planning Organization Policy Committee



Date: *Tuesday, June 28, 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.rvmpos.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:

- **Chair will read public hearing procedures**

4. **Transportation Improvement Program (TIP) & Regional Plan Amendments** **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:

- **RVMPO Planning Funds**
- **RVMPO FTA 5303 Funds**

Attachment: #2 – Memo, RTP / TIP Amendments

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

Action Items:

5. **Public Advisory Council (PAC) New Member Application** **Dan Moore**

Background: Patrick McKechnie, representing Mass Transit submitted a new member application for the Public Advisory Council.

Attachments: #3 – New member application

Action Requested: Appoint Patrick McKechnie to represent Mass Transit.

6. Central Point Conceptual Land Use & Transportation Plan (CP-3)..Tom Humphrey/Dick Converse

Background: Central Point prepared a Conceptual Transportation and Land Use Plan for its Future Growth Area CP-3, identified as an Urban Reserve in the Greater Bear Creek Valley Regional Plan. The Performance Indicators in the Plan require Central Point to collaborate with the RVMPO in preparing the Conceptual Plan. The Technical Advisory Committee reviewed the conceptual plan at its meeting on June 8th. The RVMPO Planning Program Manager will communicate the TAC comments to the Policy Committee.

Attachment: #4 – Draft letter of support; Power Point presentation at meeting.

Action Requested: Direct the Policy Chair to sign the letter of support

Discussion Items:

7. Congestion Mitigation & Air Quality (CMAQ) Funding Issues.....Dan Moore

A. FHWA recently confirmed that Salem and Eugene are now eligible for CMAQ funds. This will require an update to the current funding formula. ODOT provided an example of what the new allocation could look like. Under the scenario, the RVMPO's CMAQ funds would go from \$2,465,053/year to \$1,307,833/year. The attached email from ODOT provides more details for discussion.

B. ODOT recently updated the RVMPO CMAQ-funded project balance spreadsheet and it shows a deficit of \$682,216 by 2018. This is due to the RVMPO not receiving anticipated CMAQ funding allotments. Staff is working with ODOT to identify the reason for the funding shortfalls. The attached memo provides more information for discussion.

Attachments: #5 – Email Memo: Mac McGregor, ODOT CMAQ Funding Allocation Update;

- Memo: RVMPO CMAQ Funding – Allocation Shortfalls;
- Excel Spreadsheets: CMAQ Funding for RVMPO 3-31-16 & CMAQ Funding for RVMPO 3-31-16 with Cuts.
- Memo – Changes to Statewide CMAQ Allocations
- What's Happening with CMAQ FAQ Sheet

Action Requested: None - discussion item

8. Discretionary Funding.....Dan Moore

Background: At their June 8, 2016 meeting, the TAC discussed the project selection process for the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds and the schedule for the 2018-21 TIP development.

Due to the uncertainty of the CMAQ allocations to the RVMPO, the TAC is recommending delaying the project solicitation process until there is a resolution to the CMAQ funding issue tentatively scheduled to be decided by the OTC in October 2016.

Attachment None

Action Requested: None, discussion item

9. RVMPO Planning Update.....Dan Moore

10. Public Comment.....Chair

11. Other Business / Local BusinessChair

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

12. AdjournmentChair

The next MPO Policy Committee meeting is scheduled for Tuesday, July 26 at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, July 19 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, July 13 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
APRIL 26, 2016**



The following attended:
MPO Policy Committee

| Member | Organization | Phone |
|-----------------------------|-----------------------|--------------|
| 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 | |
| Darby Strickler | City of Talent | |
| Tonia Moro | RVTD | |

| Staff | Organization | Phone |
|---------------|---------------------|--------------|
| Dan Moore | RVCOG | 423-1361 |
| Ryan McLaren | 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 |
| Lauren Crane | OHSU Nursing | |

| | | |
|----------------|------------------|----------|
| Scott Fleury | Ashland | 552-2412 |
| Paige Townsend | RVTD | 608-2429 |
| Al Densmore | John Watt Assoc. | 601-0704 |
| John Vial | Jackson County | |

1. Call to Order / Introductions/ Review Agenda -

The Chairman, called the meeting to order at 2:03 p.m. Committee began with introductions.

2. Review / Approve Minutes -

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

On a motion by Jim Lewis, seconded by Rich Rosenthal, the minutes were unanimously approved as presented.

3. Public Comment -

None.

Public Hearing #1:

The Chair read the procedure for the public hearing.

4. RVMPO Unified Planning Work Program (UPWP) 2016-17 Resolution 2016-01 and Resolution 2016-02

Dan Moore presented the (April 19, 2016 memo) UPWP Budget tables #1 and #2 and Self Certification. The UPWP represents ODOT “carry over” funds (2014-15 @ \$128,000) are included in the updated budget:

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

- **Updating the Public Participation 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**

• **#1 - 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:

- **#2 - 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 was submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Comments from various jurisdictions have been incorporated into the final draft.

The Chair opened the public hearing

In support: None received

In opposition: None received

The Chair closed the public testimony.

On a motion by Jim Lewis, seconded by Mike Zarosinski by, the RVMPO Unified Planning Work Program (UPWP) Resolution 2016-01 was unanimously approved by voice vote.

On a motion by Jim Lewis, seconded by Mike Zarosinski, Resolution 2016-02 (Self Certification) was unanimously approved by voice vote.

Public Hearing #2:

The Chair read the procedure for the public hearing.

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

Ryan MacLaren shared that the Policy Committee is being asked adopt the proposed RTP/TIP amendments. The TAC voted unanimously to recommend said approval. The 21-day public comment period and public hearing has been advertised in the Medford Tribune, and information is currently available on the RVMPO website.

• Interstate 5: Exit 33 Off-Ramp Improvement

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. The cost is budgeted at \$967,000. Costco, Central Point and ODOT

Region #3 will fund the project. The project is exempt from regional conformity requirements. Upon questioning, funding sources were clarified for the Committee members. Costco's contribution was based upon their expected impacts on the transportation system. Mike Baker shared that other allocated funds will remain the same, and will not impact other obligated projects.

The Chair opened the public hearing

In support: None received

In opposition: None received

The Chair closed the public testimony.

On a motion by Tonia Moro, seconded by Rich Rosenthal, the Regional Plan/Transportation Improvement (TIP) Amendment was approved by the Policy Committee with a unanimous voice vote.

Action Items:

6. 2015 Annual List of Obligated Projects

Ryan MacLaren presented the list of obligated projects. Federal law requires MPOs to publish annually, on their websites, a list of projects for which federal funds have been obligated in the preceding federal fiscal year. The 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 the list 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. Following TAC approval, the list will be presented to the Policy Committee and posted to the RVMPO website at the end of the month. The obligation timeframe is Oct. 1, 2014 to Sept. 30, 2015.

After being updated with new handout figures, the list includes:

- Introduction
- Federal Requirements
- Federal Funding Sources
- Other Funding
- Distribution of Funds by Jurisdiction and
- Distribution of Funds by Project Type
- Project Delivery, Phasing
- List of Obligated
- Obligated Projects
- Map
- Appendix A Federal Regulations

Cascade Sierra Solutions (16290) obligated was previously removed from the list.

On a motion by Tonia Moro, seconded by Jim Lewis, the Committee unanimously approved the 2015 Annual List of Obligated Projects.

7. State Transportation Improvement Program Enhance Non-Highway Proposal

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 (Lisa Cornutt, STIP Coordinator) 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

Also provided for the Committee were an ODOT cover letter with the RVMPO STIP Enhance Non-Highway Proposal, STIP Enhance Funding Guidelines and the OR 99 Multimodal PH1: Coleman Creek to Birch, Enhance Proposal Form.

Art Anderson shared that the MRMPO had was also involved in the coordination of this matter.

The Committee was asked to provide input on proposal to be shared with the RVACT.

On a motion by Tonia Moro, seconded by Jim Lewis, the Committee gave its support for the proposed Oregon 99 – Phase I, Enhanced Project as it works its way through the approval process with the Policy Committee and RVACT. The motion passed unanimously by voice vote.

8. RVMPO Planning Update –

- Dan Moore spoke about the potential additions (a change to FHA regulations) of Salem and Eugene-Springfield to those entities eligible for CMAQ funds. Mr. Moore passed out an informational table showing that RVMPO funds will be reduced by 47%. Two spreadsheets were passed out to explain the currently approved obligations. The deficit shown is less than has been programmed over the past four years. ODOT recommends that current projects proceed, with the deficit being dealt with in 2019, the next time the list will be redone. The whole situation remains in flux, and could change if Eugene-Salem request full allotments, but a compromise is hoped for until the next funding cycle in 2019, with current RVMPO projects being held harmless. Ongoing work is being done on the specific numbers. No information is available on the methodology for the FAST Act Annual Amounts. In response to a question from John Vial, Mr. Moore said that, based on Map 21, CMAQ guidance was changed to allow former “maintenance areas”, and now out of that status, to be eligible for funding. This situation will not be dealt with in a public forum until a later date. Mr. Vial also said that the State has a great deal of discretion in how the funding would be allocated. ODOT will need to initiate the discussions. No specific decisions/projects adjustments have been reached at this point. Staff is hoping that a compromise can be reached with ODOT. Art Anderson offered his opinion that there should be a low level of concern for current projects until 2019. An amendment to the RTP financial plan would be necessary at some point. In 2019, the available amount may be as little as \$700,000. Art Anderson offered some possible strategies for dealing with this situation. Using CMAQ funding last. population formulas

was also mentioned, by Paige Townsend, RVT, including the fact that the 2019 figures might not be inclusive of all required jurisdictions. Members questioned the feasibility of sending a letter to ODOT to ask for additional explanations on this situation. Al Densmore said that the OTC should be working on this for maximum benefit to the evaluation process without messing up this “decade”. The Chairman thanked Dan Moore for all his work on this issue. Members asked for Staff to draft a letter to OTC to request more information/clarification, and express its concerns on this matter. The draft will be sent out electronically, and finalized for the OTC meeting in May.

Some of the suggested comments for the letter may include:

- The MPO is vitally concerned about the potential loss of 47% of its CMAQ funding, and the inherent, negative effect that it could have on air quality in southern Oregon. This is particularly relevant because no such percentage drop in estimated population can be substantiated.
- The State and FHA have already acknowledged the population estimates in the current funding cycle, and the projects funds have been obligated.
- Is there a process whereby existing, obligated projects could proceed on a hold harmless basis, with amendments coming at time when future project allocations are on the table?
- The timing on this matter (falling midway in a census cycle when a five year plan is already in place), causes MPO member jurisdictions grave concern, and is felt to be ill advised from a timing perspective.
- It is understood that air quality is a significant issue in Salem and Eugene-Springfield, but not to the detriment of the progress that continues to be ongoing in southern Oregon.
- There is not enough available public information on the history of this process, or the methodology by which the CMAQ funding process changes are being created.
- If there is a departmental discretionary mechanism in place for making choices in this process, both the mechanism and how much discretion is permitted would be extremely valuable information for both MPOs, local decision makers and the general public.
- No more information has been received at a local level about the Greenhouse Gas Target Rule Advisory Committee.
- The RVMPO is hosting the next OMPOC meeting on May 6th.

9. Public Comment

None received.

10. Other Business / Local Business

Mike Quilty, representing Central Point on the LOC, gave an update on LOC matters. The Medford Airport is up over 14% (11%, without including the Klamath Falls service loss) for the past year.

11. Adjournment

The meeting was adjourned at 3:07 p.m.

Scheduled Meetings:

| | |
|--------------|-----------------------------|
| RVMPO PAC | Tuesday, May 17th @ 5:50 pm |
| RVMPO TAC | May 11th @ 1:30 pm |
| RVMPO Policy | Tuesday, May 24th @ 2:00 pm |

DRAFT



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: June 20, 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 amendments 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 June 2nd 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: RVMPO Planning (KN)

Description: RVMPO planning funds.

| 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 | |
| Rogue Valley Council of Governments | | | | | | | | | | | | | | |
| RV/MPO PL | Planning and Research | 1010 | Exempt - Table 2, Safety | | | Planning | | | | | | | | |
| | | | | | | Design | | | | | | | | |
| | | | | | | Land Purchase | | | | | | | | |
| | | | | | | Utility Relocate | | | | | | | | |
| | | | | | | Construction | | | | | | | | |
| | | | | | 2017 | Other | \$ 263,378 | FL | \$ 30,145 | ODOT | \$ 293,523 | | | \$ 293,523 |
| | | | | | Total FFY 15-18 | | \$ 263,378 | | \$ 30,145 | | \$ 293,523 | | | \$ 293,523 |

B. Add New Project to RTP & TIP: RVMPO FTA 5303 (KN)

Description: RVMPO FTA 5303 funds.

| 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 | | |
| Rogue Valley Council of Governments | | | | | | | | | | | | | | | |
| FTA 5303 | Support Transit Planning through RTP & TIP | 1011 | Exempt - Table 2, Safety | | | Planning | | | | | | | | | |
| | | | | | | Design | | | | | | | | | |
| | | | | | | Land Purchase | | | | | | | | | |
| | | | | | | Utility Relocate | | | | | | | | | |
| | | | | | | Construction | | | | | | | | | |
| | | | | | 2017 | Other | \$ | 83,738 | FTA 5303 | \$ | 9,584 | Local | \$ | 93,322 | |
| | | Total FFY 15-18 | | | \$ | 83,738 | | \$ | 9,584 | | | | | \$ | 93,322 |



Office Use Only

Committee: _____

Date Received: _____

Appointed: _____

Yes No

Appointment Date: _____

Term Ended Date: _____

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION

Public Advisory Council (PAC)

Membership Application

Return Application to:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments
P.O. Box 3275
Central Point, OR 97502
541-664-6674 ext 360
www.rvmpo.org

Email return to: scasavan@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmpo.org

PLEASE PRINT

Personal Information: (Please indicate Mr. Mrs. or Ms.)

Name: Patrick McKechnie

Home address (include Zip code): _____

1266 Archer Dr

Medford OR 97501

Telephone: (home) 541 621 2003

(business) _____

Email patrick@oregonarchitecture.biz

About PAC membership... The Rogue Valley Metropolitan Planning Organization Public Advisory Council (PAC) makes recommendations on transportation planning issues to the RVMPO's Policy Committee. PAC members are appointed by the Policy Committee to two-year terms, representing one of the RVMPO's regional areas of interest. The PAC has positions for both geographic and issue-specific interests. Appointments are based on an applicant's ability to represent one of the Geographic or Issue-Specific interests.

- To represent one of the **Geographic Areas** listed below and illustrated on the attached RVMPO map, you must live, own property or operate a business within that area. You do not have to live within city limits. (Please refer to the RVMPO map, or call 664-6674 ext. 360, for clarification.)

- **Issue-Specific Positions** represent the freight industry, mass transit, low-income citizens, minorities, senior citizens, public health, and bicycle/pedestrian. Low-income and minority representatives do not have to be low income, or a racial minority, but would advocate for the concerns of those communities. Special-interest representatives may live, own property, or operate a business anywhere within the RVMPO.

1. Please indicate below the Geographic Area, or special interest that you would represent. Select only one from the following list, section (A) or (B) below.

A. Geographic Area (see Citizen Involvement Area map on the last page):

- | | | |
|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Ashland | <input type="checkbox"/> Central Point | <input type="checkbox"/> Eagle Point |
| <input type="checkbox"/> Jacksonville | <input type="checkbox"/> East Medford | <input type="checkbox"/> West Medford |
| <input type="checkbox"/> Phoenix | <input type="checkbox"/> Talent | <input type="checkbox"/> White City |

B. Special Interest Area:

- | | |
|---|--|
| <input type="checkbox"/> Freight industry | <input checked="" type="checkbox"/> Mass Transit |
| <input type="checkbox"/> Low Income Citizens | <input type="checkbox"/> Minority |
| <input type="checkbox"/> Senior Citizens | <input type="checkbox"/> Public Health |
| <input type="checkbox"/> Bicycle / Pedestrian | |

(Continued on Next Page)

2. What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?

I am in the process of acquiring an architecture license and am about to finish my Master of Architecture degree, a large portion of my studies has involved the implementation and study of public transit in order to offer a better designed final project. As an added bonus to the decade of studying and working in architecture, I am very well-traveled and have much experience with public transit. I have worked and studied aboard in Melbourne Australia for half a year, which lead to working in Bangkok for 3 years, both of these cities I enjoyed very much and have great transportation systems. I have been able to take advantage of many opportunities to study and explore cities across the Middle East, Asia, Europe and most of North America.

3. Why do you want to become a member of the Public Advisory Council?

I would enjoy the opportunity to work and learn from other more experienced members of the community.

Signature

Paul H. Keith

Date

04/21/16

Thank You!



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

June 24, 2016

Chris Clayton, City Manager
City of Central Point
140 s. 3rd Street
Central Point, OR 97502

RE: RVMPO Comments on Future Growth Area CP-3

Dear Chris,

Pursuant to the Regional Plan requirement that cities prepare conceptual plans in collaboration with the Rogue Valley Metropolitan Planning Organization (RVMPO), both the Technical Advisory Committee (TAC) and the Policy Committee reviewed the conceptual plan prepared for Future Growth Area CP-3. The scope of conceptual plan review is defined in Regional Plan Performance Indicators 2.7 and 2.8.

Performance Indicator 2.7 requires that transportation plans are prepared in collaboration with the RVMPO. Central Point submitted its plans to the TAC for review at its June 8, 2016, meeting. The Policy Committee reviewed the plans at its June 28, 2016, meeting, and provides the following comments.

Performance Indicator 2.7.1 requires that plans identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the region. The property is bounded by Pine Street on the south, the Jackson County Expo to the west and north, and the Bear Creek Greenway on its east side. The Greenway is a major pedestrian and bike facility. No arterials are proposed in the growth area, and no County projects are proposed in the area that will affect, or be affected by, location of streets. All of the alternative designs include a Bear Creek crossing to connect Peninger Road and Beebe Road, which will provide additional connections in the area and enhance traffic flows and increase options for access to the Expo Center.

The options for connecting to Peninger range from two that are in CP-3 to others that connect on either side of the Family Fun Center. The latter two connections are outside the urban area, but they place the connection farther from the Peninger Road intersection with Pine Street. By policy, all new collectors will require bike lanes and sidewalks. The proximity to Pine Street increases the need to ensure that development will not adversely affect the function of this major facility that has been included in an Interchange Area Management Plan. Access management will be implemented to provide internal circulation and limit access from Peninger Road in favor of cross-access agreements.

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.8.1 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Only about 5 percent of the URA is designated for residential use, a small area east of Bear Creek along Gebhard Road. Development will

be primarily business park/commercial, with a large area reserved for the Greenway, and the City prefers to eliminate the 1.88 acres from plan since it is physically separated from the remainder of CP-3.

The Policy Committee finds that the conceptual plan creates no barrier to inter-jurisdictional connectivity and is consistent with other Regional Plan performance indicators. These comments are provided to affirm that Central Point followed the requirements of the Regional Plan to prepare its conceptual plans in collaboration with the RVMPO.

Sincerely,

Michael G. Quilty, Chair
RVMPO Policy Committee

From: [LYNDE McGregor * Mac](#)
To: [LEYBOLD Ted](#); [JAFFE Mike](#); [THOMPSON Paul E](#); [MOORE Dan](#); [ERAUT Michelle](#); [HARRIS Jasmine](#); [BAKER John J](#); [BROUWER Travis](#); [BOHARD Jerri L](#); [FLOWERS Jeffrey A](#); [FISHER Patricia R * ODOT](#); [EDGAR Deanna D](#); [LILJENWALL Natalie](#)
Cc: [HAVIG Erik M](#); [BROOKS Kelly S](#); [NELL Lisa D](#); [BAKER John J](#); [PENNINGER Teresa B](#); [PFEIFFER Amy L](#); [WINDSHEIMER Rian M](#); [CHICKERING Sonny P](#); [READING Frank H](#); [BRYANT Robert W](#); [GROVE Monte](#); [HANSEN Norman C * Butch](#); [SIPP Craig A](#); [THOMPSON Rodney * Rod](#); [WEAVER Darlene](#); [HAUPT Susan](#); [John Vial \(VialJN@jacksoncounty.org\)](#); [MAHER John D](#); [KEASEY Ted W](#); [BARRY Michael P](#); [PARLETTE Katie M](#); [SPARKMAN Kelli](#); [HUESTIS John](#); [HUNAIDI Sam H](#); [GRISHAM Nicholas *Cole](#); [SANDVIG Amanda L](#); [JACOBSEN Kelly A](#); [DADE Flower E](#); [OLSON Marybeth W](#); [MATHER Paul R](#)
Subject: CMAQ Funding Allocation Update
Date: Tuesday, April 19, 2016 2:36:04 PM

All-

As some of you may have heard, FHWA recently confirmed for us that both Salem and Eugene are now CMAQ eligible areas. This will require an update to the current funding allocation formula that was last approved back in 2006 with the passage of SAFETEA-LU. There are several issues with the current formula and the ability to reproduce it, as well as other challenges and opportunities that have been brought up over the years. It is our intent to bring our key stakeholders (i.e. CMAQ eligible areas and others) together to discuss options for best utilizing CMAQ funds and make a recommendation to the OTC for consideration/approval this Fall. More details will be coming out soon about the schedule of events and meeting invites.

I recognize that the timing of this presents some challenges, especially to those of you working on your MTIP development. Knowing that the work of this group and the decision of the OTC will change the current allocation (simply by adding Salem and Eugene), I would strongly recommend taking a conservative approach as you do your project solicitation/selection efforts.

With the passage of the FAST Act, CMAQ funds in Oregon did see an increase. With the inability to fully use the existing allocation formula (due to lack of some specific air quality data), we can use population as a very close proxy for the formula. Below is an example of what the allocations could look like, when Salem and Eugene are added. While I don't believe this will be the final recommendation going to the OTC this fall, this does give you a sense of what the impact to your area could be.

Many of you are experts in this area and I welcome the discussions we are going to have over the coming months. I ask for your patience as we work through this process and your participation and partnership.

Any questions or concerns about the process or timing, please let me know.

I've cc'd a number of people that I know are interested about this topic. Please forward this message to anyone I may have missed.

-Mac

Oregon CMAQ Funding - FAST Act

Annual Amounts

| | | |
|--|-------------------------|----------------------|
| | without Salem/Eugene | with Salem/Eugene |
|--|-------------------------|----------------------|

| | | |
|------------------|--------------|--------------|
| Metro | \$14,086,017 | \$10,561,701 |
| Medford | \$2,465,053 | \$1,307,833 |
| Grants Pass | \$704,300 | \$532,341 |
| Klamath Falls | \$352,150 | \$427,221 |
| Eugene | \$0 | \$2,263,636 |
| Salem | \$0 | \$2,514,788 |
| Lakeview | \$65,000 | \$65,000 |
| Oakridge | \$65,000 | \$65,000 |
| LaGrande | \$65,000 | \$65,000 |
| | \$17,802,520 | \$17,802,520 |

*Distribution based on population, which
closely matches 2006 CMAQ allocation
formula

Butch, Ted K., Mike B....can you share this message with your local agency contacts, and also share their contact info with me, please.

McGregor “Mac” Lynde

ODOT-Active Transportation Section Manager

555 13th St NE

Salem, OR 97301

Office: 503-986-3880



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: June 21, 2016
TO: Policy Committee
FROM: Dan Moore, Planning Program Manager
SUBJECT: RVMPO CMAQ Funding – Allocation Shortfalls

ODOT recently updated the RVMPO CMAQ-funded project balance spreadsheet and it shows that the RVMPO will have a deficit of approximately \$682,000 by FY 2018. I am working with ODOT to identify the reason for this deficit. It appears that the RVMPO did not receive anticipated allotments of CMAQ funds (see Table 1). Table 1 below lists, by year, the amounts of CMAQ funds programmed by the RVMPO and then allocated to local projects approved by the Policy Committee.

Also included is Table 2 that lists RVMPO CMAQ allocations from the 15-18 STIP. There are no entries for FYs 2016, 2017 & 2018. Table 2 shows that less funds were allocated to the RVMPO than shown on Table 1 for FYs 14 & 15. I asked ODOT to verify the CMAQ allocations for the RVMPO for FYs 16, 17 & 18. ODOT's guidance at this point is to go ahead with the programmed CMAQ projects through 2018 and reduce the 2019, 2020 and 2021 CMAQ allocations by \$682,216.

| Table 1 | |
|----------------|---|
| FFY | Programmed in RVMPO 2012-15 and 15 -18 TIPs |
| 2013 | \$2,317,498 |
| 2014 | \$2,188,000 |
| 2015 | \$2,451,000 |
| 2016 | \$2,544,783 |
| 2017 | \$2,580,412 |
| 2018 | \$2,616,538 |

| Table 2 | | | | |
|----------------|-------|---------------------------------|---------------------------------|---------------------------------------|
| FFY | Key # | Programmed in RVMPO 2012-15 TIP | Programmed in 2015-18 STIP CMAQ | From 2013-38 RTP RVMPO Financial Plan |
| 2013 | 16853 | \$2,317,498 | | |
| 2014 | 18296 | \$2,188,000 | \$52,713 | |
| 2015 | 18297 | \$2,451,000 | \$2,058,329 | |
| 2016 | NA | | \$0 | \$2,544,783 |
| 2017 | NA | | \$0 | \$2,580,412 |
| 2018 | NA | | \$0 | \$2,616,538 |

| Key Number | Jurisdiction | Project | MPO Approved Amount for CMAQ | Amount Already Obligated Thru 3/31/16 | Amount Left to Obligate Thru FFY 2018 | Comments | Obligation Planned for FFY 2016 | Obligation Planned for FFY 2017 | Obligation Planned for FFY 2018 |
|-------------|--------------------|---|---|---|---|---------------------|------------------------------------|------------------------------------|------------------------------------|
| 15257 | Ashland | Diesel Retrofit | \$ 91,200.00 | \$ 26,263.97 | \$ - | Closed Out | | | |
| 15694 | Ashland | Plaza Av. Paving | \$ 797,700.00 | \$ 438,632.32 | \$ - | Closed Out | | | |
| 17249 | Ashland | Walker Avenue: Ashland to East Main | \$ 666,694.00 | \$ 666,694.00 | \$ - | | | | |
| 18250 | Ashland | Hersey Street Sidewalk: N Main to Oak | \$ 531,000.00 | \$ 120,238.20 | \$ 410,761.80 | | \$ 18,842.80 | \$ 391,919.00 | |
| 15253 | Central Point | Hazel St: E of 10th St. | \$ 332,001.00 | \$ 276,172.34 | \$ - | Closed Out | | | |
| 15695 | Central Point/Tint | Central Point and Talent Parking Lot Imp. | \$ 1,044,403.00 | \$ 1,043,065.15 | \$ 1,337.85 | Ready for Close Out | \$ 1,337.85 | | |
| 17666 | Central Point | Hybrid Vehicle Purchases | \$ 83,140.00 | \$ 51,000.00 | \$ - | Closed Out | | | |
| 17667 | Central Point | Street Sweeper | \$ 175,000.00 | \$ 172,947.00 | \$ - | Closed Out | | | |
| 17252 | Central Point | Snowy Butte & Chickory Lane Paving | \$ 509,267.00 | \$ - | \$ - | Project Cancelled | | | |
| 16092 | Central Point | Propane Vehicle Conversions | \$ 196,294.00 | \$ - | \$ - | Project Cancelled | | | |
| 17401 | Central Point | Freeman Road | \$ 1,341,000.00 | \$ 1,341,000.00 | \$ - | | | | |
| 17734 | Eagle Point | Mattie Brown Park Parking Lot Paving | \$ 175,622.00 | \$ 165,860.91 | \$ - | Closed Out | | | |
| 19230 | Eagle Point | Stevens Rd: East Main St to Palima Dr | \$ 1,332,497.00 | \$ 208,564.37 | \$ 1,123,932.63 | | | \$ 10,000.00 | \$ 1,113,932.63 |
| 15252 | Jackson County | Diesel Retrofit | \$ 86,141.00 | \$ 32,195.12 | \$ - | Closed Out | | | |
| 15254 | Jackson County | East Pine St: I-5 to Peninger Rd | \$ 646,056.00 | \$ 646,146.00 | \$ - | Closed Out | | | |
| 15667 | Jackson County | Street Sweeper | \$ 152,541.00 | \$ 150,532.66 | \$ - | Closed Out | | | |
| 15702 | Jackson County | Peachey - Walker to Hillview | \$ 807,570.00 | \$ 768,098.89 | \$ - | Closed Out | | | |
| 16089 | Jackson County | MPO Alternative Energy-Emission Red | \$ 100,000.00 | \$ 87,500.00 | \$ - | Closed Out | | | |
| 18974 | Jackson County | Table Rock Rd: I-5 Crossing to Biddle | \$ 3,498,900.00 | \$ 940,572.32 | \$ 2,558,327.68 | | \$ 153,976.88 | \$ 2,404,350.80 | |
| 15251 | Jacksonville | Elm & M St. Paving | \$ 648,558.00 | \$ 397,141.64 | \$ - | Closed Out | | | |
| 15696 | Jacksonville | Street Sweeper | \$ 152,541.00 | \$ 143,099.42 | \$ - | Closed Out | | | |
| 13553 | Medford | Mace Rd. Sidewalks | \$ 585,744.00 | \$ 585,744.00 | \$ - | Closed Out | | | |
| 13356 | Medford | W. Medford Alleys | \$ 500,000.00 | \$ 452,933.73 | \$ - | Closed Out | | | |
| 13357 | Medford | Oak St- McAndrews to Taft | \$ 481,001.00 | \$ 428,346.14 | \$ - | Closed Out | | | |
| 15250 | Medford | Diesel Retrofit | \$ 78,870.00 | \$ - | \$ - | Project Cancelled | | | |
| 15691 | Medford | Street Sweeper | \$ 223,920.00 | \$ 223,919.42 | \$ - | Closed Out | | | |
| 15692 | Medford | Jackson St. & Stevens St Alleys | \$ 1,183,538.00 | \$ 1,199,221.24 | \$ (15,683.24) | | \$ (15,683.24) | | |
| 15693 | Medford | Alternative Fueling Station | \$ - | \$ - | \$ - | Project Cancelled | | | |
| 15233 | Medford | Barnett Bike/Ped Bridge | \$ 500,000.00 | \$ 450,042.16 | \$ - | Closed Out | | | |
| 17240 | Medford | Garfield Ave: Columbus to Peach | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | Closed Out | | | |
| 17241 | Medford | Adaptive Signal Timing | \$ 278,870.00 | \$ 278,870.00 | \$ - | Ready for Close Out | | | |
| 16091 | Medford | Springbrook Delta Waters Realignment | \$ 548,650.00 | \$ 543,116.83 | \$ - | Closed Out | | | |
| 17388 | Medford | Lozier Lane Improvements | \$ 5,001,912.00 | \$ 1,732,119.82 | \$ 3,269,792.18 | | \$ 3,269,792.18 | | |
| 19231 | Medford | Foothill Rd: Hillcrest to McAndrews | \$ 3,000,000.00 | \$ 165,103.20 | \$ 2,834,896.80 | | \$ 193,816.80 | \$ 2,641,080.00 | |
| 15497 | RVCOG | TDM | \$ 41,823.00 | \$ 40,280.00 | \$ - | Closed Out | | | |
| 16290 | RVCOG | Cascade Sierra Solutions | \$ 314,055.00 | \$ 289,948.32 | \$ - | Closed Out | | | |
| 17254 | RVCOG | Clean Air Campaign | \$ 55,000.00 | \$ 55,000.00 | \$ - | | | | |
| 16090 | RVCOG | School Bus Fleet Diesel Retrofit | \$ 40,000.00 | \$ 40,000.00 | \$ - | Closed Out | | | |
| 13554/17263 | RVTD | Passenger Information | \$ 923,322.00 | \$ 923,322.00 | \$ - | Transferred to FTA | | | |
| 15246 | RVTD | Diesel Bus Replacement | \$ 940,370.00 | \$ 940,370.00 | \$ - | Transferred to FTA | | | |
| 15666 | RVTD | On-board Diagnostic | \$ 98,703.00 | \$ - | \$ - | Project Cancelled | | | |
| 17168 | RVTD | Expanded Transit Service | \$ 1,081,756.00 | \$ 1,081,756.00 | \$ - | Transferred to FTA | | | |
| 19378 | RVTD | Valley Feeder Pilot Project | \$ 100,000.00 | \$ - | \$ 100,000.00 | | \$ 100,000.00 | | |
| | | | Total Planned for Projects Thru FFY 2018 | | \$ 10,283,365.70 | Total Planned | \$ 3,722,083.27 | \$ 5,447,349.80 | \$ 1,113,932.63 |
| | | | | | | Total Available | \$ 4,671,043.67 | \$ 3,414,013.40 | \$ 431,716.60 |
| | | | Balance as of 3/31/16 from Financial Plan | | \$ 893,542.39 | | | | |
| | | | Estimated Obligation Amount Already Accounted for in Financial Plan | | \$ 3,777,501.28 | | | | |
| | | | Expected Allocation for FFY 2017 | | \$ 2,465,053.00 | | | | |
| | | | Expected Allocation for FFY 2018 | | \$ 2,465,053.00 | | | | |
| | | | | Total Available | \$ 9,601,149.67 | | | | |
| | | | | Balance | \$ (682,216.03) | | \$ 948,960.40 | \$ (2,033,336.40) | \$ (682,216.03) |

| Key Number | Jurisdiction | Project | MPO Approved Amount for CMAQ | Amount Already Obligated Thru 3/31/16 | Amount Left to Obligate Thru FFY 2018 | Comments | Obligation Planned for FFY 2016 | Obligation Planned for FFY 2017 | Obligation Planned for FFY 2018 |
|-------------|--------------------|---|---|---------------------------------------|---------------------------------------|---------------------|---------------------------------|---------------------------------|---------------------------------|
| 15257 | Ashland | Diesel Retrofit | \$ 91,200.00 | \$ 26,263.97 | \$ - | Closed Out | | | |
| 15694 | Ashland | Plaza Av. Paving | \$ 797,700.00 | \$ 438,632.32 | \$ - | Closed Out | | | |
| 17249 | Ashland | Walker Avenue: Ashland to East Main | \$ 666,694.00 | \$ 666,694.00 | \$ - | | | | |
| 18250 | Ashland | Hersey Street Sidewalk: N Main to Oak | \$ 531,000.00 | \$ 120,238.20 | \$ 410,761.80 | | \$ 18,842.80 | \$ 391,919.00 | |
| 15253 | Central Point | Hazel St: E of 10th St. | \$ 332,001.00 | \$ 276,172.34 | \$ - | Closed Out | | | |
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| 17252 | Central Point | Snowy Butte & Chickory Lane Paving | \$ 509,267.00 | \$ - | \$ - | Project Cancelled | | | |
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| 15254 | Jackson County | East Pine St: I-5 to Peninger Rd | \$ 646,056.00 | \$ 646,146.00 | \$ - | Closed Out | | | |
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| 13553 | Medford | Mace Rd. Sidewalks | \$ 585,744.00 | \$ 585,744.00 | \$ - | Closed Out | | | |
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| 13357 | Medford | Oak St- McAndrews to Taft | \$ 481,001.00 | \$ 428,346.14 | \$ - | Closed Out | | | |
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| 15692 | Medford | Jackson St. & Stevens St Alleys | \$ 1,183,538.00 | \$ 1,199,221.24 | \$ (15,683.24) | | \$ (15,683.24) | | |
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| 17240 | Medford | Garfield Ave: Columbus to Peach | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | Closed Out | | | |
| 17241 | Medford | Adaptive Signal Timing | \$ 278,870.00 | \$ 278,870.00 | \$ - | Ready for Close Out | | | |
| 16091 | Medford | Springbrook Delta Waters Realignment | \$ 548,650.00 | \$ 543,116.83 | \$ - | Closed Out | | | |
| 17388 | Medford | Lozier Lane Improvements | \$ 5,001,912.00 | \$ 1,732,119.82 | \$ 3,269,792.18 | | \$ 3,269,792.18 | | |
| 19231 | Medford | Foothill Rd: Hillcrest to McAndrews | \$ 3,000,000.00 | \$ 165,103.20 | \$ 2,834,896.80 | | \$ 193,816.80 | \$ 2,641,080.00 | |
| 15497 | RVCOG | TDM | \$ 41,823.00 | \$ 40,280.00 | \$ - | Closed Out | | | |
| 16290 | RVCOG | Cascade Sierra Solutions | \$ 314,055.00 | \$ 289,948.32 | \$ - | Closed Out | | | |
| 17254 | RVCOG | Clean Air Campaign | \$ 55,000.00 | \$ 55,000.00 | \$ - | | | | |
| 16090 | RVCOG | School Bus Fleet Diesel Retrofit | \$ 40,000.00 | \$ 40,000.00 | \$ - | Closed Out | | | |
| 13554/17263 | RVTD | Passenger Information | \$ 923,322.00 | \$ 923,322.00 | \$ - | Transferred to FTA | | | |
| 15246 | RVTD | Diesel Bus Replacement | \$ 940,370.00 | \$ 940,370.00 | \$ - | Transferred to FTA | | | |
| 15666 | RVTD | On-board Diagnostic | \$ 98,703.00 | \$ - | \$ - | Project Cancelled | | | |
| 17168 | RVTD | Expanded Transit Service | \$ 1,081,756.00 | \$ 1,081,756.00 | \$ - | Transferred to FTA | | | |
| 19378 | RVTD | Valley Feeder Pilot Project | \$ 100,000.00 | \$ - | \$ 100,000.00 | | \$ 100,000.00 | | |
| | | | Total Planned for Projects Thru FFY 2018 | | \$ 10,283,365.70 | Total Planned | \$ 3,722,083.27 | \$ 5,447,349.80 | \$ 1,113,932.63 |
| | | | | | | Total Available | \$ 4,671,043.67 | \$ 2,256,793.40 | \$ (1,882,723.40) |
| | | | Balance as of 3/31/16 from Financial Plan | | \$ 893,542.39 | | | | |
| | | | Estimated Obligation Amount Already Accounted for in Financial Plan | | \$ 3,777,501.28 | | | | |
| | | | Expected Allocation for FFY 2017 | | \$ 1,307,833.00 | | | | |
| | | | Expected Allocation for FFY 2018 | | \$ 1,307,833.00 | | | | |
| | | | | Total Available | \$ 7,286,709.67 | | | | |
| | | | | Balance | \$ (2,996,656.03) | | \$ 948,960.40 | \$ (3,190,556.40) | \$ (2,996,656.03) |



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: June 21, 2016
TO: RVMPO Policy Committee
FROM: Dan Moore, Planning Program Manager
SUBJECT: Changes to Statewide Congestion Mitigation and Air Quality (CMAQ) Allocations

The Eugene and Salem regions are now eligible to receive CMAQ funds. The Oregon Department of Transportation (ODOT) has informally notified both the Middle Rogue and Rogue Valley MPOs that a statewide CMAQ discussion on a new funding allocation formula is to take place over the summer of 2016 with a recommendation to the Oregon Transportation Commission (OTC) by this autumn.

A specific process and timeline has not yet been announced. Staff will keep the RVMPO informed of the process being considered by ODOT as it prepares its new allocation proposal to the OTC. The RVMPO has an important stake in the new statewide air quality funding distribution process, and will need adequate time to consider and respond to any recommendations about the CMAQ funding distribution process.

The CMAQ funding program is one of two federal funding programs that make-up the RVMPO's discretionary funding program. The current statewide sub-allocation formula of CMAQ funding provides approximately \$2.5 million annually in federal funding for projects in the RVMPO Area. This represents over half (58%) of the RVMPO's discretionary funding. Providing CMAQ funding to the Eugene and Salem areas could reduce funding to the region by several thousand dollars annually, depending on how the new distribution process is defined.

Further background information and implications for the region are provided on the attached summary of current CMAQ issues.

Next Steps

- RVMPO staff will work with the TAC at their July 13, 2016 meeting to identify input the region desires to be considered by the CMAQ distribution process.
- Staff will facilitate communication from ODOT to The RVMPO Policy Committee and TAC about the CMAQ funding distribution process.
- Staff will be available to support the development of comments that can be provided to ODOT during their decision-making process by the Policy Committee and TAC.

What is happening with CMAQ?

1) What is the Congestion Mitigation and Air Quality (CMAQ) program?

The Congestion Mitigation and Air Quality (CMAQ) program is a U.S. Department of Transportation (U.S. DOT) funding program intended to “provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.” With the creation and implementation of the CMAQ program in 1991 as part of the Intermodal Surface Transportation Efficiency Act (ISTEA), funding became available to areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The CMAQ program is housed and administered through the Federal Highway Administration (FHWA).

2) Does the Rogue Valley MPO receive CMAQ funds?

Yes, the Rogue Valley MPO has received CMAQ funding since the start of the CMAQ program in 1991 because the region was formerly a non-attainment area for carbon monoxide (CO) and particulate matter 10 micrometers or less (PM₁₀) and is currently required to implement maintenance plans to address CO and PM₁₀ emissions.

3) How are CMAQ funds distributed? (Federal Government to State Government)

Since the creation and implementation of the CMAQ funding program, CMAQ funding has been disbursed through state departments of transportation (DOT). The State DOT then decides how to allocate the CMAQ funds to eligible areas. Formulas which prescribe the amount of CMAQ funding to each state have evolved since the implementation of the program in 1991. In 2009 the authorization bill SAFETEA-LU changed the distribution formula from one that varied each year based on impacted populations and levels of exposure to emissions to one based on the proportion of funds each state received in 2009. Therefore, the proportion of funds to each state has not changed since 2009, even through the landscape of eligible areas and the air quality context has changed.

4) How are CMAQ funds distributed? (State Government to Local Government)

Because State DOTs have the discretion for determining the allocation of CMAQ funding to those eligible areas in the state, the CMAQ funding program differs from state to state. FHWA does not have statewide distribution requirements for State DOTs aside from establishing eligible areas. In Oregon, ODOT has taken a sub-allocation approach to distributing CMAQ funding to eligible areas. Since 2006, ODOT has used the same sub-allocation formula for CMAQ funding, which was based on multiple factors including air quality status, pollution severity and population. Eligible areas outside of MPOs have received an “off the top” allocation of \$65,000 per year, typically spent in one obligation of funds accumulated over several years.

5) How much of that CMAQ funding comes to the RVMPO?

The RVMPO currently receives approximately \$2.5 million per year to implement transportation projects which address air quality issues. Amounts change slightly each year consistent with the rate of annual growth of overall federal transportation funding to the state. In general, the funds have grown slightly over time and with no changes in the sub-allocation formula would be approximately \$2.8 million by the end of the current federal authorization bill in 2020.

6) What is currently happening with CMAQ in Oregon and why is this discussion happening now?

FHWA recently made a determination the Eugene and Salem regions are eligible to receive CMAQ funding. The Eugene and Salem MPOs have now requested ODOT to update the state distribution method to account for their eligibility. ODOT is considering how to update the distribution process and is expected to propose a process in the very near future.

7) If new places become eligible for CMAQ funding, does that mean the State of Oregon receives more CMAQ funding?

No, the federal transportation reauthorization does not increase or decrease the level of CMAQ funding each state receives based on the current air quality conditions and newly eligible areas.

8) How soon can the RVMPO be affected/impacted by the outcomes of the statewide CMAQ allocation discussions?

The impacts to the funding amounts will be determined by the Oregon Transportation Commission when they adopt a new distribution process, including the date the new process will go into effect.

9) How can the RVMPO contribute to the conversation about the statewide CMAQ funding allocation?

To date, ODOT has communicated a general description to undergo a process over the summer and looks to bring forward to the OTC a new recommendation on how to allocate CMAQ funds in the state by autumn 2016. As ODOT prepares to define a more specific process proposal, the RVMPO may consider sending a message to ODOT asking that there be adequate time to consider options.