AGENDA

Rogue Valley Metropolitan Planning Organization

Policy Committee

Date: ***Tuesday, January 24, 2017***

Time: ***2:00 p.m.***

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

Transit: served by RVTD Route #40

Phone : ***Ryan MacLaren, RVCOG, 541-423-1338***

RVMPO website : www.rvmpo.org

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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:

- **OR 140 / OR 238 Bridge & Culvert Rail Upgrades**

Attachment: #2 – Memo, RTP / TIP Amendments

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

Action Items:

5. **Discretionary Funding Application Presentations ..... Applicants**

Background: This is a workshop-style session to review and present applications. In this agenda item each applicant may present their project for brief committee discussion. Applicants please limit presentation material to 5 minutes.

Attachment: #3 – Tech Memo #1: Methodologies; applications (with maps, photos, etc.) will be available electronically at the meeting. Applications will also be available on the RVMPO website at https://www.rvmpo.org/index.php/2019-2021projectsolicitation

Action Requested: None. Information only.

6. Discretionary Funding Project Selection ..... RVMPO Staff

Background: The Policy Committee is asked to make tentative decisions on the allocations of $3,241,281 in Congestion Mitigation and Air Quality (CMAQ) funds and $2,954,017 in Surface Transportation Program (STP) funds available through 2021. Funding decisions will permit staff to proceed with drafting the 2018-2021 Transportation Improvement Program (TIP) and amending the current TIP as necessary. A public hearing at a later date will be held to make funding decisions final.

Attachments: #4 - Memo- Evaluating Applications for RVMPO Discretionary Funds, Evaluations

Action Requested: Make tentative funding decisions among projects included in the memo.

7. Phoenix Urban Reserve Concept ..... Dick Converse

Background: Using a TGM grant, RVCOG staff has been working with the City of Phoenix to complete concept plans for contiguous Future Growth Areas PH-5 and PH-5. Five scenarios have been reduced to three based on preliminary analysis conducted by the ODOT Transportation and Analysis Unit (TPAU). TPAU then conducted a more detailed analysis of the three scenarios and has released a draft technical memorandum outlining its findings.

Attachment: #5 – Draft Concept Plans (on MPO Website because of file size.)
https://www.rvmpo.org/images/studies/Phoenix_URCP/PH-5_Concept_Plan_First_DraftFR.pdf
#6 – Draft RVMPO Policy Letter of Concurrence

Action Requested: Authorize Committee Chair to sign RVMPO Policy Committee Letter of Concurrence

8. Public Advisory Council (PAC) New Member Application ..... Ryan MacLaren

Background:
Aaron Prunty, Eagle Point
Mike Stanek, White City
Glen Anderson, East Medford
Mark Earnest, East Medford
Ron Holthusen, Jacksonville
Thad Keays, Talent
Mary Wooding, Ashland
Mike Montero, Freight Industry
Edgar Hee, Bicycle / Pedestrian Interest

Action Requested: Appoint members to the Council

Discussion Items:

9. Statewide Freight Plan..... Karl Welzenbach

Background: The Fix America's Surface Transportation (FAST) Act includes additional requirements that the State of Oregon's Freight Plan must meet by December of 2017. Included in these requirements are the designation of Critical Rural and Critical Urban Freight Corridors. The Oregon Department of Transportation is seeking input from its statewide partners in defining both the Rural and Urban Critical Freight Corridors.

Attachments: #7 – Designation Fact Sheet for MPOs,
#8 – Oregon Freight Plan Amendment Overview
#9 – Proposed Critical Urban Freight Corridors

Map link – http://rvcog.maps.arcgis.com/apps/PublicInformation/index.html?appid=c4a9ab87af184b5e97e1ce850c498b20

9. RVMPO Planning Update..... Karl Welzenbach

CMAQ Update

10. Public Comment..... Chair

11. Other Business / Local Business ..... Chair
Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

12. Adjournment ..... Chair
The next MPO Policy Committee meeting is scheduled for Tuesday, February 28 at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, March 21 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, February 8 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 RVCOG, 541-664-6674. 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
NOVEMBER 22, 2016

The following attended:

MPO Policy Committee

Member	Organization	Phone
Colleen Roberts	Jackson County	646-2878
Mike Quilty, Chairman	City of Central Point	664-7907
Rich Rosenthal	City of Ashland	941-1494
Mike Zarosinski	City of Medford	
Tonia Moro	RVTD	973-2063
Jim Lewis	City of Jacksonville	899-7023
Darby Strickler	City of Talent	

Staff	Organization	Phone
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Ryan MacLaren	RVCOG	423-1338
Karl Welzenbach	RVCOG	423-1360
Andrea Napoli	RVCOG	423-1369

Others Present -

Name	Organization	Phone
John Vial	Jackson County	
Mike Montero	Montero & Assoc.	944-4376
Paige Townsend	RVTD	608-2429

John Vial	Jackson County
Cody Meyer (Phone)	DLCD
Mike Baker	ODOT
Julie Brown	RVTD
Mike Kuntz	JACO
Jenna Marmon	JACO
Tim D'Alessandro	RVTD
Tom Fink	Ashland
Allen Halmark	United Oregon
Dan Daris	RVTD

1. Call to Order / Introductions/ Review Agenda –
The Chairman called the meeting to order at 2:00 p.m. The Committee began with introductions.

2. Review / Approve Minutes -
The Chairman asked if there were any additions or corrections to the previous meeting minutes.

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

3. Public Comment -
None.

4. Discussion and Possible Action Regarding Proposed Recommendations by the Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reduction

Karl Welzenbach presented information on the Greenhouse Gas Reduction issue. The Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reductions has been meeting for almost a year. The Committee is working towards having recommendations back to the Land Conservation and Development Commission by the end of December. The TPR is not concerned with Greenhouse Gasses.

On November 4th the greenhouse gas advisory committee met to begin finalizing recommendations to bring back to the Commission. The agenda for this meeting included (1) a discussion of policy approaches for increasing transportation choices and (2) a discussion of

Green House Gas reduction targets. Included in the discussion of reduction targets was the issue of whether or not to include the newly formed MPOs (Middle Rogue and Albany) in the mix.

(1) **Transportation Planning Rule** - The overall policy approach was to let MPOs focus on the RTP and the accompanying federal requirements and allow each region a choice for coordination. This could mean that the goal is set by the members of the MPO and there could be an exclusion for smaller cities (population 2500 and below) for meeting these goals. The effort would be to try to look towards those things that local governments, rather than MPOs, control – land use, zoning, development, etc.

(2) **Green House Gas Targets -** LCDC staff provided three options to consider when developing GHG targets for communities within MPO areas: (1) establish one target for every area; (2) establish one target for the Portland Metro area and another target for everyone else; (3) establish individual targets for each area. After a great deal of discussion the committee settled on to two versions of the second option – one target for Metro and one for everyone else. These two options are:

Option 5.2.3

Year	Portland Metro Area	Other MPO Areas
By 2040	**26%**	**13%**
By 2050	**37%**	**26%**

Option 5.2.4

Year	Portland Metro Area	Other MPO Areas
By 2040	**25%**	**20%**
By 2050	**35%**	**30%**

Whether or Not to Include the New MPOs in Target Rules
Although the data indicates that there is "an insignificant effect on the targets by including [or excluding] the two Metropolitan Areas" LCDC staff recommends inclusion. Mr. Welzenbach doesn't believe that the Middle Rogue MPO will agree, and the MRMPO Policy Committee will be making a decision on it soon.

A draft Statement of Support for Approach to GHG Reduction Target Setting and Policy Approach was provided for the Committee's review:

November 22, 2016

Mr. Jim Rue
Director, Land Conservation and Development Commission
635 Capitol St. NE, Suite 150
Salem 97301-2540

Dear Mr. Rue,
The Rogue Valley Metropolitan Planning Organization (RVMPO) Policy Committee is responsible for conducting a continuing, cooperative, and comprehensive transportation planning process for the areas of Ashland, Central Point, Eagle Point, Jackson County, Jacksonville, Medford, Phoenix, RVTD, Talent, and White City. This organization has played a critical role in

addressing the reduction of air pollutants in the Rogue River Valley and has also been actively involved in the Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reduction.

At its November 4th meeting the Advisory Committee discussed at great length two critical issues: it is anticipated that the Advisory Committee should have a set of recommendations to the Commission before the end of the year. Since these are critical issues staff felt it necessary to bring a summary of these discussions before the Policy Board and seek direction as to how to proceed. The Policy Board of the Rogue Valley MPO has concluded and supports the following:

(1) It agrees with the Advisory Committee that MPOs should focus on the Regional Transportation Plan and the pertinent federal requirements and that local government currently has greater control over developing, supporting and implementing transportation alternatives and thereby affecting Greenhouse Gas reduction. Having acknowledged this the committee felt that MPOs should not be charged with accomplishing the actual reductions necessary to meet the Greenhouse Gas reduction targets.

(2) The Advisory Committee agreed that a two level approach to target setting – one target for Metro and one for the remaining MPOs - would be the most logical and the fairest for the state. The actual reduction targets are still being discussed however the target range for Metro would be somewhere around 35% to 37% by the year 2050 and between 26% and 30% by 2050 for all of the other metropolitan areas combined.

Thank you for your consideration.

Sincerely,

Michael Quilty, Chair
RVMPO Policy Committee
C: RVMPO Board Members

Tonia Moro commented that the TPR may be amended to offer multiple choices for members through land use planning at local jurisdictional levels, but regional planning goals may still be the desire of some MPOs. She felt that part of local future planning should include this discussion beyond just vehicle trips. Ultimately, the rule will allow various alternatives. The State and FHWA have noticed the regions efforts and cooperation on these issues. Feedback is also needed on GHG issues, which is only mandatory for Metro. If Metro is required to have a larger reduction share, they may well be awarded more funding in the future, which could have a negative effect on the smaller, urban areas. Ms. Moro urged that Option 5.2.4 was the better one for our area in terms of potential access to future funding.

Cody Meyer conveyed that hitting the targets was not mandated except for Portland, but were designed to use as reduction guides/measurements. Dan Moore shared that the 2015 Strategic Assessment (SA) showed that implementing some of the alternative measures could lead to a regional reduction of up to 17%, depending on which alternatives were used. (Local jurisdictional policy changes.) The MPO cannot use any Federal $$$ for this work. Under the SA, ODOT is currently paying for the work. Cody Meyer again reiterated that this was a "guide". Paige Townsend stated that Portland did not dedicate street funding in their SA.

Quilty asked about land use decisions by individual jurisdictions, and their current plan differences. The MPO cannot mandate the actions of the member jurisdictions. Allen Hallmark (Talent citizen) expressed his advocacy for local planning geared to those goals related to transit, and encouraged local officials to work toward GHG reductions as a region. Darby Strickler said that the gap is so wide that it is too early to make these decisions, and that future opportunities need conversation for funding opportunities. She felt strongly that now is not the time to pull back from the discussion.

Tonia Moro suggested that input and consensus from the members was warranted to take back to the State Commission. Cody Meyer asked for direct input from the Policy Committee for the Commission meeting in January. A letter can also be sent.

The members discussed future scenario planning, and that the State would be asked to pay for that. Dan Moore shared that the SA next steps could voluntarily move to scenario planning for alternatives that the region could agree upon. Individual jurisdictions would have to adopt their own portions of any plan. The scenario planning could focus on non-compliant areas, i.e. increased densities & jobs within HD areas. Cody Meyer said that scenario planning was mainly a voluntary "what if" exercise designed for effective use of limited funding. The comment was made that significant land use changes would be required, and there could be a public backlash associated with them. The effects of an aspirational goal of 20% were briefly discussed.

Rich Rosenthal said that Ashland had set forth an 8%/year reduction based on science based methodologies, in their proposed plan.

Tonia Moro and Karl Welzenbach shared that they felt they had enough input from the Committee to take to the State Commission.

Discussion Items:

5. Alternative Measure #7 – Alternative Transportation Funding

This issue was placed on the agenda at the request of Colleen Roberts, Karl Welzenbach explained that, in 2001 as part of the RVMPO's efforts to meet the per capita VMT reduction goals the MPO developed, in close coordination with staff of the LCDC, a series of seven (7) alternative measures to be tracked during updates to the RTP.

Measure 7: Alternative Transportation Funding
This measure has been developed to demonstrate the RVMPO's commitment to implementing the alternative transportation projects upon which many of the proposed measures rely. Funds made available to the RVMPO through the Surface Transportation Program (STP) are the only funds over which the RVMPO has complete discretion. RVMPO jurisdictions have agreed to direct 50% of this revenue stream, historically used for vehicular capacity expansion projects, towards alternative transportation projects. STP funds would be used to expand transit service, or, if RVTD is successful with a local funding package, to fund bicycle/pedestrian and TOD-development supportive projects. Table 11 shows proposed 5-year benchmarks and 20-year targets for this measure.

Table 11 – Proposed 20-Year Target for Alternative Transportation Funding

Measure	How Measured	Current 2000	Benchmark 2005	Benchmark 2010	Benchmark 2015	Target 2020
Measure 7: Alternative Transportation Funding	Funding committed to transit or bicycle/pedestrian/TOD projects. Amounts shown represent ½ of the MPO's estimated accumulation of discretionary funding (STP*)	N/A	$950,000	$2.5 Million	$4.3 Million	$6.4 Million

*STP revenue estimates developed by Oregon Department of Transportation.

Without the additional operating revenues provided through this measure (or through some other source), current revenue projections show that RVTD will be required to cut service and eliminate routes in the MPO. The RTP identifies a financially constrained (Tier 1) transit system that provides greatly reduced service in the MPO, along with a "preferred" (Tier 2) transit system, providing several additional routes as well as faster headways. RVTD will be pursuing a local funding package in the near future to finance the Tier 2 transit plan. If voters approve this package, RVTD will not require STP funds in order to cover funding shortfalls. It is therefore proposed that, should RVTD's new fund source become a reality, the STP transit allocation proposed in this measure instead be directed to RTP bicycle/pedestrian projects and projects that facilitate the development of TOD sites.

The following list of priorities for STP–funded transit projects has been developed in consultation with MPO jurisdictions. The list is intended as a starting point for determining how STP funds will be spent by the Rogue Valley Transportation District. Projects are not listed in any particular order.

STP Funding Priorities for Rogue Valley Transportation District (RVTD):

Central Point

- RVTD will increase service on Route 40 (Central Point) to 30 minute headways and provide service to the TOD site when feasible.

Medford

- RVTD will serve the Southeast Plan Area (Medford TOD) when feasible.

Phoenix

- RVTD will improve transit stops within Phoenix.
- RVTD will explore ways to improve Hwy 99 (Main Street) pedestrian crossing to a northbound transit stop, and in the interim, will provide shuttle service for this purpose.

Jackson County

- RVTD will increase transit service to White City (unincorporated Jackson County).

Mike Baker shared that there are still a lot of unanswered questions on the Alternative Measures, and his personal thoughts were that analysis results aren't available yet, and no decision was appropriate until that time.

Mike Quilty said that there is an aggressive funding package being worked on for next spring, and he wants to see how much money will be available. Baker said it wasn't RVMPO's responsibility to fund RVTD, although it is a vital way to reduce VMTs. Chairman Quilty said RVTD has done a good job providing increased headway on routes where they committed to do so. When the questions of state mandates arose with respect to VMTs and GHG reductions, Mike Baker said Federal dollars can used for State mandates as related to transportation. Mr. Welzenbach said that his experience in other states was different, and he would like to see Oregon's policy in writing.

Tonia Moro questioned whether Alternative Measure #7 might need to be amended in the future to secure a LCDC signoff on a stable RVTD funding source. The matter would be a separate discussion topic. Ultimately, RVTD needs to establish a stable funding source. Michael Zarosinski asked for clarification on the 2001 Alternative Measures that were adopted by the Policy Committee. Any money not going to RVTD had to go exclusively toward other measures for designed to reduce VMTs.

Dan Moore stipulated that the adoption of the RTP in 2013 resulted in an LCDC letter stating that the MPO did not do benchmark analysis. The MPO then received a grant and completed benchmarks. The Alternative measures are ongoing, and tied to each four (4) year update of RTP (now extended to 2042). The two Alternative Measures analyses have been funded by State.

John Vial commented that Measure #7 is not a new issue. Staff needs to develop recommendations for the Policy Committee on how to deal with this issue in the future. Tom Fink (Ashland) shared that a stable funding source, rather than a tax measure with a "sunset", was essential. Julie Brown said that she was in favor of RVCOG staff working on a set of potential funding recommendations to be brought back to the Policy Committee.

6. CMAQ Funding & Advisory Committee

Karl Welzenbach went over the potential funding changes (reductions) to CMAQ allocations. With the addition of two new MPOs being eligible for CMAQ funding, Salem and Eugene, the distribution of those funds will be impacted. In an attempt to develop a fair and equitable formula for the new distribution of funds the Oregon DOT has put together an advisory committee. The following is a summary of the current situation:

In August 2016, ODOT informed the Oregon Air Quality Maintenance Areas (including the RVMPO and MRMPO) that both Salem and Eugene are now Congestion Mitigation and Air Quality (CMAQ) eligible areas, which will require an update to the current funding allocation formula that was last approved back in 2006 with the passage of SAFETEA-LU. Table 1 includes an estimate prepared by ODOT, based on population, of what the allocations could look like when Salem and Eugene are added. The table also includes the differences in funding with and without Salem/Eugene and the percent reduction.

Table 1 - Oregon CMAQ Funding - FAST Act
Annual Amounts

	Without Salem/Eugene	% Share	With Salem/Eugene	% Share	$ Difference	% Reduction
Metro	$14,086,017	79.1%	$10,561,701	59.3%	-$3,524,316	25%
Medford	$2,465,053	13.8%	$1,307,833	7.3%	-$1,157,220	47%
Grants Pass	$704,300	4.0%	$532,341	3.0%	-$171,959	24%
Klamath Falls	$352,150	2.0%	$427,221	2.4%	$75,071	-21%
Eugene	$0	0.0%	$2,263,636	12.7%	$2,263,636	
Salem	$$0	0.0%	$2,514,788	14.1%	$2,514,788	
Lakeview	$65.000	0.4%	$65,000	.04%	0%	0%
Oakridge	$65,000	0.4%	$65,000	.04%	0%	0%
La Grande	$65,000	0.4%	$65,000	.04%	0%	0%
	$17,802,520	100%	$17,802,520	100%		

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

ODOT recognizes that the timing of this presents some challenges for the MPO Maintenance Areas developing Transportation Improvement Programs (TIPs). ODOT recommends taking a conservative approach as the MPOs go through the CMAQ project solicitation/selection process. The RVMPO is using the annual estimate of $1,307,833 (Table 1 with Salem/Eugene column) for our 2018-21 TIP development.

ODOT hired a public involvement consultant, Jeanne Lawson, to conduct some preliminary interviews with a select number of eligible CMAQ entities. ODOT felt it was important to have a neutral, non-ODOT person conduct these conversations. On October 31st, the RVCOG Executive Director, Planning Program Manager and MPO Coordinator participated in an interview with Ms. Lawson to talk about how the MPO is currently distributing CMAQ funds, the opportunities and barriers to our method, impacts on planned investments, and what kind of approach should be used to distribute the funds. Ms. Lawson will provide a summary of the interviews in the near future.

Currently, ODOT is in the process of forming a Program Advisory Committee (PAC) Committee to develop program recommendations for (CMAQ) funds. Mike Quilty, RVMPO Policy Committee Chair, will be serving on the CMAQ PAC. The first meeting is likely to be held prior to the end of the year.

The CMAQ currently belong to the State of Oregon, not any specific MPO or local jurisdiction. Mr. Welzenbach shared that the RVMPO is the only one in the state under conformity, and only one of two that have to deal with two (2) pollutants. All other areas are under maintenance. Mike Montero shared that the OTC needed to clearly state the intent of CMAQ $$$. Mike Quilty said that no other area in Oregon had volunteered to restrict their industrial air shed to the extent that southern Oregon has.

7. PL Funding Discussion

Karl Welzenbach shared that Eugene and Salem also feel that they are entitled to additional PL funds. The advent of changes to CMAQ distribution also impacts the distribution formula for PL and Sec 5303 funds. Provided in this agenda packet is an attachment summarizing the ongoing

discussion regarding changes to the amount of funds that the different MPOs might be receiving under the FAST Act.

The eligibility of both Salem and Eugene for CMAQ funds has an impact on the distribution of federal planning (PL) funds as well. The current funding distribution formula includes points awarded for those MPOs which must meet certain requirements for maintenance or limited maintenance plans as well as administering CMAQ funds. Under the current formula, with the addition of Salem and Eugene, the agreed upon formula would reduce PL funds to four (4) of the affected MPOs in Oregon. The Oregon DOT sought to develop a fairer distribution that would impact fewer MPOs. A new proposal, points would be awarded for the complexity of dealing with air quality issues. In this scenario, the Rogue Valley MPO would garner the highest score since, by October of 2017, the Rogue Valley MPO would be the only agency still required to perform conformity analysis (see Table 1).

Table 1

MPO	Proposed AQ Complexity Points
Metro	2
SKATS	2
CLMPO	2
MRMPO	2
RVMPO	4

The newly proposed scoring criteria would recognize that any jurisdiction/MPO receiving CMAQ funding is subject to additional work, oversight, and analysis than those not eligible for those funds. Additionally, it is clear that a MPO that is required to oversee a full maintenance plan (such as the Rogue Valley MPO) has significant air quality analysis, data, and reporting requirements. The newly proposed formula would score additional points to address these two concerns:

- CMAQ eligibility = 2 points
- Maintenance Plan = 2 points

This proposal would result in all of the MPOs receiving an increase in PL funding except for the Middle Rogue MPO which would see a reduction. **Table 2** demonstrates these changes:

Table 2

MPO	Net change in funding between 2016 and 2017 with Existing Formula adding SKATS/CLMPO for CMAQ Eligibility	Net change in funding between 2016 and 2017 using Revised AQ Factors and Point System
Metro	$ 11,292	$ 23,877
SKATS	$ 40,604	$ 25,730
Albany	$ (1,826)	$ 462
Corvallis	$ (1,727)	$ 561
Central Lane	$ 40,800	$ 25,926
Middle Rogue	$ (6,224)	$ (23,385)
Rogue Valley	$ (4,347)	$ 24,256
Bend	$ 84	$ 1,228

It is felt that the smaller MPOs (including the MRMPO) should be held harmless. The discussions are still in progress. As of Tuesday, November 15, 2016 this new formulaic distribution had not been officially agreed to by all of the MPOs and ODOT.

8. Other Business / Local Business

- Staff shared an LOC request for a Letter of Support for "Go Oregon" finding package. Seismic preparedness triage is included. Transit is also included. The Committee concurred that support of the funding package was warranted at the upcoming OMPOC meeting. Mike Quilty talked about his proposal for a gas tax. increase of $.30/gallon to increase state revenues for roads.
- Paula Brown has been asked to be appointed to the OTC. The Committee consensus was to send an MPO Letter of Support for Ms. Brown's appointment.

9. Public Comment

- Paige Townsend outlined the service enhancements that RVTD is implementing as part of the approved, 5 year tax levy.
- Bunny Lincoln thanked RVTD for the service that they provide for the disabled tenants in the apartment complex she manages.
- The Dec. 27th meeting was cancelled.

10. Adjournment

The meeting was adjourned at 4:05 p.m.

Scheduled Meetings:

RVMPO PAC	Tuesday, Jan. 17th @ 5:50 pm
RVMPO TAC	Wednesday, Dec. 14th @ 1:30 pm
RVMPO Policy	Tuesday, Dec. 27th @ 2:00 pm **(Cancelled)**

Attachment #2
(Agenda Item 4)

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: January 24, 2017

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 January 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. Amendment to RTP & TIP: ***OR 140/OR 238 Bridge & Culvert Rail Upgrades (KN 19961)***

Description: Bridge & Culvert Rail Upgrades project replaces railings on three bridges that do not meet modern safety standards to mitigate the potential for vehicles that strike the rails to depart the roadway. The bridges are located on OR 140 at mile post 7.75 (Little Butte Creek), OR 238 at MP 35.44 (Jackson Creek) and OR 238 at MP 36.44 (Griffin Creek). Only the two bridges on OR 238 are within the RVMPO boundary.

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														
OR 140/OR 238 Bridge & Culvert Rail Upgrades	Replace railings on three bridges that do not meet modern safety standards.	961	Exempt - Table 2, Safety			Planning								
				19961	2016	Design	$ 73,579	Z232	$ 8,421	ODOT	$ 82,000			$ 82,000
						Land Purchase								
						Utility Relocate								
				19961	2017	Construction	$ 683,743	STP FLEX	$ 78,257	ODOT	$ 762,000			$ 762,000
						Other					$ -			$ -
					Total FFY 15-18		$ 757,321		$ 86,678					$ 844,000

Attachment #4
(Agenda Item 6)

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: **January 24, 2017**
TO: **RVMPO Policy Committee**
FROM: **Ryan MacLaren**
SUBJECT: **Discretionary Funds, Project Selection**

The Policy Committee is being asked to make a tentative decision (pending future public hearing) on allocation of federal transportation funds (Surface Transportation Block Group and Congestion Mitigation and Air Quality Program) among applicants identified in Table 1, below.

Table 1: 2019 – 2021 Project Application Summary

Project #	Agency	Project Name	Total Cost	Federal Funding Request						Local Funds	Other Funds
				FFY 2019		FFY 2020		FFY 2021			
				STP	CMAQ	STP	CMAQ	STP	CMAQ		
1	Ashland	Chip Seal	$ 909,485	$ -	$ -	$ -	$ 816,081	$ -	$ -	$ 93,404	$ -
2	Central Point	W. Pine St. Reconstruction, Glenn Way to Brandon Ave	$ 4,549,000	$ -	$ 517,385	$ 1,187,462	$ 1,000,000	$ -	$ -	$ 1,844,153	$ -
3	Eagle Point	S. Royal Ave Improvements, Design & ROW	$ 593,000	$ 532,000	$ -	$ -	$ -	$ -	$ -	$ 61,000	$ -
4	Jackson County	Expo Parking Lot Paving	$ 623,953	$ -	$ 79,591	$ -	$ 480,282.00	$ -	$ -	$ 64,080	$ -
5	Jackson County	Foothill Rd. - Delta Waters to Dry Creek	$ 2,798,734	$ 141,082.00	$ 141,082	$ 134,595	$ 134,595	$ 979,975	$ 979,975	$ 287,430	$ -
6	Jackson County	Bear Creek GW - Hwy 140 Shared-Use Path	$ 865,000	$ -	$ 776,164	$ -	$ -		$ -	$ 88,836	$ -
7	Medford	Foothill Rd. - Cedar Links to Delta Waters	$ 4,340,000	$ 200,000.00	$ 100,000	$ 200,000	$ 340,000	$ 1,800,000	$ 800,000	$ 900,000	$ -
8	Phoenix	North Couplet Pedestrian Crossing	$ 100,000	$ 73,000.00	$ -	$ -	$ -		$ -	$ 27,000	
9	RVTD	Bus Replacement - Diesel to CNG	$ 1,490,000	$ -	$ 1,150,000	$ -	$ -	$ -	$ -	$ 340,000	
10	RVTD	Trip Reduction Program	$ 150,000	$ -	$ 120,000	$ -	$ -	$ -	$ -	$ 30,000	
		Total Funding Requests		$ 946,082	$ 2,884,222	$ 1,522,057	$ 2,770,958	$ 2,779,975	$ 1,779,975		
		Funding Available		$ 971,015	$ 1,080,427	$ 984,609	$ 1,080,427	$ 998,393	$ 1,080,427		
		Funding Balance		$24,933	($1,803,795)	($537,448)	($1,690,531)	($1,781,582)	($699,548)		

All applications and related meeting agendas and minutes have been posted on the RVMPO website (www.rvmpo.org).

TAC Recommendations

Spreadsheet 1, *RVMPO TAC 2019-2021 Project Ranking, Scoring, and Funding Recommendations*, contains two tables that summarize staff and TAC efforts related to the established RVMPO project prioritization process.

- Spreadsheet 1: Staff Criteria-Based Scoring – This is a summary of Spreadsheet 2, *RVMPO 2016 – 2018 Criteria-Based Evaluations, Staff Draft*.
- Spreadsheet 2: TAC Project Funding Recommendations – Project selection and funding strategy recommendations made by the TAC.

Next Steps

Project funding decisions made now will be tentative, pending public hearing, and drafting of the new 2015-2018 Metropolitan Transportation Improvement Program. Decisions made now enable staff to begin work on drafting the new MTIP.

Items in red will be part of CMAQ funding evaluation unless specifically disqualified (adds capacity, maintains existing facility/service)

	RVMPO Goal	2013-2034 RTP Goal	MPO Requirements (23 CFR, Part 450.306)	Evaluation Criteria	How Measured
1: Mobility		Plan for, develop and maintain a balanced multi-modal transportation system to address existing and future needs.	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.	1. Safety or security issue addressed; Accident/injury reduction	Describe safety problem, and how project would reduce number and severity of crashes. (If project demonstrates air quality benefit it will be evaluated for CMAQ.)
				2. Congestion relief/reduce delay	Level of Service improvement; idle time reduced. HDV may be calculated separately. (To qualify for CMAQ project must provide cost-effective congestion mitigation that provides an air quality benefit. If project adds capacity, it will not be considered for CMAQ.)
				3. Promote connectivity (ex: more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet greenhouse emission requirements.
		Optimize safety and security of the transportation system.	Increase accessibility and mobility.	4. Population # served (ADT; pop/jobs w/in ½-mi)	Provide traffic count; estimate # jobs and population that will be served by this project. Objective is to show the number of people who will be served by the project. Staff will estimate population & employment using RVMPO model data. Numbers generated will be used to estimate VMT reduction and air quality benefit.
			Increase safety of the transportation system.		
			Increase security of the transportation system.		
2: Community Vitality & Livability	Continue to work toward more fully integrating transportation and land use planning.	Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment and enhances quality of life.	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth and economic development.	1. Benefit to traditionally underserved populations (Low-Income, Minority, Seniors, Children, Limited English Proficiency)	Does the project invest in and/or provide benefit to an area identified in the Title VI and Environmental Justice Plan or the Transportation Needs Assessment for Traditionally Underserved Populations; or meet a need identified in the Needs Assessment?
				2. Support Alternative Measure 2: improve transit accessibility	Is the project located along existing/planned transit route? Does the project promote or support an increase in housing along fixed route transit? Level of density w/in ¼ mile buffer of project area.
				3. Support Alternative Measure 5: Increase % housing in Activity Centers. Support Alternative Measure 6: Increase % employment in Activity Centers.	Is the project located in an Activity Center? Link to map here. Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship.
		Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	4. Benefit to freight movement, commercial traffic	Describe the benefit to movement of commercial vehicles. (If project reduces truck VMT or emissions – esp. pre 1986 trucks – project will be evaluated for CMAQ).
3: Transportation Options	Increase integration and availability of transportation options.	Use incentives and other strategies to reduce reliance on single-occupant vehicles.		1. Encourage/support SOV reduction; Reduce auto dependence	Does the project reduce SOV use; what elements of project contribute?
				2. Support Alternative Measure 1: increase transit, bike, ped mode share	Describe how the project will increase use of alternative modes.
				3. Support Alternative Measure 3: increase bike facilities	Provide total length of bicycle facility, service to/within/between Activity Centers, and/or describe other improvement.
				4. Support Alternative Measure 4: increase sidewalks on collectors, arterials in Activity Centers	Provide total length of qualifying sidewalks/paths.
4: Resource Conservation	Incorporate environmental and energy conservation into the RVMPO planning process.	Maximize efficient use of transportation infrastructure for all users and modes.	Promote efficient system management and operation.	1. Address/mitigate environmental impacts	Describe project's benefit to natural environment. Does project include conservation features (ex. permeable surface).
				2. Air quality benefit, long term including NOX and VOC.	If there are air quality benefit in addition to responses provided to RED-TEXT criteria, describe. Emission reductions and cost/benefit analysis will be done based on responses provided to items in red. Numbers supplied or staff-generated for Mobility item 4 will be used in this analysis.
				3. Reduce greenhouse gas emissions $(CO)_1$	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? (It's anticipated that projects contributing to the Alternative Measures will reduce GHG emissions.)
		Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.	4. Use emerging/new technology	Describe technology to be incorporated into project.
				5. Preserves existing transportation asset	How does the project extend the life of facility without the construction of new facilities? Does the project refurbish existing facility? (If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)
				6. Reduce VMT	Reduction formula based on project type
				7. Improve system efficiency	Describe efficiency: Facility able to handle greater ADT without expansion; Improve other transportation function with smaller investment; reduced operational costs; other?
				8. LIfespan	Useful life of investment. For roadway projects, uniform lifespan applies as determined by predominate material used: concrete = 30 yrs; asphalt = 20 yrs; bike lanes = 20 yrs
				9. Other public, private funding sources (leverage)	List overmatch, other funds

(1) Greenhouse gas emissions can be reduced by reducing congestion, increasing operational efficiency, supporting alternative modes reducing use of combustion vehicles, and shifting to lower-carbon fuels (http://www.deq.state.or.us/aq/committees/lowcarbon.htm).

RVMPO Project Evaluation, 2019 - 2021

App #	Agency	Project Name/Description	Total Cost	Amount Requested	Functional Class	Mobility: Safety	Mobility: Congest Reduct	Mobility: Connec-tivity	Mobility: # Served (1)	Mobility: *Total Mobility*	Community Vitality/Livability: Under-served Pop (2)	Community Vitality/Livability: Housing @Transit Routes (3)	Community Vitality/Livability: Mixed Use	Community Vitality/Livability: Freight (4)	Community Vitality/Livability: *Total Livibility*	Transporation Options: SOV Reduct	Transporation Options: Encourage Alt. Mode	Transporation Options: Bike	Transporation Options: Ped	Transporation Options: *Total Transpo Options*	Resource Conservation: Mitigate Enviro Impacts	Resource Conservation: AQ Benefit (5)	Resource Conservation: GHG Reduct (6)	Resource Conservation: New Tech	Resource Conservation: Increase Facility Lifespan	Resource Conservation: VMT Reduction: Miles/Yr (7)	Resource Conservation: VMT Reduction: Grant $/Mile	Resource Conservation: Efficiency	Resource Conservation: Lifespan (years) (8)	Resource Conservation: Leverage (Federal Share)	Resource Conservation: *Total Resource Conservtn*	*Total Score All Categories*
1	Ashland	Chip Seal	$909,485	$816,081	Residential	0	0	3	Pop: Emp: (1)	*3*	0	0	2	0	*2*	1	3	3	3	*10*	2	2	0	0	3	1,112	$ 733.89	3	20	89.7%	*10*	*25*
2	Central Point	West Pine Street Reconstruction: Glenn Way to Brandon Avenue	$4,548,999	$2,687,462	Minor Arterial	3	2	3	Pop: Emp: (1)	*8*	3	0	3	1	*7*	2	3	3	3	*11*	2	1	2	0	0	1,296	$ 2,073.66	3	20	59.1%	*8*	*34*
3	Eagle Point	S. Royal Avenue Improvements	$593,000	$532,000	Urban Major Collector	2	2	3	Pop: Emp: (1)	*7*	3	0	3	1	*7*	2	3	3	3	*11*	0	0	0	0	0	972	$ 547.33	0	20	89.7%	*0*	*25*
4	Jackson Co	Jackson County Expo Parking Lot Paving	$623,953	$559,873	N/A	2	0	0	Pop: Emp: (1)	*2*	1	0	0	0	*1*	0	0	0	0	*0*	2	2	0	0	3	27	$ 20,463.19	0	20	89.7%	*7*	*10*
5	Jackson Co	Foothill Road, Delta Waters Rd to Dry Creek Rd.	$2,798,734	$2,511,304	Major Rural Collector	3	2	2	Pop: Emp: (1)	*7*	3	0	0	1	*4*	2	2	2	1	*7*	2	2	2	0	2	1,701	$ 1,476.37	0	20	89.7%	*8*	*26*
6	Jackson Co	Bear Creek Greenway Highway 140 Shared Use Path	$901,048	$865,000	Rural Principal Arterial	3	2	3	Pop: Emp: (1)	*8*	3	0	0	0	*3*	2	3	3	2	*10*	2	1	2	0	2	374	$ 2,312.83	2	20	96.0%	*9*	*30*
7	Medford	Foothill Road - Cedar Links to Delta Waters	$4,340,000	$3,440,000	Major Arterial	3	3	3	Pop: Emp: (1)	*9*	3	0	0	2	*5*	0	3	3	0	*6*	3	0	3	1	2	3,024	$ 1,137.57	2	20	79.3%	*11*	*31*
8	Phoenix	North Couplet Pedestrian Crossing	$100,000	$73,000	Arterial/Collector	3	2	3	Pop: Emp: (1)	*8*	3	0	0	0	*3*	0	1	0	3	*4*	0	0	1	0	2	n/a	n/a	0	20	73.0%	*3*	*18*
9	RVTD	Replace 1998 Diesel Fleet with CNG Vehicles	$1,490,000	$1,150,000	N/A	2	2	2	Pop: Emp: (1)	*6*	0	0	0	0	*0*	0	0	0	0	*0*	0	2	2	0	0	n/a	n/a	2	12	77.2%	*6*	*12*
10	RVTD	Individualized Marketing Trip Reduction Program	$150,000	$120,000	N/A	2	2	1	Pop: Emp: (1)	*5*	0	0	0	0	*0*	3	3	0	0	*6*	0	0	0	0	0	n/a	n/a	0	5	80.0%	*0*	*11*

0 = No identifiable link to criteria

1 = Low, Does little to fulfill criteria

2 = Medium, Contributes to criteria

3 = High, Strongly supports criteria

1. RVMPO TAZ Data: Population, employment w/in 1/2-mile of improvement

2. Based on Transportation Needs Assessment for Tradtionally Underserved Populations and Title VI & Env. Justice Plan
   - 1 = Minor population impact, investment located within Title VI & EJ Plan mapped population area
   - 2 = Moderate population impact, investment located within/along an Area of Concern (in Needs Assessment)
   - 3 = Significant population impact, project addresses identified need in Needs Assessment

3. RVTD pop., employment from Land Use Conditions Summary, RVTD District Boundary Assessment, Spring 2011

4. Assumes one truck/day @ each station (21*365); Trucks stop for 10 hrs. rest

5. Air Quality --Benefit considers: Emission reductions beyond those identified in CMAQ analysis; Cost effectivenes of air quality improvement (based on VMT reduction and population served); and Overall results of CMAQ analysis

6. Greenhouse Gas Reduction -- Benefit considers: Support for efficient urban form (downtowns and activity centers, compact and mixed-use development, transportation options); Reduced combustion vehicle use; and Shift to lower-carbon fuel. Scoring as follows:
   - 1 = Addresses one of three category criteria
   - 2 = Addresses two of three category criteria
   - 3 = Addresses all three category criteria

7. VMT reduction per TPR allowance of 10% VMT reduction for adding sidewalks and bike facilities in Activity Centers; assumed 5% VMT reduction in all other locations. Annual VMT Reduction = daily VMT reduction (Less ADT*TripDistance)*365.

8. Per TAC agreement (Oct. 10, 2011) road project lifespan determined by material used. Predominately concrete project = 30 year; asphalt = 20 years; bicycle lanes=20 years; concrete sidewalk 30 years

Agency	Project Name/Description	Project Rank by Total Score	CMAQ $ Total*	CMAQ Qualification: CO (Medford UGB): kg Reduct/yr	CO (Medford UGB): $/kg	CO (Medford UGB): kg Reduct X Lifespan	CO (Medford UGB): $/ Reduct Lifespan	CMAQ Qualification: PM_{10} (RVMPO area): kg Reduct/yr	PM_{10} (RVMPO area): $/kg	PM_{10} (RVMPO area): kg Reduct X Lifespan	PM_{10} (RVMPO area): $/Reduct Lifespan	CMAQ Program Priority: Diesel Retrofit	CMAQ Program Priority: Congestion Reduction
Ashland	Chip Seal	5	$816,081	n/a	n/a	n/a	n/a	211,536	$ 3.86	4,230,720	$ 0.2	No	No
Central Point	West Pine Street Reconstruction: Glenn Way to Brandon Avenue	1	$1,500,000	n/a	n/a	n/a	n/a	266	$ 5,639.10	5,320	$ 282.0	No	No
Eagle Point	S. Royal Avenue Improvements	5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No	No
Jackson Co	Jackson County Expo Parking Lot Paving	9	$559,873	n/a	n/a	n/a	n/a	1,283	$ 436.38	25,660	$ 21.8	No	No
Jackson Co	Foothill Road, Delta Waters Rd to Dry Creek Rd.	4	$1,255,652	n/a	n/a	n/a	n/a	348	$ 3,608.20	6,960	$ 180.4	No	Yes
Jackson Co	Bear Creek Greenway Highway 140 Shared Use Path	3	$776,164	n/a	n/a	n/a	n/a	77	$ 10,080	1,540	$ 504	No	Yes
Medford	Foothill Road - Cedar Links to Delta Waters	2	$1,240,000	6,174	$ 200.84	123,480	$ 10.04	620	$ 2,000	12,400	$ 100	No	Yes
Phoenix	North Couplet Pedestrian Crossing	6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No	No
RVTD	Replace 1998 Diesel Fleet with CNG Vehicles	7	$1,150,000	n/a	n/a	n/a	n/a	6	$ 186,688	74	$ 15,557	No	No
RVTD	Individualized Marketing Trip Reduction Program	8	$120,000	n/a	n/a	n/a	n/a	n	n/a	n/a	n/a	No	No

2016 RVMPO Project Selection

			Requested			Awarded		Remaining Funds	
Rank			STBG	CMAQ		STBG	CMAQ	STBG	CMAQ
1	Central Point	W. Pine	$ 1,187,462	$ 1,517,385		$ 1,187,462	$ 1,517,385	$ 1,766,555	$ 1,723,896
2	Jackson Co.	Foothill	$ 1,255,652	$ 1,255,652		$ 1,255,652	$ 755,652	$ 510,903	$ 968,244
3	Phoenix	North Couplet	$ 73,000	$ -		$ 73,000	$ -	$ 437,903	$ 968,244
4	Ashland	Ashland Chip Seal	$ -	$ 816,081		$ -	$ 468,244	$ 437,903	$ 500,000
5	Eagle Point	S Royal	$ 532,000	$ -		$ 437,903	$ -	$ -	$ 500,000
6	Jackson Co.	140 Greenway	$ -	$ 776,164			$ 500,000	$ -	$ -
7	Medford	Foothill	$ 2,200,000	$ 1,240,000				$ -	$ -
7	RVTD	Buses	$ -	$ 1,150,000				$ -	$ -
7	RVTD	Trip Red. Prog.	$ -	$ 120,000				$ -	$ -
7	Jackson Co.	Expo Parking	$ -	$ 559,873				$ -	$ -
		Total	$ 5,248,114	$ 7,435,155		$ 2,954,017	$ 3,241,281		
		Available	$ 2,954,017	$ 3,241,281		$ 2,954,017	$ 3,241,281		
		Balance	$ (2,294,097)	$ (4,193,874)		$ -	$ -		
			$ (6,487,971)			$ -			

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CMAQ Project Analysis

Project Name:	Chip Seal
Applicant:	City of Ashland
Date of Analysis:	December 22, 2016

Project Description

The project entails grading, prepping and chip sealing approximately 44,903 square yards of dirt road within the Ashland City limits on a number of sections of various residential roadways. The chip seal project proposed is a double shot chip seal with a fog seal. The base course will be 1/2" and the top course will be 3/8". The project will also involve geotechnical analysis of the road sections to determine if drainage is appropriate. In addition roads that serve truck traffic will include an additional 6" of base material added for structural support. Total project length is 9.04 miles or 47,732 lineal feet.

Analysis

Implementation of this project will impact PM_{10} emissions based on paving of existing dirt roads. The analysis will examine reductions in PM_{10}. PM_{10} emission factors for paved roadways are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2013 – 2038 RTP.

Assumptions used in this analysis:

1. Volume (ADT) = 123 (*based on median of available information provided by City of Ashland in 2014*)
2. Project Length (miles) = 9.04
3. VMT (ADT * Project Length) = (123*9.04) = 1,112
4. Paved Road PM_{10} Production Rate = 0.00045 kg/mile (RVMPO AQCD)
5. Unpaved Road PM_{10} Production Rate = 0.52163 kg/mile (RVMPO AQCD)
6. Days of use = 365
7. 1000 kg = 1 metric ton

PM_{10} Analysis

Daily Unpaved PM_{10} Production = (VMT*0.52163) = 580.05256 kg
Daily Paved PM_{10} Production = (VMT*0.00045) = 0.5004 kg
PM_{10} Daily Reduction = (580.05256 - 0.5004) = 579.5521 kg/day

PM_{10} Annual Reduction = (579.55216kg*365 days) = 211,536 kg

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CMAQ Project Analysis

Project Name: West Pine St. Reconstruction: Glenn Way to Brandon Ave.
Applicant: City of Central Point
Date of Analysis: December 22, 2016

Project Description
West Pine Street is currently a two lane minor arterial with no bike lanes, no sidewalks and steep drainage canals on either side of the street. Existing conditions also reflect a lack of access control and the need for the construction of a continuous center left turn lane. Proposed improvements include widening West Pine Street between Glenn Way and Brandon Ave to include sidewalks on both sides of the street, curb and gutter on both sides, bike lanes on both sides, two paved travel lanes and one continuous left turn lane. Drainage will also be installed/upgraded

Analysis
Implementation of this project will impact PM_{10} and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM_{10} and CO. PM_{10} tailpipe, paved roadways and CO emissions factors are derived from the RVMPO August 2014 Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:
1. Volume (ADT) = 240 (based on 5% reduction (bike/pedestrian shift) of 4,800 W. Pine St. ADT)
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = (240*5.4) = 1,296
4. Paved Road PM_{10} Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM_{10} Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM_{10} Analysis

Daily Paved PM_{10} Reduction = (Reduced VMT*0.00045 kg) = 0.5832 kg/day
Daily PM_{10} Tailpipe Reduction = Reduced VMT*0.000111 kg) = 0.143856 kg/day
PM_{10} Paved Annual Reduction = (0.5832 kg*365 days) = 213 kg/year
PM_{10} Annual Tailpipe Annual Reduction = (0.143856 kg*365 days) = 52.51 kg/year

Total PM_{10} Annual Reduction = 266 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 2.4 tons
Tons → kg
1 English short ton = 0.907 metric ton
1 metric ton = 1000 kg

CO Annual Reduction = ((2.4/0.907)*1000) = 2,650 kg

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CMAQ Project Analysis

Project Name:	South Royal Ave Improvements
Applicant:	City of Eagle Point
Date of Analysis:	December 22, 2016

Project Description
The proposed project would add 6-foot bike lanes and 6-foot sidewalks, pedestrian scale lighting, drainage, and pavement rehabilitation on S. Royal Avenue from Loto Street to Highway 62. Left-turn lanes would be added at key intersections, and parking would be proposed as funding allows. The project would revise the intersection at Old Highway 62 and Royal Avenue. A new drainage system would be provided throughout the project limits, including two box culverts. Landscaping will be added at each block (bulb out sections). The funding year is flexible.

Analysis
Implementation of this project will impact PM_{10} and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM_{10} and CO. PM_{10} for tailpipe, paved roadways and CO emission factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:
1. Volume (ADT) = 180 (based on 5% reduction (bike/pedestrian shift) of 3,600 S. Royal Ave ADT)
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = (180*5.4) = 972
4. Paved Road PM_{10} Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM_{10} Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM_{10} Analysis

Daily Paved PM_{10} Reduction = (Reduced VMT*0.00045 kg) = 0.4374 kg/day
Daily PM_{10} Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.107892 kg/day
PM_{10} Paved Annual Reduction = (0.4374 kg*365 days) = 160 kg/year
PM_{10} Tailpipe Annual Reduction = (0.107892 kg*365 days) = 39.4 kg/year

Total PM_{10} Annual Reduction = 199 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 1.8 tons
Tons → kg
1 English short ton = 0.907 metric ton
1 metric ton = 1000 kg

CO Annual Reduction = ((1.8/0.907)*1000) = 1,985 kg

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CMAQ Project Analysis

Project Name: Jackson County Expo Parking Lot Paving
Applicant: Jackson County
Date of Analysis: December 22, 2016

Project Description
The project will pave two existing parking areas at the Jackson County Expo as shown in the attached map. The Event Hall paving will result in approximately 70 spaces and the Amphitheater paving will result in approximately 110 spaces. These spaces are used approximately 90 days per year, with use expected to increase over time. The paving of these parking areas is included in the Jackson County Expo Master Plan and will improve air quality due to reduction in PM_{10}.

Analysis
Implementation of this project will impact PM_{10} emissions. The analysis will examine reductions in PM_{10}. To calculate the benefits of this project, the analysis must examine the production of PM_{10} prior to and after paving. PM_{10} emission factors for paved and unpaved roadways are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2013 – 2038 RTP.

Assumptions used in this analysis:
1. Volume (ADT) = 360
2. Trip Length (miles) = 0.076 (estimated mileage of a vehicle maneuvering within parking area)
3. VMT (ADT * Trip Length) = (360*0.076) = 27.36
4. Paved Road PM_{10} Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. Unpaved Road PM_{10} Production Rate = 0.52163 kg/mile (RVMPO AQCD)
6. Days of use = 90

PM_{10} Analysis

Daily Unpaved PM_{10} Production = (VMT*0.52163) = 14.27 kg
Daily Paved PM_{10} Production = (VMT*0.00045) = 0.0123 kg
PM_{10} Daily Reduction = (14.27 kg – 0.0123 kg) = 14.26 kg/day

PM_{10} Annual Reduction = (14.26 kg*90 days) = 1,283 kg

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CMAQ Project Analysis

Project Name:	Foothill Rd: Delta Waters Rd to Dry Creek Rd
Applicant:	Jackson County
Date of Analysis:	December 22, 2016

Project Description
Foothill Road within the project limits is a narrow (24') roadway that carries 6,300 vehicles a day with no shoulders, a substandard alignment, a crash history and no bike or pedestrian facilities. The proposed project will add 7' shoulders for bikes and pedestrians and as a recovery area for vehicles running off the road, improve the alignment, and add left turn lanes at Devils Garden Rd, Coker Butte Rd and Dry Creek Rd. This project is included in the RTP, the Jackson County Comp Plan, and the revised Jackson County TSP when adopted this winter.

Analysis
Implementation of this project will impact PM_{10} and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM_{10} and CO. PM_{10} for tailpipe, paved roadways and CO emission factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:
1. Volume (ADT) = 315 (based on 5% reduction (bike/pedestrian shift) of 6,300 Foothill Rd ADT)
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = (315*5.4) = 1,701
4. Paved Road PM_{10} Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM10 Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM_{10} Analysis

Daily Paved PM_{10} Reduction = (Reduced VMT*0.00045 kg) = 0.7654 kg/day
Daily PM_{10} Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.188811kg/day
PM_{10} Paved Annual Reduction = (0.7654 kg*365 days) = 279 kg/year
PM_{10} Tailpipe Annual Reduction = (0.188811 kg*365 days) = 69 kg/year

PM_{10} Annual Reduction = 348 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 3.2 tons
Tons → kg
1 English short ton = 0.907 metric ton
1 metric ton = 1000 kg

CO Annual Reduction = ((3.2/0.907)*1000) = 3,478 kg

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CMAQ Project Analysis

Project Name:	Bear Creek Greenway Hwy 140 Shared Use Path
Applicant:	Jackson County
Date of Analysis:	December 22, 2016

Project Description
Jackson County proposes to construct an approximately 1.1-mile paved shared use path that will parallel Highway 140 from Dean Creek Road to the tunnel under Highway 140 at Blackwell Road. The path will be built in conjunction with the ODOT Highway 140 project which will improve the roadway from the 7 Oaks Interchange to Blackwell Road. The 10' wide path will be constructed 10' from the edge of roadway and will provide a family-friendly route for people walking and biking on the Bear Creek Greenway.

Analysis
Implementation of this project will impact PM_{10} and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM_{10} and CO. PM_{10} for tailpipe, paved roadways and CO emission factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:
1. Volume (ADT) = 340 (based on Bear Creek Greenway ADT average).
2. Trip Length (miles) = 1.1 (length of shared path)
3. Reduced VMT (ADT * Trip Length) = (340*1.1) = 374
4. Paved Road PM_{10} Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM10 Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM_{10} Analysis

Daily Paved PM_{10} Reduction = (Reduced VMT*0.00045 kg) = 0.1683 kg/day
Daily PM_{10} Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.041514 kg/day
PM_{10} Paved Annual Reduction = (0.1683 kg*365 days) = 61.43 kg/year
PM_{10} Tailpipe Annual Reduction = (0.041514 kg*365 days) = 15.15 kg/year

PM_{10} Annual Reduction = 77 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 0.7 tons
Tons → kg
1 English short ton = 0.907 metric ton
1 metric ton = 1000 kg

CO Annual Reduction = ((0.7/0.907)*1000) = 765 kg

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CMAQ Project Analysis

Project Name:	Foothill Rd – Cedar Links to Delta Waters
Applicant:	City of Medford
Date of Analysis:	December 22, 2016

Project Description
Construct Foothill Road from Cedar Links Drive to Delta Waters Road to City of Medford major arterial standards. The roadway will include two travel lanes for northbound and southbound traffic along with bikes lanes, planter strips (where applicable) and sidewalks in each direction. Either a center turn lane or raised median will also be constructed. The project length is approximately 2,400 LF and will provide approximately 4,800 LF of bike lanes and sidewalks.

Analysis
Implementation of this project will impact PM_{10} and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM_{10} and CO. PM_{10} tailpipe, paved road, and CO emissions factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:
1. Volume (ADT) = 560 (based on 5% reduction (bike/pedestrian shift) of 11,200 Foothill Rd. ADT)
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = (560*5.4) = 3,024
4. Paved Road PM_{10} Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM_{10} Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM_{10} Analysis

Daily Paved PM_{10} Reduction = (Reduced VMT*0.00045 kg) = 1.3608 kg/day
Daily PM_{10} Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.335664 kg/day
PM_{10} Paved Annual Reduction = (1.3608 kg*365 days) = 497 kg/year
PM_{10} Tailpipe Annual Reduction = (0.335664 kg*365 days) = 122.517 kg/year

Total PM_{10} Annual Reduction = 620 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 5.6 tons
Tons → kg
1 English short ton = 0.907 metric ton
1 metric ton = 1000 kg

CO Annual Reduction = ((5.6/0.907)*1000) = 6,174 kg/year

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CMAQ Project Analysis

Project Name: Replace 1998 Diesel Fleet with CNG Vehicles
Applicant: RVTD
Date of Analysis: December 21, 2016

Project Description
RVTD currently operates three (3) 1998 Diesel Gillig Buses in regular service and is applying for funds to replace the buses with three (3) 2018, 2019 or 2020 Compressed Natural Gas (CNG) Vehicles. The replacement with provide more reliable transit service, offer fewer mechanical issues and improve air quality.

Analysis
Implementation of this project will impact PM_{10} and CO emissions by utilization of cleaner vehicles. The analysis will examine reductions in PM_{10} and CO. PM10 emission factors for tailpipe production rate and CO are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2013 – 2038 RTP.

Assumptions used in this analysis:
1. CNG Yearly Vehicle Estimated VMT = 58,500 (Yearly VMT of 3 new CNG vehicles)
2. Daily CNG VMT = 191 (58,500/306 days of use)
3. PM_{10} Tailpipe Production Rate = 0.000111 kg (RVMPO August 2014 AQCD)
4. CO Emission Factor (EF) = 4.610 gm (RVMPO AQCD)
5. Days of use = 306
6. 907134.7 = grams/ton
7. CNG Vehicle CO reduction = 75%[1]
8. CNG Vehicle PM10 reduction = 95%[2]

PM_{10} Analysis

CNG Daily PM_{10} Tailpipe Reduction = (VMT*0.000111 kg*0.95) = 0.02 kg

CNG PM_{10} Tailpipe Annual Reduction = (0.02 kg*306 days) = 6.16 kg

CO Analysis

CNG CO Annual Reduction = ((CO EF*VMT*75%)*306)/907184.7 = 0.22 tons

Tons → kg
1 English short ton = 0.907 metric ton
1 metric ton = 1000 kg

CNG CO Annual Reduction = ((0.22/0.907)*1000) = 246 kg

[1] *Source: TIAX Report – Full Fuel Cycle Assessment: Well-To-Wheels Energy Inputs, Emissions, and Water Impacts California Energy Commission. Source: U.S. Department of Energy – Argonne National Laboratory Report: A full Fuel-Cycle Analysis of Energy and Emissions Transportation Fuels Produced from Natural Gas 12/1999. ** USDOE*

[2] *Source: TIAX Report – Full Fuel Cycle Assessment: Well-To-Wheels Energy Inputs, Emissions, and Water Impacts California Energy Commission. Source: U.S. Department of Energy – Argonne National Laboratory Report: A full Fuel-Cycle Analysis of Energy and Emissions Transportation Fuels Produced from Natural Gas 12/1999.*

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CMAQ Project Analysis

Project Name:	Individualized Marketing Trip Reduction Program
Applicant:	RVTD
Date of Analysis:	December 22, 2016

Project Description
RVTD houses the region's Transportation Options program providing resources and services to improve mobility and decrease single-occupant vehicle trips (SOV). ODOT's Transportation Options Plan identifies 'Individualized Marketing' programs (IM) as being effective in reducing between 5-15% SOV trips. RVTD has successfully administered an IM at Southern Oregon University and is seeking funds to launch a residential program in FY 2018. The program will be along the Route 10 corridor with the community and neighborhood to be determined.

Analysis
Implementation of this project will impact PM_{10} and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM_{10} and CO. PM_{10} tailpipe, paved road, and CO emissions factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:
1. Volume (ADT) = 350 (based on a reduction of 10% SOV trips across a population of 3,500 program participants.
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = (350*5.4) = 1,890
4. Paved Road PM_{10} Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM_{10} Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM_{10} Analysis

Daily Paved PM_{10} Reduction = (Reduced VMT*0.00045 kg) = 0.8505 kg/day
Daily PM_{10} Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.20979 kg/day
PM_{10} Paved Annual Reduction = (0.8505 kg*365 days) = 310 kg/year
PM_{10} Tailpipe Annual Reduction = (0.20979 kg*365 days) = 77 kg/year

Total PM_{10} Annual Reduction = 387 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 3.5 tons
Tons → kg
1 English short ton = 0.907 metric ton
1 metric ton = 1000 kg

CO Annual Reduction = ((3.5/0.907)*1000) = 3,865 kg/year

Attachment #6
(Agenda Item 7)

Rogue Valley
Metropolitan Planning Organization

Regional Transportation Planning

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January 24, 2017

Jamie McLeod, City Manager
City of Phoenix
P.O. Box 330
Phoenix, OR 97535

RE: RVMPO Comments on Future Growth Areas PH-5 and PH-10

Dear Jamie,

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 conceptual plans prepared for Future Growth Areas PH-5 and TA-10. 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. Phoenix submitted its plans to the TAC for review at its December 14, 2016 meeting. The Policy Committee reviewed the plans at its January 24, 2017, 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. All scenarios include a network of higher-order streets connecting to North Phoenix Road and Fern Valley Road. An RVTD transit stop is proposed in PH-5 that will be reached from Fern Valley Road. The transportation plans appear to have no significant impact on the regional transportation system. ODOT's Transportation Analysis Unit (TPAU) reviewed three scenarios and concluded that there were no capacity or queuing issues in the I-5 interchange area. The report acknowledges that traffic growth will be substantial, but the reconstructed North Phoenix Road from OR99 to Grove Road and the I-5 interchange are projected to still operate acceptably through 2038. It should be noted that TPAU used a model showing connection between North Phoenix Road and South Stage Road (South Stage Overcrossing). This connection is identified as a long-range project in the 2013 – 2038 Regional Transportation Plan, but for the 2017 – 2042 RTP Update, Medford requested that the project be removed until funding for the project was provided. While this significantly affects future development, the RTP covers a 20-year period, while the Greater Bear Creek Development Plan assumes a 50-year time frame. Clearly, the RVMPO anticipates eventual construction of the connection, but it does not have to be within the next 20 years to remain consistent with the Regional Plan. ODOT is currently discussing the merits of determining how much development can occur without the connection, but had not reached a conclusion when this letter was drafted.

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.81 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Phoenix's target density is 6.6 units per gross acre through 2035, increasing to 7.6 units per acre thereafter. Using a mix of low-, medium-,

and high-density residential zoning, the targets will be met. The city's high density residential designation permits up to 26 units per acres, which will balance the lower densities.

Performance Indicator 2.8.4 requires mixed use/pedestrian friendly areas, which are described in Section 2.6 of the Regional Plan. Section 6 requires compliance with two of the 2020 benchmarks in the Regional Transportation Plan; Alternative Measure 5 targets residential densities and Alternative Measure 6 establishes standards for mixed-use employment. The 2020 Regional Transportation Plan Alternative Measures that require 49 percent of new residential development to be at a density of 10 or more units per acre will be feasibly met through development in the proposed residential zones in PH-5 and PH-10. Alternative Measure 6 establishes a 2020 benchmark of 44 percent of new commercial and industrial development either including a vertical mix of uses (e.g., residential uses on upper floors with employment uses on the first floors) or being located within one-quarter mile of residential area having a density of 10 or more units per acre. Phoenix is also investigating options to increase densities and commercial development in the present UGB to reduce required densities in PH-5 and PH-10.

The Policy Committee finds that the conceptual plans create no barrier to inter-jurisdictional connectivity and are consistent with other Regional Plan performance indicators. These comments are provided to affirm that Phoenix 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

Designating Critical Rural and Critical Urban Freight Corridors

Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC) provide important connections to the National Highway Freight Network (NHFN). States and MPOs designate corridors to add mileage to the National Highway Freight Network and strategically direct federal resources towards improved system performance and efficient freight movement. Adding mileage for CRFCs and CUFCs to the state's NHFN allows expanded use of National Highway Freight Program formula funds and FASTLANE Grant Program funds for eligible projects that support the national highway and multimodal freight system goals.

ODOT considered two approaches to conduct system definition and critical freight corridor designation. One approach would identify segments of the broader multimodal freight network for designation. The preferred approach focuses strategically on qualifying segments in which improvement projects in need of federal funding are being developed or are anticipated in the next five to twenty years. This effort will not impact current roadway designations, such as freight routes from the Oregon Highway Plan and strategic corridors from the Oregon Freight Plan. Table 1 below lists the eligibility requirements to designate corridors.

Table 1: Eligibility Requirements

Critical Rural Freight Corridors	Critical Urban Freight Corridors
Must be a public road within the borders of the state and *not in an urbanized area* Meet one or more of the following: **1.** Rural principal arterial roadway with minimum 25% of annual average daily traffic (measured in passenger vehicle equivalent units) from trucks (FHWA vehicle class 8-13) (***A***) **2.** Provides access to energy exploration, development, installation, or production areas (***B***) **3.** Connects the PHFS or the Interstate System to facilities that handle more than 50k TEUs per year or 500k tons per year of bulk commodities (***C***) **4.** Provides access to grain elevators, agricultural, mining, forestry, or intermodal facilities (***D***) **5.** Connects to an international port of entry (***E***) **6.** Provides access to significant air, rail, water, or other freight facilities in the state (***F***) **7.** Determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State (***G***) FHWA encourages states to consider first and last mile connector routes from high-volume freight corridors to key rural freight facilities, such as manufacturing centers, agricultural processing centers, farms, intermodal and military facilities State may designate Critical Rural Freight Corridors	Must be a public road *in an urbanized area* Meet one or more of the following: **1.** Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility (***H***) **2.** Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement (***I***) **3.** Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land (***J***) **4.** Important to the movement of freight within the region, as determined by the MPO or the State (***K***) FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land ***Note:*** *MPOs in urbanized areas with population of 500,000 or more may designate Critical Urban Freight Corridors in coordination with the State. In urbanized areas with population under 500,000, the State, in consultation with MPOs, may designate CUFCs.*

FHWA code for each eligibility item is noted in parentheses and bold italics

Designating Critical Rural and Critical Urban Freight Corridors

According to FAST Act requirements, the State is responsible for designating Critical Urban Freight Corridors, in coordination with MPOs, for urbanized areas with population under 500,000. MPOs may designate CUFCs, in coordination with the State, in urbanized areas with population 500,000 or more.

ODOT is facilitating a discussion with MPOs in Oregon to identify candidates for CUFC designations. The discussion will take place on January 13, 2017 during the regularly scheduled MPO Transit Districts meeting. MPO directors are expected to attend and are invited to bring planning staff or additional MPO staff as desired. To prepare for the discussion, ODOT requests each MPO to develop a refined list of locations or road segments within your metropolitan planning area as candidates for CUFC designation.

Please consider the following as you develop your list:

- ⇒ **Use the eligibility requirements for CUFCs listed in Table 1**
- ⇒ **Develop location/segment list noting the road name, mile points, segment length, and applicable FHWA code(s) to indicate applicable criteria for each facility**
- ⇒ **Describe each location/segment's importance to freight mobility**
- ⇒ **Consider anticipated need for improvements on the eligible road network in your metropolitan planning area**
- ⇒ **Focus on portions of corridors that provide critical links or road segments where an improvement project is being developed rather than an entire highway corridor**

In addition, the State is responsible for designating Critical Rural Freight Corridors and miles to be added to the National Multimodal Freight Network in Oregon. ODOT is developing a working group to discuss designation candidates in the winter and spring of 2017. The working group will include representatives of freight transportation modes, shippers and carriers, and jurisdictions involved in rural and regional freight transportation system planning.

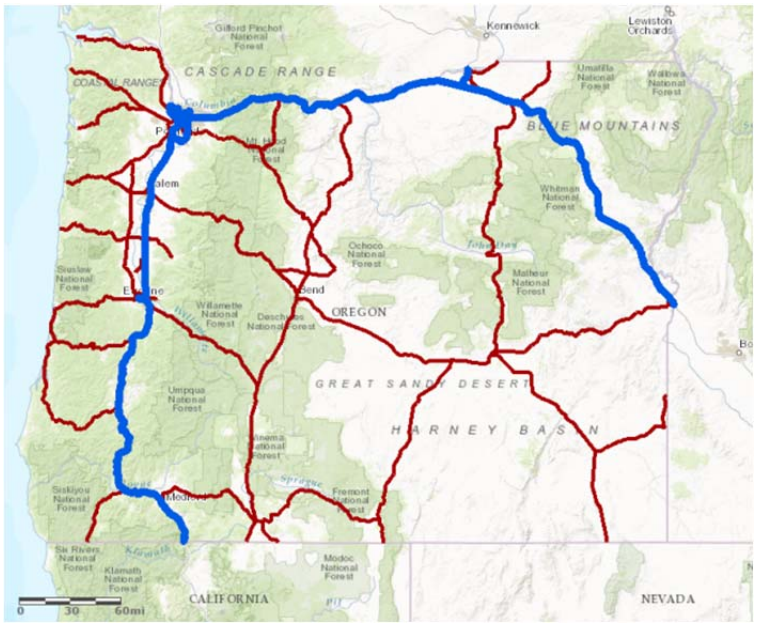

Figure 1: Illustration of National Highway Freight Network (blue) and Oregon Highway Plan Freight Routes (red)

Key Facts and Resources

USDOT allotted the following additional mileage for Oregon freight corridor designations:

- ⇒ 155 miles for Critical Rural Freight Corridors
- ⇒ 77 miles for Critical Urban Freight Corridors

FHWA Guidance on Designations:
www.ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

Oregon Freight Plan:
www.oregon.gov/ODOT/TD/TP/pages/ofp.aspx

For more information on Critical Urban Freight Corridors and Critical Rural Freight Corridors, or for information on the Oregon Freight Plan amendment work currently underway, please contact the ODOT Freight Planning Unit.

Contacts

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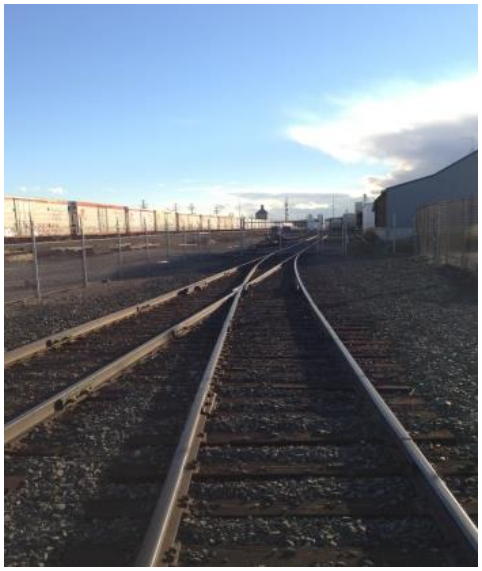
ODOT Planning Project Title VI Report

Oregon Freight Plan Amendment

Data and Analysis

Freight transportation facilities with mobility issues are currently being inventoried and prioritized into tiers. This effort includes collection of truck travel data, National Performance Management Research Data Set, Average Annual Daily Traffic, and analysis of highway delay areas, intermodal connectors, and non-highway needs identified by aviation, marine, and rail representatives.

Project Overview and Process



The Oregon Freight Plan (OFP) must meet new federal requirements for the state to obligate federal formula freight funding beyond December 4, 2017. The requirements and ODOT's approach for meeting them are detailed in the attached document, *FAST Act Freight Planning Requirements and OFP Approach*. While several of the requirements are addressed by the 2011 OFP and other statewide policy plans, ODOT's OFP amendment process will address the remaining requirements, including a tiered statewide inventory of freight transportation facilities with mobility needs; additional urban and rural facilities designated as critical freight corridors; a five-year investment plan listing priority projects; and performance measures. A contract has been established for project management and facilitation services to help ODOT meet the tight timeline to complete the amendment and assist with stakeholder engagement.

Key Outcomes

An amended Oregon Freight Plan, approved by the Oregon Transportation Commission and certified by Federal Highway Administration, which enables the state to continue obligating federal formula freight funding. This effort sets the foundation for freight transportation system investments to be included in the 2018-2021 STIP, as well as for future statewide freight planning.

Outreach and Public Involvement Efforts

Outreach to the Oregon Freight Advisory Committee, Metropolitan Planning Organizations and Area Commissions on Transportation are components of the outreach and stakeholder engagement plan for this project. In addition, a working group consisting of freight transportation modal, industry, and rural jurisdiction representatives will provide input on Critical Rural Freight Corridor designations.

Oregon Department of Transportation

Website: www.oregon.gov/ODOT/TD/TP/pages/ofp.aspx
For more Information, Please Contact:
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Erik Havig, 503-986-4127 erik.m.havig@odot.state.or.us

FAST Act Freight Planning Requirements and OFP Approach

Oregon's state freight plan must be compliant with FAST Act planning requirements and approved by Federal Highway Administration's (FHWA) Division Office by December 4, 2017. ODOT is leading the amendment process for the Oregon Freight Plan and will seek approval by the Oregon Transportation Commission of the final state freight plan document in November 2017. For quick reference, ODOT has organized the FAST Act freight planning requirements and ODOT's corresponding approach to meet each requirement in Table 1 below.

Table 1: State Freight Plan Requirements and Approach

FAST Act State Freight Planning Requirements	ODOT Approach	Schedule
1. Identification of significant freight system ***trends, needs, and issues*** with respect to the state	The 2011 OFP contains information on trends, needs, and issues - develop spreadsheet that refers to relevant sections of the 2011 OFP for FHWA review	Winter 2017
2. Description of freight ***policies, strategies, and performance measures*** that will guide State's freight-related transportation investment decisions	The 2011 OFP and other policy plans contain policies and strategies, but performance measures will either reflect federal measures or short list of measures linked to investment opportunities	Winter 2017 PMs by Spring 2017
3. Listing of: a) multimodal ***critical rural freight facilities and corridors*** designated within the state, b) ***critical rural and urban freight corridors*** designated within the state	Urban mileage will be designated in consultation with MPOs, rural mileage and additional multimodal mileage will be designated in consultation with working group of modal, freight transportation industry, and rural jurisdiction representatives ODOT GIS Unit will develop proposed designation maps	Revised maps by Spring 2017 Final memo by Summer 2017
4. Description of how the plan will improve the ability of the state to ***meet the national multimodal freight policy goals and the national highway freight program goals***	Provide a crosswalk table that demonstrates correlation between the national goals and existing statewide plan policies, strategies, and the new freight investment plan	Spring 2017
5. Description of how ***innovative technologies and operational strategies*** including freight intelligent transportation systems, that improve the safety and efficiency of freight movement were considered	Refer to relevant sections of 2011 OFP and other policy plans for policies and strategies	Winter 2017
6. Description of improvements that may be required to ***reduce or impede the deterioration of roadways*** due to projected wear from travel by heavy vehicles	Refer to relevant sections of 2011 OFP, the OHP, and the OTP state of good repair policies	Winter 2017

FAST Act Freight Planning Requirements and OFP Approach

FAST Act State Freight Planning Requirements	ODOT Approach	Schedule
7. ***Inventory of facilities with freight mobility issues***, such as bottlenecks, within the state, and for those facilities that are state owned or operated, a description of the strategies the state is employing to address those freight mobility issues	Inventory of needs will include tiered list of Freight Highway Bottlenecks (Delay Areas), Intermodal Connectors, and non-highway facilities with freight mobility issues Refer to existing plans for strategies to address issues	Winter/Spring 2017
8. Consideration of any significant congestion or ***delay caused by freight movements*** and any strategies to mitigate that congestion or delay	Discuss with ODOT Regions, ODOT Rail Division, and Oregon Freight Advisory Committee (OFAC) related to passing lanes, truck climbing lanes, and rail-highway at grade crossings that have delays	Winter 2017
9. ***Freight investment plan*** that includes a list of priority projects and describes how freight formula funds would be invested and matched	The inventory of facilities with freight mobility issues will inform the list of priority projects in the investment plan ODOT will develop a proposal, working with region staff for project scoping and cost information, including freight formula funds and matching fund sources for each project Investment plan proposal shared with ACTs and OFAC for feedback	Summer 2017
10. Consult with the state freight advisory committee	Prepare an OFAC consultation section of the update outlining all points and steps in which OFAC provided input and guided the amendment process. Examples include: ✓ Inventory of facilities (bottlenecks, intermodal connectors, non-highway system needs) ✓ Investment strategy ✓ Performance measures ✓ Delay caused by freight movements ✓ Draft plan amendment review	Winter 2017 Spring 2017 Summer 2017

Contact

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Rogue Valley MPO
Proposed Critical Urban Freight Corridors (CUFCs)
January 13, 2017

Route Name	Start Point	End Point	Length (Miles)	FHWA Code (List all that apply)	Description of Importance Other Comments
Barnett Rd.	Grape St.	Highland Dr.	.86	H, I, J, K	Freight corridor Naumes, Inc. and Tree Top fruit distribution centers on Fir/Grape to I-5
Garfield Rd. / Highland Dr.	Anton Dr.	Barnett Rd.	.87	H, I, J, K	Freight from Hwy 99, Harry & David's, and Barnett Rd to I-5
South Valley View	Hwy 99	I-5	.48	H, I, J, K	Connects Hwy 99 to I-5
Table Rock Rd.	Kirtland Rd./Ave G	Hwy 62 (Medford)	6.36	H, I, J, K	Freight corridor that connects major industrial area to Hwy 62 which connects to I-5
E. Pine St. / Biddle Rd.	I-5 (Central Point)	Hwy 62 (Medford)	3	H, I, J, K	Major hub for trucking firms carrying freight going N/S on I-5
E. Vilas Rd.	Table Rock Rd.	Hwy 62 (Medford)	1.5	H, I, J, K	Freight corridor that connects major industrial area to Hwy 62 which connects to I-5
West Valley View	Hwy 99	I-5	.5	H, I, J, K	Connects Hwy 99 to I-5
N. Phoenix / Foothill Rd.	I-5 (Phoenix Interchange)	Hwy 140 (White City)	10.8	H, I, J, K	Identified as a regional priority as an alternative N/S route to 1-5. Provides a connection from the south valley to Hwy 140 (identified by ODOT as part of a resiliency plan in case of a major disaster like a Cascadia quake). Should I-5 in Southern Oregon become impassable (i.e. Medford Viaduct), N. Phoenix/Foothill Rd. to Hwy 140 would become an important corridor connection to Hwy 97 which is a "lifeline" route for Oregon.
Hwy 99	MPO boundary	MPO boundary	27	H, I, J, K	Freight corridor serving industrial areas with connection to I-5

Route Name	Start Point	End Point	Length (Miles)	FHWA Code (List all that apply)	Description of Importance Other Comments
South Stage Rd	Hwy 99	N. Phoenix/Foothills Rd	1.35	H, I, J, K	Connects Hwy 99 to N. Phoenix/Foothills Rd
Fern Valley Rd	Hwy 99	I-5	.34	H, I, J, K	Connects Hwy 99 to I-5
Hwy 238	MPO boundary	MPO boundary	8.93	H, I, J, K	Freight corridor serving industrial areas with connection to I-5
Hwy 62	MPO boundary	MPO boundary	10.9	H, I, J, K	Freight corridor serving industrial areas with connection to I-5

Eligibility Requirements for Critical Urban Freight Corridors within an MPO

Must be a public road *in an urbanized area*

Meet one or more of the following:

1. Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility (***H***)
2. Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement (***I***)
3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land (***J***)
4. Important to the movement of freight within the region, as determined by the MPO or the State (***K***)

FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land

Note: *MPOs in urbanized areas with population of 500,000 or more may designate Critical Urban Freight Corridors in coordination with the State. In urbanized areas with population under 500,000, the State, in consultation with MPOs, may designate CUFCs.*