
AGENDA

Rogue Valley Metropolitan Planning Organization Policy Committee



Date: Tuesday, May 23, 2017

Time: 2:00 p.m.

Location: Jefferson Conference Room
RVCOG, 155 N. 1st Street, Central Point
Transit: served by RVTD Route #40

Contact: Stephanie Thune, RVCOG: 541-423-1368
RVMPO website: www.rvmppo.org

1	Call to Order / Introductions / Review Agenda	Mike Quilty, Chair
2	Public Comment Items not on the agenda <i>Comments on agenda items allowed during discussion of each item</i>	Chair
Consent Agenda		
3	Review / Approve Minutes	Chair
Attachment	#1 RVMPO Policy Committee Draft Minutes 170425	
Action Items		
4	2017-2042 Regional Transportation Plan (RTP) and 2015-2018 Transportation Improvement Program (TIP) Amendments	Ryan MacLaren
Background	The Policy Committee will hold a public hearing to review and consider adoption of amendments to the 2017-2042 RTP and the 2015-2018 TIP.	
Attachment	#2 Memo: RTP/TIP Amendments	
Action Requested	Approve RTP/TIP amendments.	

5	Critical Urban Freight Corridors Update	Dan Moore
Background	ODOT is updating its freight plan and designations of critical urban freight corridors. Oregon is planning to add 77 new miles to its urban freight system, and that amount will be allocated throughout the state on a formula developed with input from Oregon MPOs.	
Attachment	#3 Memo: Critical Urban Freight Corridors	
Action Requested	Approve 5.2 miles of CUFC projects.	
Discussion Items		
6	CMAQ Project Funding Recommendation	Karl Welzenbach
Background	There have been some clarifications regarding CMAQ funding for the next TIP.	
Attachment	None Handout will be distributed at the meeting.	
Action Requested	No action required.	
7	Public Comment	Chair
Regular Updates		
8	RVMPO Planning Update <ul style="list-style-type: none">RVMPO RVTD Draft Inter-Governmental Agreement (IGA)	Karl Welzenbach
9	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
10	Adjournment	Chair

- The next RVMPO Policy Committee meeting will be **Tuesday, June 27, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO TAC meeting will be **Wednesday, June 14, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, May 23, at 5:30 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
APRIL 25, 2017**



The following attended:

Voting Members	Organization	Phone Number
Art Anderson	ODOT	774-6353
Bob Strosser	Jackson County	774-6119
Jim Lewis	Jacksonville	899-7023
Mike Quilty, Chair	Central Point	664-7907
Rich Rosenthal	Ashland	941-1494
Ruth Jenks	Eagle Point	941-8537
Sarah Westover	Phoenix	972-0869
Tonia Moro	RVTD	973-2063
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Stephanie Thune	RVCOG	423-1368
Interested Parties	Organization	Phone Number
Alex Georgevitch	Medford	774-2114
Bruce Sophie	Phoenix	535-1216
John Vial	Jackson County	774-6238
Mike Baker	ODOT	957-3658
Paige Townsend	RVTD	608-2429

Others Present	Organization	Phone Number
Al Densmore	JWA Public Affairs	601-0704
Mike Montero	Montero & Assoc., LLC	944-4376

1. Call to Order / Introductions/ Review Agenda

- Chair Quilty called the meeting to order at 2:04 p.m., introductions took place, and a quorum was confirmed.
- Introductions took place. **(Phoenix)** Farewell to Bruce Sophie, welcome to Sarah Westover. **(Talent):** Multiple absences in recent months were noted; Tonia Moro will contact Mayor Stricker.
- The agenda was approved as presented.

2. Public Comment

None voiced.

Consent Agenda:

3. Review / Approve Minutes

The Chair asked if there were any additions or corrections to the previous meeting minutes.

On a motion by Jim Lewis, seconded by Bob Strosser, the minutes of the March 28, 2017 meeting were approved as presented. *The motion carried unanimously by voice vote.*

Action Items:

4. Adoption of FY 2017-2018 Unified Planning Work Program (UPWP)

The UPWP is the program budget for the MPO and is updated annually. Budget figures comprise federal planning funds from two sources: FHWA (“PL funds”) and FTA (“5303 funds”), as well as dues from member/local governments, and grants from ODOT and DLCDD. A brief overview of the primary UPWP tasks was given.

The current draft has been out for public comment for over 30 days, with no comments received; however, editorial comments from the TAC committee (which recommends UPWP approval) have been incorporated into the document.

Mike Baker responded to an inquiry by Tonia Moro regarding “Exit 27 TDM” (p. 42, Part III – ODOT Planning Projects) by explaining that the item pertained to TDM metrics. ODOT staff will be determining whether some Exit 27 backups can be addressed through TDMs over the coming year, perhaps by working with local businesses.

On a motion by Jim Lewis, seconded by Bob Strosser, the Policy Committee proposed adoption of Resolution Number 2017-1: Metropolitan Planning Organization – Policy Committee | Adoption of the FY 2018 Unified Planning Work Program. *The motion carried unanimously by voice vote.*

On a motion by Jim Lewis, seconded by Art Anderson, the Policy Committee proposed adoption of Resolution Number 2016-2: Metropolitan Transportation Planning Process Self-Certification. The motion carried unanimously by voice vote.

Post-meeting note: RVCOG staff corrected “Resolution Number 2016-2” to “Resolution Number 2017-2.”

Discussion Items:

5. Alternative Measure 7 Funding Distribution Agreement

Pursuant to a November Policy Committee meeting request, RVCOG staff and interested parties formulated some options for addressing and/or modifying the existing Alternative Measure 7. Karl Welzenbach distributed a memo listing the four options devised by the work committee consisting of himself, Julie Brown (RVTD), Mike Baker (ODOT), and John Vial (Jackson County). He stated that the work committee favored option four, but that it was up to the Policy Committee as a whole to discuss the options and reach agreement. Special note was made that discussion and decisions related to this policy issue are to be handled exclusively by the Policy Committee; input from the TAC will not be sought.

Welzenbach explained that Alternative Measure 7 is not truly a “measure,” but rather a requirement – which has been in effect since 2002 – that the MPO give 50% of its STBG funds to RVTD. The measure’s original intent was to help the Rogue Valley meet its VMT benchmarks by funneling extra funds to RVTD and, to-date, RVTD has received a little over \$11 million via this arrangement.

Discussion ensued, with Ruth Jenks calling to mind the funds RVTD is receiving from its five-year levy, which will generate annual average revenue of approximately \$1.8 million per year through 2021. She stated that taxpayers could be dismayed to find that, though they voted to pay a tax to increase RVTD services, those services could subsequently be affected by another group’s (i.e. the MPO’s) reduction in fund contributions. Karl Welzenbach stepped in to clarify that a reduction in Alternative Measure 7 funding for RVTD is not being proposed; the suggestion contained in option four of the memo is rather to *cap* the funds at an annual rate of \$928,580, which is the average of the past three years’ allocations.

Paige Townsend explained that the STBG funds for RVTD via Alternative Measure 7 have been instrumental in helping the Rogue Valley reduce its VMT by providing money for maintenance/fleet upkeep (approximately \$1.4 million/year) and capital projects, thereby freeing up money from the general fund for other uses such as transit routes.

Welzenbach and Baker highlighted the memo’s recommendation that an inter-governmental agreement be drafted as a vouchsafe for steady RVTD funding outside of Alternative Measure 7, since there is no guarantee of perpetuity for *any* of the alternative measures in the TPR and TSP. Art Anderson suggested that – were an IGA to be drafted – it include wording to address the possibility of STP (STBG) funds diminishing in future years, e.g. “If STP is substantially reduced, the parties agree to revisit the current arrangement.”

It was agreed that Karl Welzenbach will work with Julie Brown and Paige Townsend to draft an IGA agreement to solidify funding for RVTD that is currently provided under Alternative Measure 7. The draft will be reviewed/discussed at the May 23 RVMPPO Policy Committee meeting, and brought – with incorporated revisions/changes - for a vote to the June 27 Policy Committee meeting.

6. RVMPO Planning Update

CMAQ

A reduction in CMAQ funds is expected for Oregon MPOs. Karl Welzenbach explained that the RVMPO is in a unique position of being able to essentially “side” with one MPO or another (e.g. Portland or Eugene/Salem) as funding discussions proceed.

Siding with Portland would entail partnering with Portland to push for the inclusion of unique state requirements in the formula under construction. In this scenario, Portland wins by keeping all of their CMAQ dollars (despite their “attainment” status effective October 1) to help them meet unique state mandates, and the RVMPO wins by having their Alternative Measure 7 requirement factored in as part of the CMAQ funding formula, thereby increasing their CMAQ revenues.

Siding with Eugene and Salem would entail going jointly to bat against Portland to have Portland’s CMAQ funding level reduced in accordance with their upcoming attainment status, and abandoning the argument to have unique state requirements considered as part of the CMAQ formula. Here, the RVMPO, Eugene and Salem would all see an increase in CMAQ funds due to Portland’s significant reduction, with the lion’s share of the revenues going to the RVMPO.

A handout with an excerpt from CFR Title 23 Section 149 was provided specifying that even if Portland were to receive its full CMAQ funding once in attainment status, they would not be permitted to spend it. It was further noted that if Portland’s CMAQ funds were reduced, this would result in a revenue stream dip for them, but would not affect their bond rating (if CMAQ funds cannot cover the bond, STBG funds will be used, with Tri-Met [transit] funds as a third coverage option).

POTENTIAL MPO CONTRIBUTIONS TO MAJOR CAPITAL PROJECTS

There was a recommendation made by one of the workgroups of the Joint Committee for MPOs to contribute 30 – 50% towards major capital projects in their region of the state (currently funded 100% by ODOT). One way the MPOs could raise funds to do this would be to become taxing districts. To-date, no bill has resulted from packages currently under consideration, but information will be shared as it becomes available.

UPCOMING TIP RE-ADOPTION

The TIP will need to be re-adopted in June as there were several ODOT projects not included that should have been. A revised draft should be available for committee review in May, after which time a 30-day public notice period will commence so that the Policy Committee can vote on the re-adoption at their June 27 meeting.

7. Public Comment

Paige Townsend expressed appreciation for the years that RVTD has benefited from Alternative Measure 7 funds. Art Anderson expressed the support of the MPO for RVTD’s endeavors, acknowledging the need for their services for large numbers of the valley’s population.

8. Other Business / Local Business

Chair Quilty shared that at the Green Transportation Summit & Expo in Portland a couple of weeks ago, the Clean Cities Coalitions in the western region presented RVTD with the Compressed Natural Gas Pioneer award for their twenty-plus years of dedication to running their system on alternative fuels. Their perseverance has made them a national leader for small transit districts trying to run their fleets on diesel alternatives. Additionally, one of the valley’s private fleets, Combined Transport, won an award for their efficiencies, one of which has been cutting 100,000 VMT per year by relocating their depot to Exit 35 where Blackwell Transport used to be. Art Anderson mentioned the admirable

collective spirit of doing the right things air-quality-wise long-term in the valley, and noted that Rogue Disposal was also to be commended for their efforts.

9. Adjournment

The meeting was adjourned at 3:13 p.m.

Scheduled Meetings:

RVMPO TAC	Wednesday, May 10 @ 1:30 pm
RVMPO Policy	Tuesday, May 23 @ 2:00 pm
RVMPO PAC	Tuesday, May 23 @ 5:30 pm

DRAFT



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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

DATE: May 16, 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(s) 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 May 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(s) listed. Information on the project(s) is listed, below:

A. Add New Project to RTP & TIP: *OR99: Birch St to Coleman Ck. Culvert (Phoenix) (KN20162)*

Description: Replace culvert, add sidewalks, bike lanes, pedestrian crossing, install signal prioritization on OR-99 Ashland to Central Point.

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-99 BIRCH ST TO COLEMAN CK. CULVERT (PHOENIX)	Replace culvert, add sidewalk, bike lanes, pedestrian crossing, install signal prioritization on OR-99 Ashland to Central Point.	931	Exempt - Table 2, Safety			Planning								
				20162	2017	Design	\$ 627,096	STP-FLX	\$ 71,774	ODOT	\$ 698,870			\$ 698,870
				20162	2018	Land Purchase	\$ 1,381,528	STP-FLX	\$ 158,122	ODOT	\$ 1,539,650			\$ 1,539,650
				20162	2019	Utility Relocate	\$ 417,155	STP-FLX	\$ 47,745	ODOT	\$ 464,900			\$ 464,900
				20162	2020	Construction	\$ 3,721,833	STP-FLX	\$ 1,265,747	ODOT	\$ 4,987,580			\$ 4,987,580
						Other					\$ -			\$ -
					Total FFY 17-20		\$ 6,147,612		\$ 1,543,388		\$ 7,691,000			\$ 7,691,000

B. Add New Project to TIP: *OR140: Exit 35 Blackwell Road (KN 18975)*

Description: Add center turn lane, widen shoulders, add bike path.

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																
OR140: Exit 35 Blackw ell Road	Add center turn lane, w iden shoulders, add bike path.	921	Exempt - Table 2, Safety	18975	2014	Design	\$	192,937	STP<5K	\$	22,083	ODOT	\$	215,020	\$	215,020
				18975	2014	Design	\$	168,923	STP-FLX	\$	19,333	ODOT	\$	188,256	\$	188,256
				18975	2014	Design	\$	6,033	STATE-FLX	\$	691	ODOT	\$	6,724	\$	6,724
				18975	2018	Land Purchase	\$	247,655	STP-FLX	\$	28,345	ODOT	\$	276,000	\$	276,000
				18975	2018	Utility Relocate	\$	97,806	STP-FLX	\$	11,194	ODOT	\$	109,000	\$	109,000
				18975	2018	Construction	\$	4,468,554	STP-FLX	\$	511,446	ODOT	\$	4,980,000	\$	4,980,000
					Total FFY14-18		\$	5,181,908		\$	593,092		\$	5,775,000		\$

C. Add New Project to TIP: *OR140: Bear Creek – Agate Rd (KN 20135)*

Description: Grind out the existing pavement and replace with new asphalt between MP -6.70-1.16

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														
OR140: Bear Creek – Agate Rd	Grind out the existing pavement and replace with new asphalt between MP -6.70-1.16	927	Exempt - Table 2, Safety			Planning								
				20135	2018	Design	\$ 223,428	STP-FLX	\$ 25,572	ODOT	\$ 249,000		\$ 249,000	
				20135	2018	Land Purchase	\$ 4,487	STP-FLX	\$ 513	ODOT	\$ 5,000		\$ 5,000	
				20135	2018	Utility Relocate	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000		\$ 10,000	
				20135	2019	Construction	\$ 4,179,623	STP-FLX	\$ 478,377	ODOT	\$ 4,658,000		\$ 4,658,000	
						Other				\$ -		\$ -		
					Total FFY17-20		\$ 4,416,511		\$ 505,489		\$ 4,922,000		\$ 4,922,000	

D. Add New Project to TIP: *OR140: Atlantic Ave. Intersection Improvements (KN 20192)*

Description: Construct a roundabout and raised median to improve safety

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														
OR140: Atlantic Ave. Intersection Improvements	Construct a roundabout and raised median to improve safety	924	Exempt - Table 2, Safety			Planning								
				20192	2018	Design	\$ 249,000	HSIP			\$ 249,000			\$ 249,000
				20192	2018	Land Purchase	\$ 34,000	HSIP			\$ 34,000			\$ 34,000
				20192	2018	Utility Relocate	\$ 58,000	HSIP			\$ 58,000			\$ 58,000
				20192	2019	Construction	\$ 1,867,000	HSIP			\$ 1,867,000			\$ 1,867,000
						Other					\$ -			\$ -
					Total FFY17-20		\$ 2,208,000		\$ -		\$ 2,208,000			\$ 2,208,000

E. Add New Project to RTP & TIP: *Bear Creek Greenway Root Repair II (KN 20668)*

Description: Remove damaged pavement segments and replace them with reinforced concrete on approximately 15 sites along the Bear Creek Greenway totaling approximately 1500' of trail repair.

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	
Jackson County														
Bear Creek Greenway Root Repair II	Remove damaged pavement seg and replace them with reinforced concrete on approx 15 sites along the trail totaling approx 1500' of trail repair	882	Exempt - Table 2, Safety			Planning								
						Design				\$ -			\$ -	
						Land Purchase				\$ -			\$ -	
						Utility Relocate				\$ -			\$ -	
						Construction				\$ -			\$ -	
				20668	2017	Other	\$ 88,800	ODOT	\$ 22,200	Local	\$ 111,000	\$ 52,800	Local	\$ 163,800
					Total FFY 17-20		\$ 88,800		\$ 22,200		\$ 111,000			\$ 163,800

F. Add New Project to RTP & TIP: *OR62 Corridor Solutions Unit 2 Phase 3 (Medford) (KN 21015)*

Description: Planting of vegetation for storm water treatment facilities.

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														
OR62 Corridor Solutions Unit 2 Phase 3 (Medford)	Planting of vegetation for storm water treatment facilities.	930	Exempt - Table 2, Safety			Planning								
				21015	2017	Design					\$ -	\$ 50,000	ODOT	\$ 50,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				21015	2018	Construction					\$ -	\$ 250,000	ODOT	\$ 250,000
						Other					\$ -			\$ -
					Total FFY 17-20		\$ -		\$ -		\$ -			\$ 300,000

G. Amendment to TIP: *Jackson St. & McAndrews Signal Upgrades (KN 19563)*

Description: Design & Install Signal Upgrades to Improve Safety

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					
Medford																		
Jackson St. & McAndrews Signal Upgrades	Design & Install Signal Upgrades to Improve Safety	5013	Exempt - Table 2, Safety			Planning												
				19563	2017	Design	\$	126,542	SFLP			\$	126,542			\$	126,542	
				19563	2017	Land Purchase	\$	8,300	SFLP			\$	8,300			\$	8,300	
				19563	2017	Utility Relocate	\$	40,577	SFLP			\$	40,577			\$	40,577	
				19563	2017	Construction	\$	1,020,320	SFLP			\$	1,020,320	\$	57,561	Local	\$	1,077,881
						Other					\$	-				\$	-	
						Total FFY17-20		\$	1,195,739		\$	-	\$	1,195,739			\$	1,253,300

H. Amendment to TIP: *Drive Less Connect Outreach Program (15-17) (KN 19586)*

Description: Promote available transportation alternatives to SOV

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 Transportation District (RVTD)														
Drive Less Connect Outreach Program (15-17)		1077	Exempt (Table 2)	19586	FFY2016	Other	\$ 188,499	TO	\$ 21,575	RVTD	\$ 210,074			\$ 210,074



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: May 16, 2017
TO: Policy Committee
FROM: Dan Moore, MPO Coordinator
SUBJECT: Critical Urban Freight Corridors

ODOT is updating its Freight Plan as part of the Fix America's Surface Transportation (FAST) Act. Included in the update are the designation of Critical Rural and Critical Urban Freight Corridors (CUFCs). Oregon is allowed to add seventy seven (77) new miles to its urban freight system, and that amount will be allocated throughout the State on a formula developed with input from Oregon MPOs and ODOT staff.

CUFC Workshop

RVMPO staff participated in a workshop in Salem with representatives from ODOT and Oregon MPOs on January 20, 2017 to identify CUFC segments for each of the MPOs. In preparation for the workshop, each MPO developed a list (with maps) of potential CUFCs. Staff coordinated with the MPO TAC and Policy Committee on the proposed RVMPO CUFC segments. It was anticipated that the workshop would result in recommendations of CUFCs for each MPO.

After much discussion, the workshop participants decided that more information and analysis was needed before a decision was made on the CUFCs. The MPOs were asked to refine their candidate lists while ODOT researched potential targets. The group agreed to the following process:

1. Each MPO review current TIP and STIP project lists to identify projects that meet [FAST requirements as a freight project eligible for the Freight Formula Funds](#). These project locations could then become CUFC eligible project miles. The segments must meet the CUFC eligibility requirements listed in Table 1 below.

Table 1 - Critical Urban Freight Corridors Criteria	
Must be a public road <i>in an urbanized area</i>	
Meet one or more of the following (FHWA code listed before each criteria):	
H.	Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility
I.	Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
J.	Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
K.	Important to the movement of freight within the region, as determined by the MPO or the State
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	

2. Identify potential freight projects that are expected to be included in the MPO's next TIP or in the next STIP. These projects must be in the MPO's current financially constrained Regional Transportation Plan (RTP), meet the FAST definition for a Freight Project, and meet the CUFC eligibility requirements.
3. ODOT to review in each MPO area the Oregon Highway Plan Freight Routes (both centerline miles and lane miles), commodity flows, and truck average annual daily traffic (AADT) to develop MPO CUFC targets.

CUFC Target Miles

ODOT reviewed commodity flow and truck AADT data and concluded that these factors overemphasize Metro in relation to the rest of the MPO areas of the state. Miles of OHP Freight Routes (centerline and lane miles) exclusive of interstate miles was used to establish the target split for Metro and the rest of the MPO's. Based upon that data, the target for Metro is 45% and 55% for the non-Metro MPOs. There is a total of 77 miles available for CUFC designations, which results in 34.6 miles for Metro and 42.4 miles for the non-Metro MPOs.

For the non-metro MPOs, Table 2 below depicts the target mileage based on averaging the OHP Freight Route miles (assessed using centerline miles and lane miles respectively), commodity flows, and truck AADT in each MPO. It also includes a slight adjustment to create a minimum baseline of 3 miles per MPO:

**Table 2 – CUFC
Target Miles**

Non-Metro MPO	CUFC Miles
	Target
Albany	3.0
Bend	6.0
Corvallis	4.9
LCOG	10.7
Medford	5.2
Middle Rogue	3.6
SKATS	9.0
	42.4

Freight Formula Funds

It is important to note that there is no obligation or requirement to designate all the CUFC mileage at this time. Being designated as a CUFC simply means that projects on those segments are eligible for freight formula funds, but it does not mean freight formula funds will actually be available to fund projects. Given the amount of freight formula funds available for the entire state (\$80 million over 5 years), it is safe to assume that only a small percentage of projects will be funded on CUFC segments as projects on the interstate and NHS intermodal connectors are also eligible. ODOT will be revising the list of CUFC's at least every 5 years as part of the federally required freight plan update cycle, but ODOT can also move designations at any time after a project has been completed on a CUFC segment.

Table 3 on page 4 includes RVMPO TIP/RTP projects located on potential CUFCs that was developed by staff and forwarded to ODOT for consideration. The mile segments proposed follow ODOT and FHWA guidelines:

- Proposed CUFCs Meet the CUFC Eligibility Requirements as defined in *Designing Critical Rural and Critical Urban Freight Corridors*, ODOT, January 2016, Page 1, Table 1: Eligibility Requirements.
- The location and segment lists include the road names, mile points (when available,) segment lengths, and applicable FHWA codes.
- Each location/segment has been evaluated for its importance to freight mobility and is described.
- The need for improvement on these segments has been considered and defined through the RTP process.
- Portions of corridors are currently listed in our 2018-2021 TIP projects list.
- When needed, first and/or last mile connector routes have been highlighted, as recommended by FHWA.

The TAC reviewed Table 3 at their May 10, 2017 meeting and felt that submitting only 2018-21 Transportation Improvement Program (TIP) projects was counterproductive as these projects are already funded. The TAC did not agree with the criteria that the CUFC projects should only come from the TIP. Projects from the RTP (not currently in the TIP) should be eligible. Staff checked with ODOT and learned that the criteria was broadened to also look across the needs from the RTP in helping to determine the priority segments of the system for designating the CUFC mileage.

Staff identified projects from the 2017-42 RTP that meet the CUFC requirements. Table 4 on page 5 lists CUFC eligible TIP (highlighted in yellow) and RTP projects. The TAC will review Table 4, and their comments will be provided to the Policy Committee at the May 23rd meeting. The Policy Committee is being asked to approve 5.2 miles of CUFC projects from Table 4. The new CUFC projects will be resubmitted to ODOT for consideration. The deadline for resubmission is May 31, 2017.

This summer, ODOT will initiate an amendment to the Oregon Freight Plan to include the proposed CUFCs submitted by each Oregon MPO.

Table 3 – RVMPO Proposed CUFC Segments

Project Name	Route Name	Start Point	End Point	Length (Miles)	FHWA Code(s)	Description of Importance (Other Comments)
RVMPO Foothill Rd: Corey Rd to Atlantic Ave.	North Phoenix/Foothills Road	Corey Road	OR 140	0.62	H,I,J,K	Identified as a regional priority as an alternative North/South route to I-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 (ie Cascadia quake.) This project is Jackson County RTP # 809, (No Key Information available at this time) and is currently in the TIP. New 2 lane rural major collector and add signal at OR 140.
RVMPO Table Rock Rd: I-5 Crossing to Biddle	Table Rock Road	I-5	Biddle Rd	0.91	H,I,J,K	Freight corridor that connects major industrial area to Hwy 62, a connector to I-5. This project is Jackson County RTP # 821, Key 18974 and is currently in the TIP. Widen to 3 and 5 lanes with curb, gutter, and signals.
RVMPO Foothill Rd: Delta Waters to Dry Creek Road	North Phoenix/Foothills Road	Delta Waters	Dry Creek	1.29	H,I,J,K	Identified as a regional priority as an alternative North/South route to I-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 (ie Cascadia quake.) This project is Jackson County RTP # 858 and is currently in the TIP. Widen to add shoulders and turn lanes, correct alignment.
RVMPO Foothill Rd: Hillcrest to McAndrews	North Phoenix/Foothills Road	Hillcrest	McAndrews	0.97	H,I,J,K	Identified as a regional priority as an alternative North/South route to I-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 (ie Cascadia quake.) This project is the City of Medford RTP # 863, Key 19231 and currently in the TIP. Widen to add shoulders and turn lanes, correct alignment.
RVMPO OR238: @W.Main St.	OR238	Intersection at OR238 and W. Main St.	Intersection at OR238 and W. Main St.	0.15	H,I,J,K	Freight corridor serving industrial areas with connection to I-5. This Project is ODOT project RTP# 923, Key 20218 (MP 34.87) and currently in the TIP. Installing roundabout and associated medians.
RVMPO OR99: I-5 to Scenic Ave.	OR99	I5	Scenic Ave.	1.25	H,I,J,K	Freight corridor serving industrial areas with connection to I-5. This project is ODOT project RTP #926, Key 20185 and is currently in the TIP. Converts 4-lane roadway to 3-lane roadway with center turn lane, add traffic signal.
TOTAL PROPOSED CUFC SEGMENT MILEAGE RVMPO:				5.19		

Table 4 – CUFC Eligible RTP & TIP Projects

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Meets One or More Federal CUFC Criteria?	In TIP and/or RTP?	Estimated Mileage TIP & RTP Projects	Estimated Mileage RTP Projects	Jurisdiction
Critical Urban Freight Corridor Eligible RTP/TIP Projects									
219	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	long	\$ 1,751,803	H,I,J,K	In RTP	0.10	0.10	Central Point
339	West Lin Road - OR 62 to Dahlia Terrace	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,880 ft.	long	\$ 1,800,000	H	In RTP	0.55	0.55	Eagle Point
340	Linn Rd: OR62 to Buchanan	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 1,400 ft	short	\$ 2,098,000	H	In TIP & RTP	0.27	0	Eagle Point
353	S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgrade to roadway	short	\$ 488,423	H	In TIP & RTP	0.78	0	Eagle Point
809	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector, add roundabout - 0.60 miles	short	\$ 2,500,000	H,I,J,K	In TIP & RTP	0.6	0	Jackson County
821	Table Rock Rd: I-5 Crossing to Biddle	Widen to 3 & 5 Lanes, curb, gutter, & Sidewalk + bike lanes - 0.96 miles (no new travel lanes)	short	\$ 7,883,540	H,I,J,K	In TIP & RTP	0.96	0	Jackson County
858	Foothill Rd., Delta Waters to Dry Creek Rd.	Improve (widen) to rural major collector standards (no new travel lanes) - 6,800 ft, 1.28 miles	short	\$ 2,298,734	H,I,J,K	In TIP & RTP	1.28	0	Jackson County
859	Foothill Rd., Dry Creek Rd to Vilas Rd	Improve (widen) to rural major collector standards (no new travel lanes) - 1.1 miles	medium	\$ 2,220,366	H,I,J,K	In RTP	1.10	1.10	Jackson County
860	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards (no new travel lanes) - 1.7 miles	medium	\$ 3,286,685	H,I,J,K	In RTP	1.70	1.70	Jackson County
863	Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes (Approx. 5,100 LF)	short	\$ 13,000,000	H,I,J,K	In TIP & RTP	0.97	0	Medford
5043	Foothill Rd, McAndrews to Delta Waters	Widen to three lanes with bike lanes and sidewalks (Approx. 7,000 LF), no new travel lanes	long	\$22,000,000	H,I,J,K	In RTP	1.33	1.33	Medford
923	OR238: @ W. Main St.	Install roundabout and associated medians	short	\$ 3,800,000	H,I,J,K	In TIP & RTP	0.15	0	ODOT
924	OR140: Atlantic Ave Intersection Improvements	Construct a roundabout and raised median to improve safety	short	\$ 2,208,000	H,I,J,K	In TIP & RTP	0.15	0	ODOT
926	OR99: I-5 to Scenic Ave	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	short	\$ 3,262,000	H,I,J,K	In TIP & RTP	1.25	0	ODOT
951	South Valley View Bridge Replacement	Realign and widen the Bear Creek Bridge over South Valley View Rd, located off Exit 19 near Ashland. It will also widen and add turning lanes to South Valley View Rd from the Interstate to Hwy 99 and connect peds and bikes with the Bear Creek Greenway.;0.5 miles	Long	\$ 15,000,000	H,I,J,K	In RTP	0.50	0.50	ODOT
						Total Miles	11.67	5.27	
						RVMPO CUFC Allotted Miles	5.20	5.20	
						Over allotment	6.47	0.07	