



Agenda
Rogue Valley Metropolitan Planning Organization
Public Advisory Council

Date: Tuesday, May 17, 2016
Time: 5:30 p.m.
Location: Rogue Valley Council of Governments
Jefferson Conference Room
155 N. First Street, Central Point
Transit: served by RVTD Route #40
Phone: 541-423-1360 (Sue Casavan, RVCOG)
RVMPO website: www.rvmppo.org

- 1. **Call to Order/Introductions/Review Agenda** **Justin Hurley, Chair**
- 2. **Review/Approve Minutes (Attachment #1)** **Chair**
- 3. **Public Comment (3-minute limit for each speaker)** **Chair**

4. Public Advisory Council New Member Applications **Dan Moore**

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

Attachments: #2 – New member application for Patrick McKechnie

Action Requested: Forward recommendation to the Policy Committee to appoint new member.

Presentations:

5. Central Point Urban Reserve Area (CP-3) **Tom Humphrey**

Background: Tom Humphrey, Community Development Director, Central Point will present an overview of the City’s Urban Reserve Area CP-3 Concept Plan.

Attachments: #3 – Power Point presentation

6. MPO Orientation **Dan Moore**

Background: Explanation by staff on MPO processes.

Attachments: Power Point presentation at meeting.

7. MPO Discretionary Funds, Project Criteria Changes Andrea Napoli

Background: The RVMPO will soon begin its biennial process of soliciting projects from local jurisdictions to award 2019-2021 Federal funds. Proposed changes have been made to the project application packet, which includes changes to the project funding criteria. Staff will review the proposed changes.

Attachments: #4 – Memo, Evaluations Measures Table, Project Evaluation Sheet

Action Requested: Information item, comment on proposed changes.

8. MPO Planning Update Dan Moore / Ryan MacLaren

- **Public Input Survey Update (Power Point presentation at meeting)**

9. Other Business.....Chair

10. Public Comment.....Chair

11. Next Meeting.....Chair

** The next Public Advisory Council meeting is scheduled for July 19, 2016, at 5:30 p.m. at Rogue Valley Council of Governments, Jefferson Conference Room **

12. Adjourn..... Chair

<i>Other RVMPO meetings</i>	<p>Technical Advisory Committee: 1:30 p.m., Wednesday, June 8, Rogue Valley Council of Governments, Jefferson Conference Room.</p> <p>Policy Committee: 2:00 p.m., Tuesday, May 24, Rogue Valley Council of Governments, Jefferson Conference Room.</p>
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IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CALL SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATIONS PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**Summary Minutes
Rogue Valley MPO Public Advisory Council
March 15, 2016**



The following attended:

MPO Public Advisory Council

Aaron Prunty	Eagle Point	864-9868
Brad Inman	East Medford	734-5409
Edgar Hee	Bike/Ped	734-4872
Kay Harrison	Central Point	664-1066
Mark Earnest	East Medford	899-8080
Mary Wooding	Ashland	482-1066
Michael Stanek	Eagle Point	821-1804
Mike Montero, Vice Chair	Freight Industry	779-0771
Ron Holthusen	Jacksonville	899-8080
Thad Keays	Talent	774-8273

Staff

Andrea Napoli	RVCOG	423-1369
Ryan MacLaren	RVCOG	423-1338
Dan Moore	RVCOG	423-1361
Sue Casavan	RVCOG	423-1360

Others Present

Jason Darrow, Jon Michael Polich, Louise Shawkat

1. Call to Order/Introductions/Review

Mike Montero called the meeting to order at 5:30 p.m. Members present introduced themselves.

2. Review/Approve Minutes

The Vice Chairman asked if there were any changes or additions to the January meeting minutes.

On a motion by Mary Wooding and seconded by Aaron Prunty the Council unanimously approved the minutes as presented.

3. Public Comment -

None received.

4. Public Advisory Council New Member Applications

Jason Darrow introduced himself and informed members that he was interested in the Ashland member position. He added that he presently works for the Providence Management Group and noted his previous committee experience. He enjoys working with transportation-related issues.

Jon Michael Polich (Michael) introduced himself and informed members that he was interested in the Public Health position. His background includes the extensive study of policy issues to inform and aid decision

makers.

On a motion by Kay Harrison and seconded by Mary Wooding the council unanimously forwarded recommendation to appoint Jason Darrow and Michael Polich to the Public Advisory Council.

5. Transportation Needs Assessment for Traditionally Under-Served Populations

Andrea Napoli gave a Power Point presentation. She briefly explained the definition of under-served populations and gave an overview of the document chapters identifying location of populations and the varying transportation needs.

She noted that the RVMPO Technical Advisory Committee (TAC) suggested using five years of crash data in place of the one year that was presented and she will update the maps to reflect the changes.

Some members questioned the low income area in Ashland and Napoli mentioned that census tract data was used to begin the analysis. Mike Montero added that it was a good place start but for decision-making it will be necessary to look more closely at the indicators.

The twelve 'Areas of Concern' were presented with the main findings. Napoli briefly explained the community survey and results obtained, noting that a good public transit system was the highest priority. Kay Harrison thought it interesting that transit was priority as there is no stable funding and the public does not support it at the voting polls.

Part of the study looked at a fair share of funding dollars that were invested as a whole, transit not included. Napoli pointed out that the low income areas were a little low on the funding distribution.

Thad Keays brought up the fact that 50% of MPO funds are allocated to transit and suggested adding it to the report.

Napoli mentioned that the TAC would like to use it as project evaluation criteria and help in revising the project scoring system. She asked members for suggestions on how and where the information could be shared or used. Member suggestions included:

- Housing authorities
- School Districts
- Employment agencies
- Public health such as Asante and Providence
- Habitat for Humanity, Northwest Seasonal Worker, ACCESS

Members agreed that the report was practical and helpful and a document that could be used for planning purposes. Montero noted that this report could help when projects are being submitted to the agencies for funding by identifying what needs will be met with the projects.

6. Annual Listing of Obligated Projects 2015

Ryan MacLaren gave a Power Point presentation on the Obligated Projects document and informed members that MPOs are required each year to publish a list of projects showing project type, amount, and distribution of funds.

On a motion by Ron Holthusen and seconded by Kay Harrison the council unanimously forwarded recommendation for approval to the Policy Committee.

7. Review Draft Unified Planning Work Program (UPWP) 2016-2017

Dan Moore gave a brief overview of the work program. He discussed the attachment in the agenda packet that included proposed dues on a per capita rate using the Portland State University (PSU) population data. He added that the TAC recommended approval of dues as proposed and the use of the dues monies.

Brad Inman asked how it compared with the previous dues and Moore responded that the only increase was from the population increase.

On a motion by Brad Inman and seconded by Ron Holthusen the council unanimously forwarded recommendation for approval of MPO dues and the anticipated use of funds (Table 2) to the Policy Committee.

Montero thought it might be helpful to the PAC to get something like an MPO 101 basic training as a future agenda item. There is a lot of discussion about air quality maintenance issues and it might help members understand how current planning elements are applied to projects in the MPO.

Moore continued with a brief outline of the current work tasks and budget. He explained the various work tasks in greater detail and discussed the funding sources for tasks.

On a motion by Ron Holthusen and seconded by Kay Harrison the council unanimously forwarded recommendation for approval of the UPWP and budget.

8. MPO Planning Update

Moore informed members that the Strategic Assessment was completed. Inman asked if the inflation issue got forwarded for change in the Strategic Assessment and Moore responded that he would send out an email with update on the Strategic Assessment inflation computation.

9. Other Business

None received.

10. Public Comment

Louise Shawkat was in attendance and expressed possible interest in becoming a member. She commented that she would like to see transportation treated as a utility and she had interest in climate change and greenhouse gas issues in the valley.

11. Adjournment

The meeting was adjourned at 7:20 p.m.



Office Use Only
 Committee: _____
 Date Received: _____
 Appointed: Yes No
 Appointment Date: _____
 Term Ended Date: _____

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION

Public Advisory Council (PAC)

Membership Application

Return Application to:

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

Email return to: scasavan@rvcog.org

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

PLEASE PRINT

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

Name: Patrick McKechnie

Home address (include Zip code): _____

1266 Archer Dr

Medford OR 97501

Telephone: (home) 541 621 2003 **(business)** _____

Email patrick@oregonarchitecture.biz

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

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

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

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

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

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

B. Special Interest Area:

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

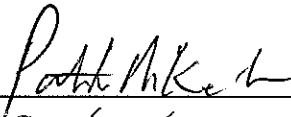
(Continued on Next Page)

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

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

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

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

Signature 
Date 04/21/16

Thank You!

URBAN RESERVE AREA FOR CP-3

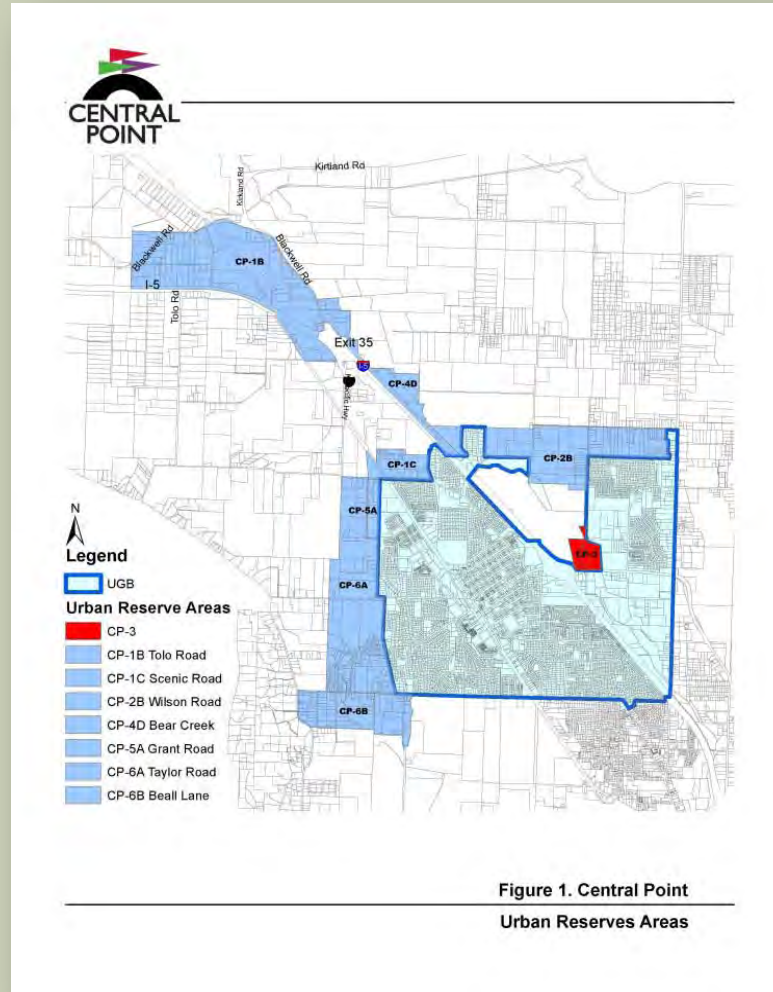
Planning
Commission
Meeting
May 3, 2016

OVERVIEW

- **Greater Bear Creek Valley Regional Plan/Central Point Regional Plan Element**
 - Establishes 50-year land supply (doubling of population)
 - Establishes general land use type & percentage distribution
 - Identifies Conditions specific to certain URAs (i.e. IAMP-35 approval)
 - Requires RVMPO Concurrence with Transportation Plans
 - Agricultural Task Force Recommendations and Implementation
 - Requires Urban Reserve Area (URA) Concept Planning for:
 - Land Use
 - Refine land use categories and align with Comp Plan Land Use and Zoning designations.
 - Transportation
 - Identify a general network of regionally significant arterials, transit corridors, and bike and pedestrian pathways.

CP-3 VICINITY MAP

■ City URAs



CONCEPT PLAN A GENERAL GUIDE

- The **concept plan is a general land use guide** prepared in accordance with, and intended to facilitate implementation of the Central Point Regional Plan Element. It does not address compliance with the Oregon Statewide Land Use Planning Goals, applicability of land use planning law, or comprehensive plan compliance.
- The Concept Plan **has been prepared in accordance with the County's Greater Bear Creek Valley Regional Plan** including all applicable performance indicators set forth in these documents. An assessment of performance indicators as they apply to CP-3 will follow:

EAST SIDE TOD

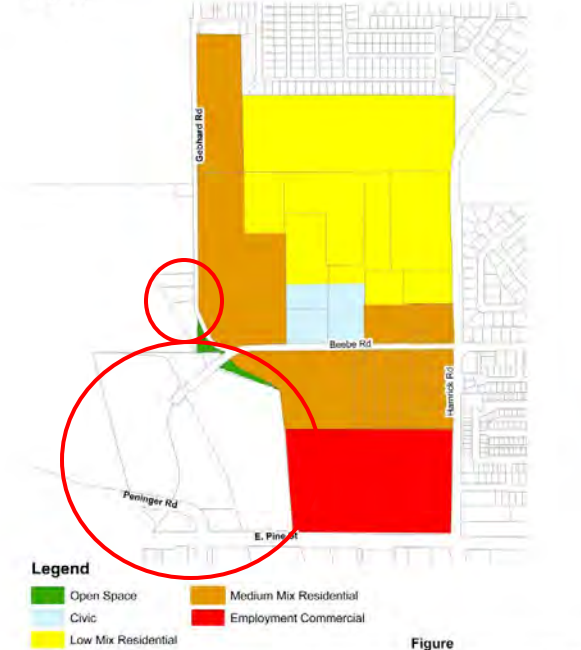


Figure
Proposed Eastside TOD District and Proposed Zone Classification

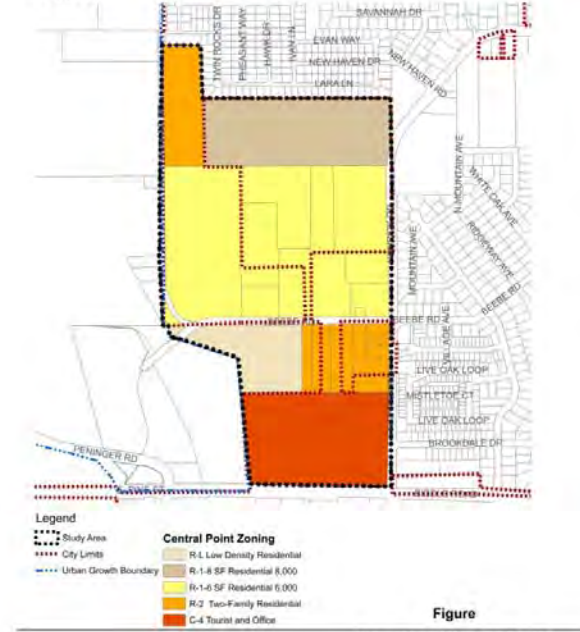


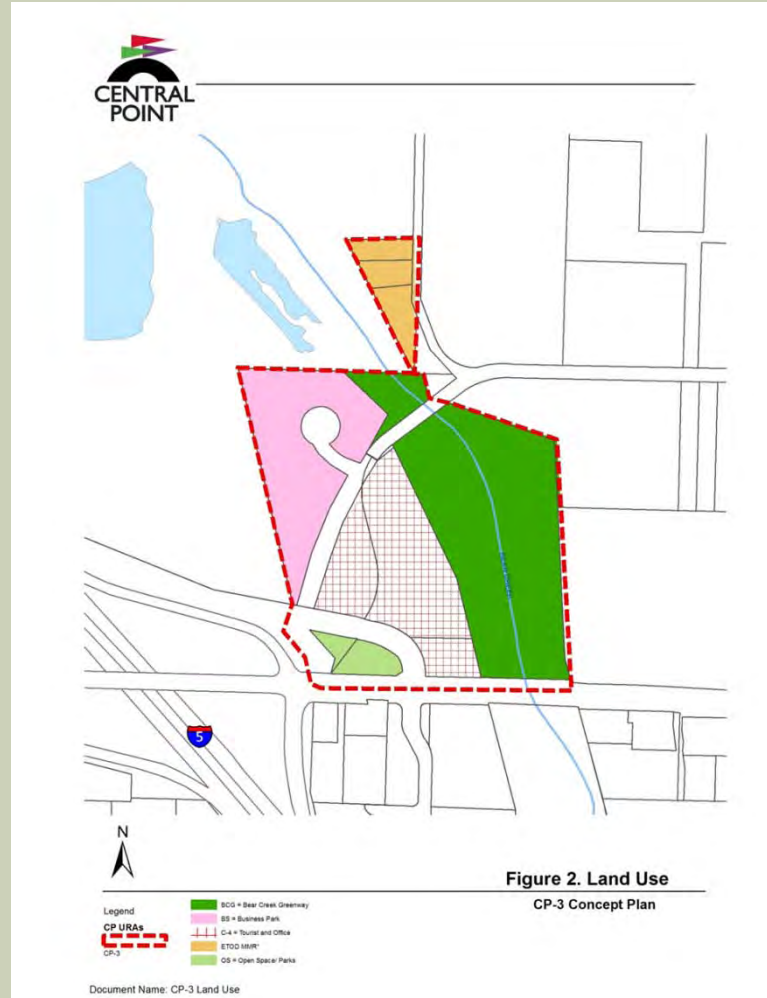
Figure
Current Land Use and Zoning Eastside TOD District

CP-3 CONCEPT PLAN(S)



CP-3 CONCEPT PLAN(S)

■ Plan B



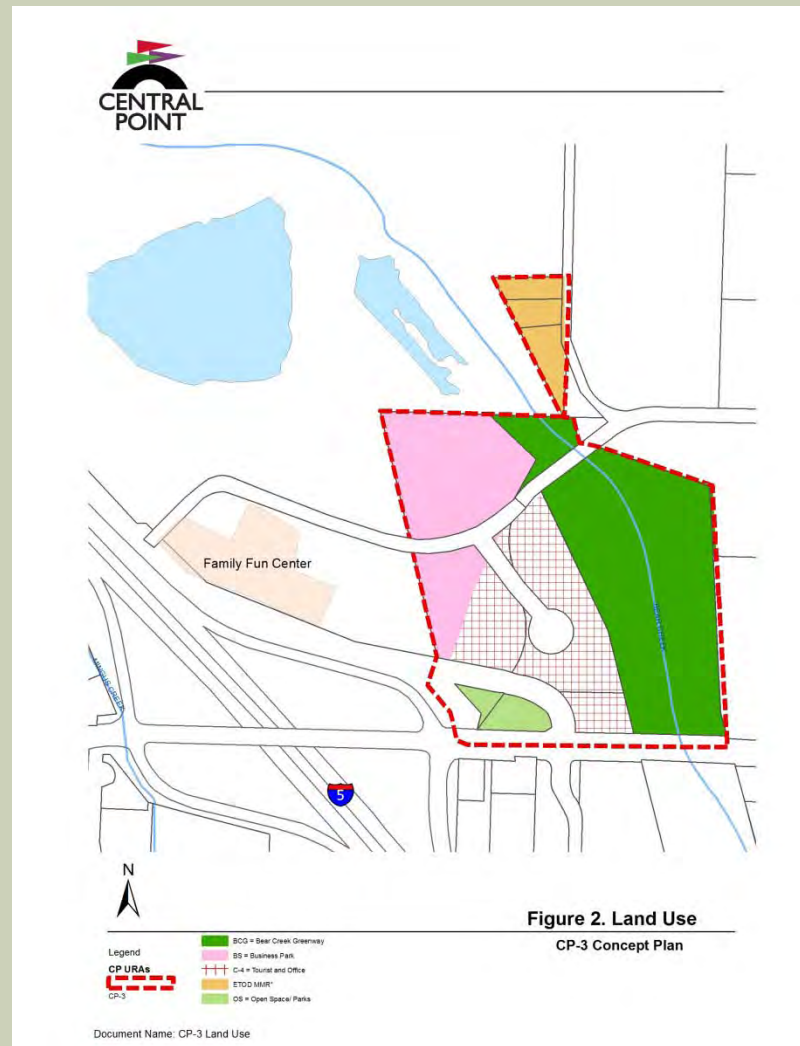
CP-3 CONCEPT PLAN(S)

■ Plan C

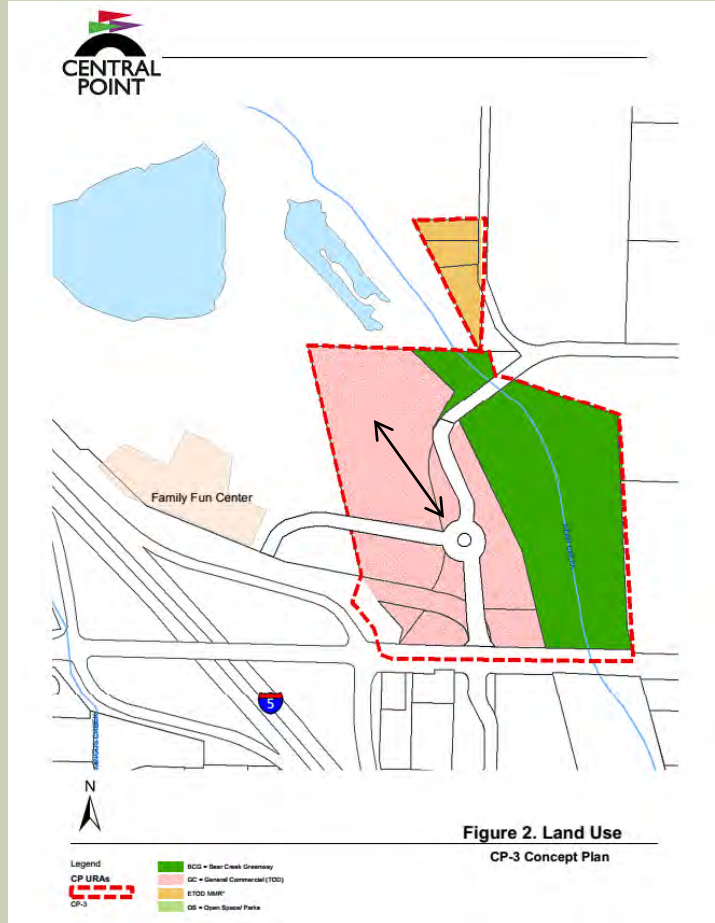


CP-3 CONCEPT PLAN(S)

Plan D



CP-3 CONCEPT PLAN(S)



PERFORMANCE INDICATORS

Table 3 Performance Indicators Specific to Conceptual Plans

No.	Description	Applicability	
		Yes	No
4.1.1	County Adoption		X
4.1.2	City Adoption	X	
4.1.3	Urban Reserve Management Agreement	X	
4.1.4	Urban Growth Boundary Management Agreement	X	
4.1.5	Committed Residential Density	X	
4.1.5.1	Minimum Residential Density Standards	X	
4.1.6	Mixed-Use/Pedestrian Friendly Areas	X	
4.1.7	Conceptual Transportation Plan	X	
4.1.7.1	Transportation Infrastructure	X	
4.1.8	Conceptual Land Use Plan	X	
4.1.8.1	Target Residential Density	X	
4.1.8.2	Land Use Distribution	X	
4.1.8.3	Transportation Infrastructure	X	
4.1.8.4	Mixed Use/ Pedestrian Friendly Areas	X	
4.1.9	Conditions Specific to Certain URAs	X	
4.1.9.1	CP-1B, IAMP Requirement		X
4.1.9.2	CP-4D, Open Space Restriction		X
4.1.9.3	CP-4D, Roadways Restriction		X
4.1.9.4	CP-6B, Institutional Use Restriction		X
4.1.9.5	Central Point URA, Gibbon/Forest Acres	X	

PERFORMANCE INDICATORS

4.1.10	Agricultural Buffering	X	
4.1.11	Regional Land Preservation Strategies		X
4.1.12	Housing Strategies		X
4.1.13	Urban Growth Boundary Amendment	X	
4.1.13.1	UGB Expansions Outside of URAs		X
4.1.14	Land Division Restrictions		X
4.1.14.1	Minimum Lot Size		X
4.1.14.2	Cluster Development		X
4.1.14.3	Land Division & Future Platting		X
4.1.14.4	Land Divisions & Transportation Plan	X	
4.1.14.5	Land Division Deed Restrictions		X
4.1.15	Rural Residential Rule		X
4.1.16	Population Allocation		X
4.1.17	Greater Coordination with RVMPO	X	

PERFORMANCE INDICATORS

4.1.17.1	Preparation of Conceptual Transportation Plan	X	
4.1.17.2	Protection of Planned Transportation Infrastructure	X	
4.1.17.3	Regionally Significant Transportation Strategies	X	
4.1.17.4	Supplemental Transportation Funding	X	
4.1.18	Future Coordination with RVCOG	X	
4.1.19	Expo		X
4.1.20	Agricultural Task Force	X	
4.1.21	Park Land	X	
4.1.22	Buildable Lands Definition		X

URBAN RESERVE CP-3

Gross Acreage: 36 acres

Land Use Designations:

- **Employment (42%)**
 - Industrial
 - Commercial
 - Public
- **Open Space/Parks (58%)**

Transportation Plan:

- **Regional Significance**
 - IAMP 33
 - Bear Creek Greenway Plan
 - RVMPO Concurrence

Implementation Guidelines:

- Review



Figure 3. Aerial Map
CP-3 Concept Plan

IMPLEMENTATION GUIDELINES

- **Policy CP-3.1 Land Use** – Use of Concept Plan Land Use Designation or Appropriate Alternative
- **Policy CP-3.2 Transportation** – TSP Amendments
- **Policy CP-3.3 Adjacent ETOD Land Uses** – Proximity allows City to consider various land use designations
- **Policy CP-3.4 Committed Residential Density** – Existing County Residences should be preserved in similar status if and when annexed
- **Policy CP-3.5 Forest/Gibbon Acres** – AMPC Status
- **Policy CP-3.6 Agricultural Mitigation & Buffering** – RRVID Coordination and use of Buffering ordinance
- **Policy CP-3.7 Traffic Mitigation** – Access management, internal circulation and a preferred Beebe Road Configuration
- **Policy CP-3.8 Bear Creek Greenway Enhancements** – New recreational and new business access

CP-3 FLOOD HAZARD & CO ZONING

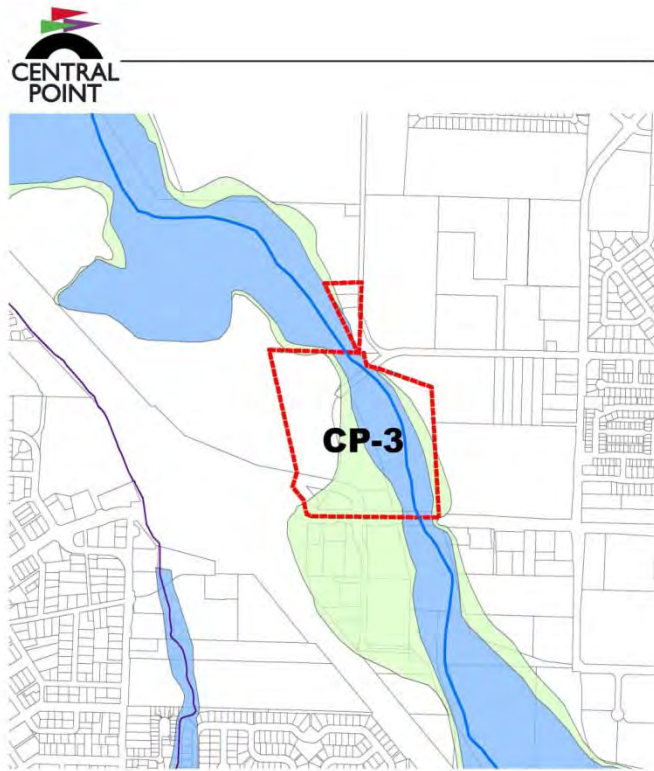


Figure 4. Flood Hazards
CP-3 Concept Plan

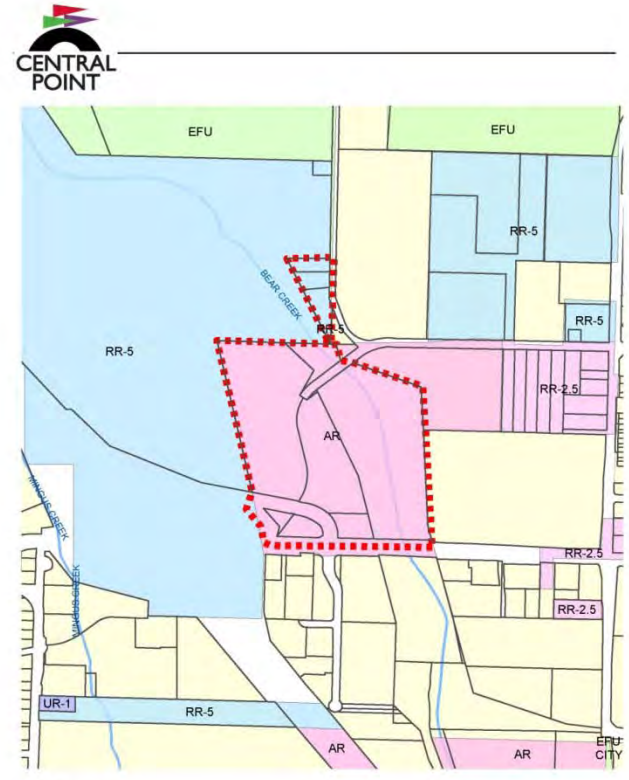
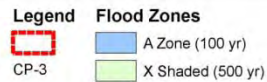
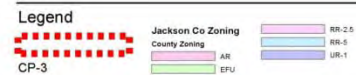


Figure 5. Zoning
CP - 3 Concept Plan



CURRENT COUNTY ZONING BREAKDOWN

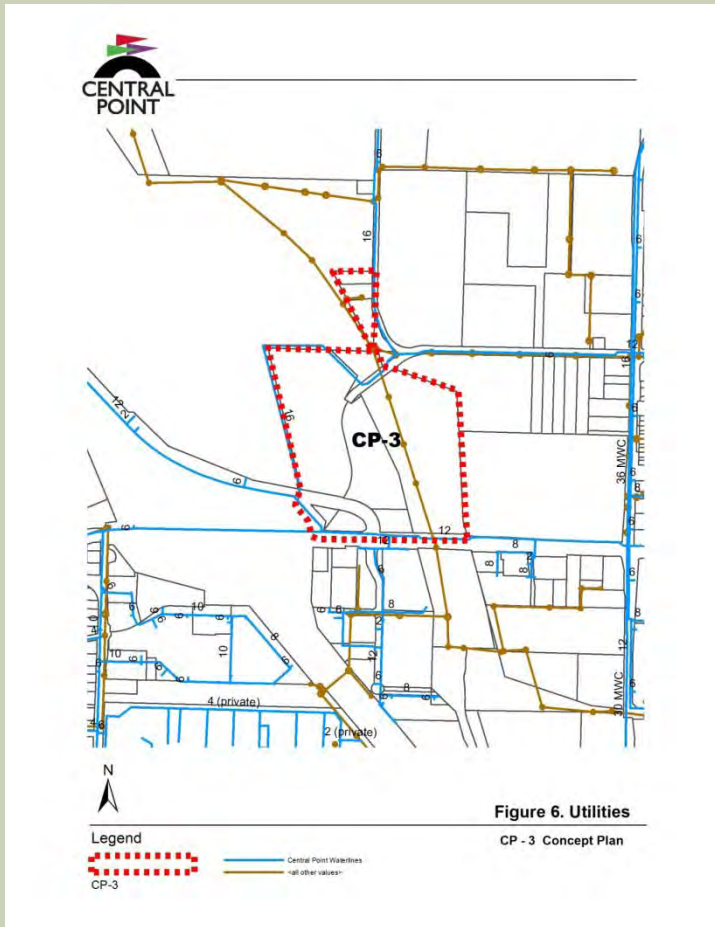
■ Exclusive Farm Use -	0 acres
■ Aggregate Resource -	34 acres
■ Rural Residential -	1.88 acres
■ Total	36 acres

PROPOSED LAND USE BREAKDOWN

■ Public/Open Space/Park -	18.12 acres _(50%)
■ Business Park/Commercial -	16.00 acres _(44%)
■ Medium Mix Residential	1.88 acres _(5%)
■ Total	36 acres

CP-1B UTILITIES & IRRIGATED LAND

■ Map Not Available



EXISTING INFRASTRUCTURE

■ Water

- Currently, public water service is in close proximity and available to CP-3 from East Pine Street and from Beebe Road.

■ Sanitary Sewer

- CP-3 is in the RVSS service area and there is a trunk line that runs north and south through the Bear Creek Greenway and it ties into Beebe Road. More lines will have to be extended into the site.

■ Storm Drainage

- CP-3 does not have an improved storm drainage system and relies upon natural drainage and drainage from road improvements to channel water to Bear Creek.

■ Street System

- CP-3 is accessed via I-5 Exit 33, Peninger Road, and potentially from Beebe Road (extended). IAMP 33 and the Bear Creek Greenway Management Plan dictate the nature of improvements and call for an internal circulation plan which the concept plan proposes.

■ Irrigation District

- CP-3 is located within the Rogue River Valley Irrigation District (RRVID). Irrigation water is transferred via natural means. There are no dedicated irrigation canals.

CP-1B URA CONCEPT PLAN

QUESTIONS?



**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 9, 2016
TO: Public Advisory Committee
FROM: Andrea Napoli, Senior Planner
SUBJECT: Discretionary Funding, Proposed Project Evaluation Criteria Changes

The RVMPO will soon begin its biennial process of soliciting projects from local jurisdictions to award 2019-2021 Federal funds. These funds come from the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program, the two Federal funding sources provided to the RVMPO that may be awarded at the MPO's discretion. In preparation, an updated project application packet has been prepared for TAC review and approval. The main changes in the application packet are related to the project evaluation criteria and project scoring. The TAC uses the project scoring as a tool when making project funding recommendations to the Policy Committee.

Attached please find two parts of the 2019-2021 RVMPO Project Application Packet: the *RVMPO Evaluation Measures Table* and the *RVMPO Project Evaluation Sheet*. Both documents contain highlighted language that indicates proposed changes.

The PAC is being asked to review the highlighted changes for information purposes and to provide comments related to the proposed new language.

	RVMP0 Goal	2013-2034 RTP Goal	MPO Requirements (23 CFR, Part 450.306)	Evaluation Criteria	How Measured	
1: <i>Mobility</i>		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.)	
		Optimize safety and security of the transportation system.	Increase security of the transportation system.	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.	
				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 RVMP0 model data. Numbers generated will be used to estimate VMT reduction and air quality benefit.	
2: <i>Community Vitality & Livability</i>	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, LEP)	Does the project invest in 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.	
		Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	3. Support Alternative Measure 5: Increase % housing in downtowns, mixed use/ pedestrian friendly areas Activity Centers.	Is the project located in an Activity Center - downtown, activity center, designated TOD or other mixed use (residential/employment) area? Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship.	
				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: <i>Transportation Options</i>	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 lane and/or describe other improvement.	
				4. Support Alternative Measure 4: increase sidewalks on collectors, arterials in TOD Activity Center areas	Provide total length of qualifying sidewalks.	
4: <i>Resource Conservation</i>	Incorporate environmental and energy conservation into the RVMP0 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>).

Changes Highlighted
EXAMPLE - RVMPD Project Evaluation, 2019 - 2021
DRAFT

App #	Agency	Project Name/Description	Total Cost	Amount Requested	Functional Class	Safety	Mobility			Community Vitality/Livability				Transporation Options						Resource Conservation						CMAQ \$ Total*	CMAQ Qualification															
							Congest Reduct	Conncctivity	# Served (1)	Total Mobility	Under-served Pop (2)	Housing @Transit Routes (3)	Mixed Use	Freight (4)	Total Livability	SOV Reduct	Encourage Alt. Mode	Bike	Ped	Total Transpo Options	Mitigate Enviro Impacts	AQ Benefit (5)	GHG Reduct (6)	New Tech	Increase Facility Lifespan		VMT Reduction		Efficiency	Lifespan (years) (8)	Leverage (Federal Share)	Total Resource Conservtn	CO (Medford UGB)				PM ₁₀ (RVMPD area)				CMAQ Program Priority	
																											Miles/Yr (7)	Grant \$/Mile					kg Reduct/yr	\$/kg	kg Reduct X Lifespan	\$/Reduct Lifespan	kg Reduct/yr	\$/kg	kg Reduct X Lifespan	\$/Reduct Lifespan	Diesel Retrofit	Congestion Reduction
1								Pop: Emp: (1)	0					0																												
2								Pop: Emp: (1)	0					0																												
3								Pop: Emp: (1)	0					0																												
4								Pop: Emp: (1)	0					0																												
5								Pop: Emp: (1)	0					0																												

- 0 No identifiable link to criteria
- 1 Low: Does little to fulfill criteria
- 2 Medium: Contributes to criteria
- 3 High: Strongly supports criteria

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

2. Based on Transportation Needs Assessment for Traditionally 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 effectiveness 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 lanes in TODs, downtowns and recognized activity centers; assumed 5% VMT reduction in all other locations. Annual VMT Reduction = daily VMT reduction (Less ADT*TripDistance)*365.

(New language includes scoring based on needs identified in Transportation Needs Assessment for Traditionally Underserved Populations.)

(Change is the result of RVMPD Alternative Measures analysis, where "activity centers" have been defined by each jurisdiction.)

Note: If benefit is less than 1 kg, the cost over the lifespan is equal to the \$ amount requested