

## AGENDA

# Rogue Valley Metropolitan Planning Organization Policy Committee



**Date:** Tuesday, May 22, 2018

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

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

**Contact:** Stephanie Thune, RVCOG: 541-423-1368  
RVMPO website: [www.rvmpo.org](http://www.rvmpo.org)

<b>1</b>	<b>Call to Order / Introductions / Review Agenda</b>	<b>Mike Quilty, Chair</b>
<b>2</b>	<b>Public Comment</b> Items not on the agenda   <i>Comments on agenda items allowed during discussion of each item</i>	<b>Chair</b>
<b>Consent Agenda</b>		
<b>3</b>	<b>Review / Approve Minutes</b>	<b>Chair</b>
<i>Attachments</i>	#1   RVMPO Policy Committee Meeting Draft Minutes 04-24-2018	
<b>Public Hearing</b>		
<b>4</b>	<b>2017-2042 Regional Transportation Plan (RTP) and 2018-2021 Transportation Improvement Program (TIP) Amendment</b>	<b>Ryan MacLaren</b>
<i>Background</i>	<p>The Policy Committee will hold a public hearing to review and consider adoption of the following amendment to the 2017-2042 RTP and 2018-2021 TIP:</p> <ul style="list-style-type: none"> <li>• <b>ADD   Foothill Rd: Delta Waters to Dry Creek</b></li> </ul> <p>The 21-day public comment period and public hearing was advertised on April 30 in the Medford Tribune, and information is currently available on the RVMPO website. The TAC recommended approval of the amendment to the Policy Committee at their May 9 meeting.</p>	
<i>Attachment</i>	#2   Memo: RTP/TIP Amendments	
<i>Action Requested</i>	Approve the RTP/TIP amendment.	

Action Items		
<b>5</b>	<b>Project Substitution for the Nevada Street Bridge</b>	<b>Scott Fleury   Ryan MacLaren</b>
<i>Background</i>	At the March 14 TAC meeting, members provided comments regarding the proposed project substitution, had questions regarding its eligibility and funding amounts, and voiced concern about the IAMP. In light of the TAC's comments and inquiries as well as the resolution of a right-of-way issue with ODOT, the City of Ashland submitted a revised application for consideration, which was discussed at the TAC's May 9 meeting. The project substitution was recommended for approval to the Policy Committee.	
<i>Attachment</i>	<p><b>#3</b>   Scoring Criteria Table and Project Evaluation (Revised, per March 14 TAC recommendations)</p> <p><i>NOTE: The completed applications and supplemental materials for both the East Nevada Street (original) and Washington Street (proposed substitute) projects can be found online at the RVMPO website underneath the link to this agenda packet, or via these hyperlinks:</i></p> <ul style="list-style-type: none"> <li>• East Nevada Street Project   <a href="#">Application + Supplemental Materials</a></li> <li>• Washington Street Project   <a href="#">Application (Revised)</a></li> <li>• Washington Street Project   <a href="#">Supplemental Materials</a></li> <li>• Washington Street Project   <a href="#">Independent Way Traffic Impact Analysis (TIA)</a></li> </ul>	
<i>Action Requested</i>	Approve project substitution for the City of Ashland's Nevada Street Bridge Project.	
Discussion Items		
<b>6</b>	<b>Public Comment</b>	<b>Chair</b>
Regular Updates		
<b>7</b>	<b>RVMPO Planning Update</b>	<b>Karl Welzenbach</b>
<i>Topics</i>	<ul style="list-style-type: none"> <li>• Transportation Planning Rule (TPR)</li> </ul>	
<i>Attachment</i>	<p><b>#4</b>   Memo: Currently Active RVMPO Projects</p> <p>NOTE: This will be provided for review on a quarterly basis in Nov, Feb, May, and Aug</p>	
<b>8</b>	<b>Other Business / Local Business</b>	<b>Chair</b>
	Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	

9	Adjournment	Chair
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- The next RVMPO Policy Committee meeting will be **Tuesday, June 26, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO TAC meeting will be **Wednesday, June 13, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, July 17, 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 24, 2018**



The following attended:

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Art Anderson	ODOT	774-6353
Jim Lewis	Jacksonville	899-7023
John Harrison for Darby Stricker	Talent	897-0570
John Vial for Bob Strosser	Jackson County	774-6238
Kelly Madding for Kim Wallan	Medford	774-2009
Mike Quilty, <b>Chair</b>	Central Point	664-7907
Sarah Westover	Phoenix	972-0869
Scott Fleury for Rich Rosenthal	Ashland	552-2412
Tonia Moro	RVTD	973-2063
<b>Alternate Voting Members Present</b>	<b>Organization</b>	<b>Phone Number</b>
Mike Baker	ODOT	957-3658
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368
<b>Interested Parties</b>	<b>Organization</b>	<b>Phone Number</b>
Jim Herndon	RVMPO PAC	840-0741

## [RVMPO Policy Committee April 24, 2018 Agenda Packet](#)

Full meeting recording: [180424 RVMPO Policy Committee Meeting Audio](#)

NOTE: Due to server space restrictions, the hyperlinks to cut audio files for specific items have been eliminated. Please use the times listed behind each agenda item to forward to the segment you wish to listen to using the link to the full meeting recording above.

### **1. Call to Order / Introductions / Review Agenda 00:00 – 01:05**

2:02 | *Quorum*: Ashland, Central Point, Jacksonville, Medford, Phoenix, Talent, Jackson County, ODOT, RVTD

### **2. Public Comment 01:06 – 01:31**

None voiced.

## ***Consent Agenda***

### **3. Review / Approve Minutes 01:32 – 02:33**

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

**01:50 | Jim Lewis moved to approve the minutes of the March 27, 2018 meeting as presented. Tonia Moro seconded.**

There was no further discussion.

*The motion carried unanimously by voice vote.*

## ***Public Hearing***

### **4. 2017-2042 Regional Transportation Plan (RTP) and 2018-2021 Transportation Improvement Program (TIP) Amendment 02:34 – 07:24**

**The Chair read the procedure for the public hearing.**

Ryan MacLaren reported that the RVMPO RTP and TIP need to be amended to add Project A below:

#### **A. Southern Oregon Seismic Triage (KN 21296)**

Description: *“Perform seismic upgrades on 17 bridges and 7 hillside slopes.”*

- The RVMPO has zero bridges and one landslide area included in the seismic triage plan.
- At a future date, this project will undergo an administrative amendment to be split into two separate projects for bridges and slopes.
- \$35 million was earmarked by HB2017 for the seismic triage work.
  - ODOT and the FHWA agree that this amendment is valid as presented despite all funds not being available to ODOT within the four-year span of the TIP; the fact that the funds will be available during the lifespan of the current RTP suffices.
  - The amendment – verbiage of which is present in the STIP – shows all funds as federal, which is incorrect, since HB2017 consists solely of state funds.

**14:18 | John Vial recommend approval of the proposed amendment to the 2017-2042 RTP and 2018-2021 TIP as amended per the final sub-bullet point above to show all monies as state, rather than federal, funds. Jim Lewis seconded.**

There was no further discussion.

*The motion carried unanimously by voice vote.*

As a point of order, Karl Welzenbach stated that the hearing had not yet been opened to public comment.

**The Chair opened the discussion to public comment, both in support and in opposition.**

None voiced.

**The Chair closed the public testimony.**

*Post-Meeting Note:* Subsequent to the Policy Committee meeting, Staff held discussions with ODOT staff regarding the type of funding (state versus federal) to be included in the amendment. This issue has been resolved and the amendment will reflect the funding types and amounts identified in the STIP.

## ***Action Items***

### **5. RVMPO UPWP | FY2018-2019 07:25 – 10:32**

The UPWP is required for every MPO by the federal government and comprises the MPO's annual program budget, delineating how much planning money will be received, where it is coming from and how it will be spent. The document has been publicly noticed for over one month now, and has been reviewed previously by both the TAC and Policy Committees. Adoption of the document is required this month; at their April 11 meeting, the TAC recommended that the Policy Committee approve the UPWP as presented.

**17:48 | Jim Lewis moved to adopt the FY2018-2019 RVMPO UPWP. John Harrison seconded.**

There was no further discussion.

*The motion carried unanimously by voice vote.*

## ***Discussion Items***

### **6. Public Comment 10:33 – 12:56**

None voiced.

## ***Regular Updates***

### **7. RVMPO Planning Update 12:57 – 27:06**

- *Transportation Planning Rule (TPR)* | The Department of Land Conservation and Development (DLCD) was originally planning to take the rules to the Land Conservation and Development Commission (LCDC) in May, but now it is likely that the Rules Advisory Committee (RAC) will convene once more, delaying presentation of the proposed new TPR until July.

- *OMPOC* | The OMPOC Meeting will be held this Friday, April 27, in Grants Pass at the City Hall Council Chambers from 9:00 a.m. to 2:00 p.m., with a bus tour of Redwood Avenue pedestrian and transit improvements immediately following. All are welcome to attend.

## 8. Other Business / Local Business 27:07 – 30:35

- *Phoenix* | *Sarah Westover*
  - The City Council has decided to request a variance from their Transportation System Plan (TSP) to return to a two-lane configuration for Main Street on Highway 99; if the variance is approved, a recommendation will be made to lower the speed limit significantly. The proposed variance is currently under consideration by the Phoenix Planning Commission. It is unknown yet whether approval of the variance would affect the grant awarded to Phoenix by ODOT for bicycle and pedestrian safety for transitioning to a one-lane configuration.
- *RVTD* | *Tonia Moro*
  - Federal funding and a grant are providing funds for the order of seven new CNG buses.
  - The Green Transportation Summit provided a lot of useful information regarding alternative fuels such as renewable natural gas and the fuel cell technology being researched by the freight system.
  - A lot of interesting Clean Cities Coalition work is underway statewide.
- *Central Point* | *Chair Quilty*
  - The Pine Street project is running three months ahead of schedule; completion of major construction is now being anticipated in September instead of December.
- *ODOT* | *Art Anderson*
  - Projects in Shady Cove have resulted in vast improvements.
- *Jackson County* | *John Vial*
  - Complaints are being received regarding the traffic congestion in the Costco/Table Rock Road area. The county is advising drivers to take alternate routes until roadwork in that area later this year and into 2019 can alleviate the issues.
  - There will be a Safe Routes to School (SRTS) call-for-projects in late July or early August as \$10 million annually has been earmarked for the program via HB2017. Applications and awards will run directly through ODOT and not be subject to the MPO application/evaluation process.
- *League of Oregon Cities Transportation Policy Committee* | *Chair Quilty*
  - The committee has met twice so far, with two more meetings scheduled in May, to consider what to bring to the legislature in the 2019 long session. Updates of interest to the MPO will be shared at future RVMPO Policy Committee meetings by Chair Quilty.

## 9. Adjournment 30:36 – 30:50

2:31

### Scheduled Meetings:

RVMPO TAC | Wednesday, May 9 @ 1:30 pm

RVMPO PAC | Tuesday, May 15 @ 5:30 pm

RVMPO Policy Committee | Tuesday, May 22 @ 2:00 pm



**Rogue Valley  
Metropolitan Planning Organization**

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**DATE:** May 15, 2018  
**TO:** RVMPO Policy Committee  
**FROM:** Ryan MacLaren, Senior Planner  
**SUBJECT:** TIP Amendment(s)

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2018-2021 Transportation Improvement Program.

The 21-day public comment period and public hearing were advertised on April 30<sup>th</sup> 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. Adjust Project in TIP: Foothill Rd: Delta Waters to Dry Creek (KN21029)**

Description: Increase construction phase by \$1M in local funds from Jackson County.

Project Name Jackson County	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	
Foothill Rd: Delta Waters to Dry Creek	Widen to add shoulders and turn lanes at intersections, minor alignment changes.	858	Exempt - Table 2, Safety	21029	FFY2019	Design	\$ 141,082	STBG (L)	\$ 16,147	County	\$ 157,229			\$ 157,229
				21029	FFY2019	Design	\$ 105,792	CMAQ (L400)	\$ 16,147	County	\$ 121,939			\$ 121,939
				21029	FFY2020	Land Purchase	\$ 134,595	STBG (L)	\$ 15,405	County	\$ 150,000			\$ 150,000
				21029	FFY2020	Land Purchase	\$ 105,791	CMAQ (L400)	\$ 15,405	County	\$ 121,196			\$ 121,196
				21029	FFY2021	Construction	\$ 979,975	STBG (L)	\$ 112,163	County	\$ 1,092,138	\$ 500,000	County	\$ 1,592,138
				21029	FFY2021	Construction	\$ 544,069	CMAQ (L400)	\$ 112,163	County	\$ 656,232	\$ 500,000	County	\$ 1,156,232
					Total FFY18-21		\$ 2,011,304		\$ 287,460		\$ 2,298,764		\$ 3,298,764	



**RVMPO Evaluation Measures – Goals and Project Funding Criteria**

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. <b>Mobility</b>		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.  Increase accessibility and mobility Increase safety of the transportation system. Increase security of the transportation system.	1. Safety or security issue addressed, Accident/Injury reduction 2. Congestion relief/reduce delay 3. Promote connectivity (ex. more direct travel, network infill)	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).  <b>Level of Service Improvement: (a) 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).</b>  Describe connectivity feature. If project reduces VMT, it could help the region meet greenhouse emission requirements.  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. Start with estimate population & employment using RVMPO model data. Numbers generated will be used to estimate VMT reduction and air quality benefit.
		Optimize safety and security of the transportation system.		4. Population # served (ADT, pop/jobs w/in 1/2-mi)	
2. <b>Community Vitality &amp; Livability</b>		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) 2. Support Alternative Measure 2: Improve transit accessibility 3. Support Alternative Measure 5: Increase % housing in Activity Centers Support Alternative Measure 6: Increase % employment in Activity Centers. 4. Benefit to freight movement, commercial traffic	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?  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 win 1/4 mile buffer of project area  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-units/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.		Describe the benefit to movement of commercial vehicles. (If project reduces truck VMT or emissions – esp. pre 1985 trucks – project will be evaluated for CMAQ).  <b>Does the project reduce SOV use; what elements of project contribute?</b>
3. <b>Transportation Options</b>		Use incentives and other strategies to reduce reliance on single-occupant vehicles.		1. Encourage/support SOV reduction; Reduce auto dependence 2. Support Alternative Measure 1: increase transit, bike, ped mode share 3. Support Alternative Measure 3: increase bike facilities 4. Support Alternative Measure 4: increase sidewalks on collectors, arterials in Activity Centers	Describe how the project will increase use of alternative modes.  Provide total length of bicycle facility, service to/within between Activity Centers, and/or describe other improvement.  <b>Provide total length of qualifying sidewalks/paths.</b>
		Increase integration and availability of transportation options.		1. Address/mitigate environmental impacts 2. Air quality benefit, long term including NOX and VOC. 3. Reduce greenhouse gas emissions (CO <sub>2</sub> ) 4. Use emerging/new technology 5. Preserves existing transportation asset	Describe project's benefit to natural environment. Does project include conservation features (ex. permeable surface).  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.  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.)  Describe technology to be incorporated into project.  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.)
4. <b>Resource Conservation</b>		Maximize efficient use of transportation infrastructure for all users and modes.	Promote efficient system management and operation.	6. Reduce VMT 7. Improve system efficiency 8. Lifespan 9. Other public, private funding sources (leverage)	Reduction formula based on project type Describe efficiency. Facility able to handle greater ADT without expansion; improve other transportation function with smaller investment, reduced operational costs; other? 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 List overmatch, other funds
		Incorporate environmental and energy conservation into the RVMPO planning process	Emphasize the preservation of the existing transportation system.		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.)  Reduction formula based on project type Describe efficiency. Facility able to handle greater ADT without expansion; improve other transportation function with smaller investment, reduced operational costs; other? 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 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/ez/committees/lowcarbon.htm>)





## CMAQ Project Analysis

Project Name: E. Nevada Street Extension  
 Applicant: City of Ashland  
 Date of Analysis: February 21, 2018

### Project Description

The E. Nevada St. extension project involves construction of a new 0.12 mile paved roadway, including a bridge, which links the existing terminus of E. Nevada St. and N. Mountain Ave., providing balance and mobility to the transportation system. Nevada St. is classified as an avenue in the City's Transportation System Plan. The project provides an additional route for local and regional multimodal east-west travel. The new project will include bicycle lanes, sidewalks, parkrow, providing connectivity to the Bear Creek Greenway and allow for a future transit route.

### Analysis

Implementation of this project will impact PM<sub>10</sub> emissions based on assuming a trip distance reduction and a mode shift. The analysis will examine reductions in PM<sub>10</sub>. PM<sub>10</sub> emission factors for paved roadways are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2017 – 2042 RTP.

#### *Assumptions used in this analysis:*

1. Volume (ADT) = 2,977 (based on 10/16/2013 TPAU analysis, predicted Peak Volume = 13% of ADT)
2. Trip Distance Reduction (miles) = 1.5 (estimated trip distance reduced: N. Mountain Avenue, E. Nevada Street to Siskiyou Boulevard)
3. Project Length (miles) = .12
4. Trip Length (miles) = 5.4 (average vehicle trip length in RVMPO)
5. Paved Road PM<sub>10</sub> Production Rate = 0.00117 kg/mile (RVMPO AQCD 2017-2042 RTP, Page 29, Table 14)
6. Days of use = 365

#### *PM<sub>10</sub> Analysis*

Daily Paved Road PM<sub>10</sub> Production = (Project Length\*0.00117\*ADT) = 0.4179 kg  
 VMT Reduction #1 = (ADT\*Trip Distance Reduction) = (2,977 x 1.5) = 4,465.5  
 VMT Reduction #2 = (ADT\*5% bike/ped mode shift reduction\*Trip Length) = 803.79  
 Daily PM<sub>10</sub> Reduction = ((VMT Reduction #1 + #2)\*0.00117 kg) = 6.1650 kg  
 Daily Benefit Reduction Less Production = (6.1650 kg - 0.4179 kg) = 5.7471 kg  
**PM<sub>10</sub> Annual Reduction = (5.7471 kg/day\*365 days) = 2,097.69 kg**



## CMAQ Project Analysis

Project Name: Washington Street Extension to Tolman Creek Road  
 Applicant: City of Ashland  
 Date of Analysis: February 21, 2018

### Project Description

This substitute project extends Washington Street from its current western terminus west of I-5 and south of Ashland Street directly west to connect with Tolman Creek Road. This project is consistent with the I-5/Ashland Street (Exit 14) IAMP Access Management Plan's Access Management Plan and Enhanced Local Street Network recommendations.

The proposed new street (Independent Way) will provide needed connectivity to this portion of the city and will have two-travel lanes, two parking lanes and sidewalks on each side buffered by landscaping. The project is currently at 60% design and the City will be submitting the Joint Permit Application to the Division of State Lands and Army Corps for approval of construction activities in Hamilton Creek for the fish friendly culvert crossing in January 2018.

### Analysis

Implementation of this project will impact PM<sub>10</sub> emissions based on assuming a trip distance reduction and a mode shift. The analysis will examine reductions in PM<sub>10</sub>. PM<sub>10</sub> emission factors for paved roadways are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2017 – 2042 RTP.

#### *Assumptions used in this analysis:*

1. Volume (ADT) = 1,460 (based on estimated daily trips reduced on Tolman Creek Road, Washington Street, and Ashland Street between Washington Street and Tolman Creek Road)
2. Trip Distance Reduction (miles) = 0.4 (estimated trip distance reduced: Washington Street to Ashland Street to Tolman Creek Road)
3. Project Length (miles) = .13
4. Trip Length (miles) = 5.4 (average vehicle trip length in RVMPO)
5. Paved Road PM<sub>10</sub> Production Rate = 0.00117 kg/mile (RVMPO AQCD 2017-2042 RTP, Page 29, Table 14)
6. Days of use = 365

#### *PM<sub>10</sub> Analysis*

Daily Paved Road PM<sub>10</sub> Production = (Project Length\*0.00117\*ADT) = 0.2221 kg  
 VMT Reduction #1 = (ADT\*Trip Distance Reduction) = (1,460 x 0.4) = 584  
 VMT Reduction #2 = (ADT\*5% bike/ped mode shift reduction\*Trip Length) = 394.2  
 Daily PM<sub>10</sub> Reduction = ((VMT Reduction #1 + #2)\*0.00117 kg) = 1.1445 kg  
 Daily Benefit Reduction Less Production = (1.1445 kg – 0.2221 kg) = 0.9224 kg  
**PM<sub>10</sub> Annual Reduction = (0.9224 kg/day\*365 days) = 336.676 kg**



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DATE: May 15, 2018  
TO: RVMPO Policy Committee  
FROM: Ryan MacLaren, Senior Planner  
SUBJECT: RVMPO Funded Projects Quarterly Update

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As part of a process to help track RVMPO funded projects the TAC has been asked to report quarterly on, the projects and their reports will be presented to the Policy Committee on a quarterly basis. The following is a summary list of RVMPO funded projects.

**Ashland**

***E. Nevada Street Extension (2015-2018 TIP)***

- Application in process to exchange funds from this project to the Independent Way project.

***Chip Seal (2018-2021 TIP)***

- Working with ODOT on the IGA.

**Eagle Point**

***E. Main St. / Stevens Rd. Improvements (2015-2018 TIP)***

- Right of Way amendment was approved by DOJ. Design is continuing for Advance Plans date of March 2018. Advertising currently scheduled in 2018, pending right of way resolution.

***S. Royal Ave. Improvements – Design & ROW (2018-2021 TIP)***

- Received some funding to begin design and planning.

**Jackson County**

***Regional Active Transportation Plan (2015-2018 TIP)***

- Negotiating scope and fee to get the project moving forward. Working to form a technical advisory committee and a citizen advisory committee this summer.

***Table Rock Rd. (2015-2018 TIP)***

- Construction has begun, mostly at night. Medford water and RVSS are installing new facilities south of Airport.

***Foothill Rd. – Delta Waters to Dry Creek (2018-2021 TIP)***

- IGA is in the que. RFP has been started.

**Medford**

***Foothill Rd. – Hillcrest to McAndrews (2015-2018 TIP)***

- Appraisals complete by July. ROW by late 2018. Bid December 2018. Start spring 2019.

**Central Point**

***W. Pine St. Reconstruction - Glenn Way to Brandon Ave. (2018-2021 TIP)***

- Hoping before the end of third quarter on the IGA.

**Jackson County / ODOT**

***Bear Creek GW - Hwy 140 Shared-Use Path (2018-2021 TIP)***

- Looking for construction in 2021.

**Phoenix**

***North Couplet Pedestrian Crossing (2018-2021 TIP)***

- Council has set a lane configuration. Awaiting determination from Planning Commission.