



Agenda
Rogue Valley Metropolitan Planning Organization
Public Advisory Council

Date: Tuesday, January 17, 2017
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: 541-423-1338(Ryan MacLaren, RVCOG)
RVMPO website: www.rvmppo.org

1. **Call to Order/Introductions/Review Agenda Justin Hurley, Chair**
2. **Review/Approve Minutes (Attachment #1 / #2)Chair**
 - **Included Minutes from 7-19-16 PAC Meeting**
3. **Public Comment (3-minute limit for each speaker).....Chair**
4. **Elect Chair and Vice Chair Ryan MacLaren**

Background: PAC Bylaws call for the council to elect a chair and vice chair at the first meeting of the calendar year.

Action Requested: Elect Chair and Vice Chair for 1-year term
5. **Public Advisory Council New Member Applications Ryan MacLaren**

Background: Mary Wooding, representing Ashland has submitted renewal membership application for the Public Advisory Council.

Attachments: #3 – Application for Mary Wooding – PAC Membership Chart

Action Requested: Forward recommendation for approval to the Policy Committee.
6. **Discretionary Funding Project Presentations Karl Welzenbach / Applicants**

Background: This will be a workshop-style session where applicants seeking federal funds will have an opportunity to present their projects and answer questions from PAC members. Based on the information provided in both the presentations and this agenda packet (TAC project ranking sheet, project scoring sheet, and funding tables), the PAC is expected to make recommendations to the RVMPO Policy Committee on project ranking for the 2019-2021 Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program funds.

Attachments: #4 – Project Evaluation Sheet, Technical Advisory Committee (TAC) Final Rankings (will be available at the meeting), PAC Ranking Sheet

Action Requested: Forward recommendation to the Policy Committee on project rankings.

- 7. MPO Planning UpdateKarl Welzenbach
- 8. Other Business.....Chair
- 9. Public Comment.....Chair
- 10. Next Meeting.....Chair
- ** The next Public Advisory Council meeting is scheduled for March 21, 2017,
at 5:30 p.m. at Rogue Valley Council of Governments, Jefferson Conference Room **
- 11. Adjourn..... Chair

<i>Other RVMPO meetings</i>	Technical Advisory Committee: 1:30 p.m., Wednesday, February 8, Rogue Valley Council of Governments, Jefferson Conference Room. Policy Committee: 2:00 p.m., Tuesday, January 24, Rogue Valley Council of Governments, Jefferson Conference Room.
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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 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
July 19, 2016



The following attended:

MPO Public Advisory Council

Justin Hurley, Chairman	Central Point	
Glen Anderson	East Medford	770-6577
Kay Harrison	Central point	664-1066
Mary Wooding	Ashland	
Michael Stanek	Eagle Point	
Ron Holthusen	Jacksonville	
Mark Earnest		
Thad Keys	Talent	
Mike Polich	Public Health	
Mike Montero	Freight	
Edgar Hee	Bike/Ped	

Staff

Dan Moore	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1369

Others Present

1. Call to Order/Introductions/Review

The Chairman called the meeting to order at 5:30 pm.

3. Review/Approve Minutes

The Chairman asked if there were any changes or additions to the minutes of the previous meeting (May 17, 2016).

On a motion by Edgar Hee, seconded by Mary Wooding, the Council unanimously approved the minutes as submitted on a voice vote.

3. Public Comment -

Edger Hee shared a newsletter on Pursuing Equity in Bike Planning.

4. MPO Orientation

Dan Moore gave a Power Point on function(s) of an MPO (MPO 101). The presentation covered:

- **Laws pertaining to MPOs** – Federal legislation: “3C” Program = Cooperative, Coordinated & Continuing, 1991 - ISTEA, 1998 – TEA-21, 2005 – SAFETEA-LU, 2012 – Map-21, 2015 - FAST
- **MPO Membership** – (Elected officials, State/Federal agencies, Municipalities, Counties and Regional agencies, Transit, Public, Private Sector and Interest Groups) Each jurisdiction has one (1) vote, with Medford being split into several sections, thereby allowing additional voting power due to its significantly larger size.
- **Public Advisory Council Membership**
- **What is an MPO?**
- **Why are MPOs created** – to share transportation alternatives, solutions, etc. in an expanded arena
- **MPO Structure** (Policy & Technical Advisory Committees, Public Advisory Council, Other Committees, MPO Staff), responsibilities and products (RTP, TIP and UPWP) **NOTE:** The Policy Committee is the sole decision making body.
RTP – 20 year plan, updated every 4 years, revenues and costs must balance.
TIP – Sets regional transportation priorities in cooperation with MPO members, RVTD and ODOT.
AQCD – RTP/TIP must meet AQ emissions regulations. If not, federal funding withheld due to (Non-conforming” status.
- **Federally Required Products** (Public Participation Plan, Title 6/Environmental Justice Plan, funding, etc.
- **The FAST Act (Fixing America’s Surface Transportation).** Focus on performance based planning The MPO is working on performance based planning, addressing safety, air quality, etc. Tourism planning is on the horizon. MPO must address intermodal facilities (transit, etc.).

Mr. Moore shared that it is a somewhat challenging and time sensitive process to comply with all the transportation work schedules and changes. All entities an agency TSPs are coordinated. No one entity TSP has control over another, but the documents must be in the Regional Plan. Goals and Policies must be similar. Inconsistencies must be reconciled. Conformity issues would be adjudicated by the Federal Highway Commission, etc. Local TSP updates must be in compliance with the Regional Transportation Plan. Higher level, local roads (arterials/collectors) are the systems subject to the various requirements. Mr. Anderson stated that the whole, interactive process works pretty well in our region, with very little dissention when sending recommendations to the Policy Committee. Ms. Harrison asked about inclusion of taxi service as part of public transportation. Mr. Moore responded that taxis were part of the private sector, and spoke about other services for senior transportation. The members discussed other aspects of private taxis, i.e. pricing, Uber, regulatory methods, etc., and the feasibility of studying this issue in the future.

The comment was made that specific issues may be brought to the attention of the policy makers, but groups such as the PAC, which had not been previously brought to the table.

5. Congestion Mitigation & Air Quality (CMAQ) Funding Update

Dan Moore Presented an update on the changes to CMAQ funding changes for southern Oregon based upon the inclusion of Salem and Eugene AQMAs in the statewide funding formula.

Shared attachments included an RVMPO letter signed by Mike Quilty, Chairman, and addressed to the Oregon

Transportation Commission. The letter was approved by both the TAC and the Policy Committee, and expressed the MPO's serious concerns regarding potential harm to the region's air quality should significant, proposed reductions in funding occur, as well as recommendations for solving The problem of having funded approved projects that may have their funding significantly reduced.

The second attachment was a whitepaper from Sierra Research, "Air Quality Factor Comparison between Medford/Grants Pass, Eugene and Salem", and featured:

- Summary
- Table 1 – Air Quality Planning Area Designations
- Ambient Air Quality Levels
- Figures 1 & 2 – Air Quality Level Comparisons
- Meteorology and Topography
- Table 2 – Comparison of Key Meteorological Variables
- Vehicle Control Programs

The final attachment was a Q&A report – **“What is happening with CMAQ?”**

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

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

2) Does the Rogue Valley MPO receive CMAQ funds?

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

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

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

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

Because State DOTs have the discretion for determining the allocation of CMAQ funding to those eligible areas in the state, the CMAQ funding program differs from state to state. FHWA does not have statewide distribution requirements for State DOTs aside from establishing eligible areas. In Oregon, ODOT has taken a sub-allocation approach to distributing CMAQ funding to eligible areas. Since 2006, ODOT has used the same sub-allocation formula for CMAQ funding, which was based on multiple factors including air quality status,

pollution severity and population. Eligible areas outside of MPOs have received an “off the top” allocation of \$65,000 per year, typically spent in one obligation of funds accumulated over several years.

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

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

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

The Oregon Transportation Commission (OTC) has elected to make the CMAQ program a local program, allowing federal funds to go to eligible local governments. The CMAQ program is a reimbursement program requiring non-federal matching funds of 10.27%, with a higher match rate for projects that are public-private partnerships. In Oregon, the only areas that qualified for CMAQ funds until recently are:

- Portland Metro area (CO maintenance area)
- Medford/ Ashland Metro area (CO maintenance, PM-10 maintenance area)
- Klamath Falls (CO and PM-10 maintenance area)
- La Grande (PM-10 nonattainment area)
- Lakeview (PM-10 nonattainment area)
- Oakridge (PM-10 nonattainment area)
- Grants Pass (CO and PM-10 maintenance area)

It was noted during the 2005 Statewide CMAQ Committee funding allocation meetings, which even though the Salem and Eugene-Springfield areas are designated as nonattainment or maintenance for CO, these areas did not qualify for CMAQ funding due to the following reason:

Areas which were designated nonattainment prior to December 31, 1997, but were not classified in accordance with [the Clean Air Act, Sections 181(a), 186(a) or 188(a) or (b)] are not eligible to receive CMAQ funds. These include but are not limited to areas that were formerly considered as ozone “transitional” and “incomplete data” areas and CO “not classified” areas.

FHWA recently made a determination that the Eugene and Salem regions are eligible to receive CMAQ funding.

1. Eugene/Springfield is eligible because it’s PM-10 Maintenance Area. It became eligible in June 2013, the effective date of its PM-10 Maintenance Plan. This supersedes previous policy which said: Areas that were designated nonattainment prior to Dec. 31, 1997 but were not classified in accordance with the Clean Air Act—sections 181(a), 186(a), or 188(a) or (b)—are not eligible to receive CMAQ funds.

2. Salem is eligible at least through March 2017 because it’s an Unclassified CO Maintenance Area that has prepared and filed a maintenance plan. It became eligible in March 2009, the effective date of its CO Limited Maintenance Plan. As with Eugene, this supersedes previous policy which said: Areas that were designated nonattainment prior to Dec. 31, 1997 but were not classified in accordance with the Clean Air Act—sections 181(a), 186(a), or 188(a) or (b)—are not eligible to receive CMAQ funds. The Salem and Eugene MPOs have now requested ODOT to update the state distribution method to account for their eligibility. ODOT is considering how to update the distribution process and is expected to propose a process in the very near future.

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

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

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

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

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

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

After Mr. Moore's explanation of the issue, upcoming OTC meetings, and speaking about the Policy Committee letter, the Council members discussed their support for the Policy Committee's letter and position. Comments and concerns included:

- PM10 emissions.
- Local political advocacy and support at the State level?
- How Salem and Eugene became eligible for inclusion in CMAQ funding.
- The locations of PM2.5 problem areas and the prevalence of wood stoves.
- Mike Montero – Specific, regional factors to be brought to the OTC/State's attention -
 - a. Unique, topographic problems within the region that create particular air quality challenges, as well as associated public health issues due to this naturally occurring situation.
 - b. **VOLUNTARY**, regional efforts being made to mitigate air quality problems (EXAMPLE: I&M Testing Program).
 - c. The Rogue Valley area is the only area in the State mandated to do **dispersion modeling**.
 - d. The region is economically hamstrung for putting certain types of industrial users into the region, as opposed to other areas of the State where this is not a problem.

Mr. Montero brought up the possibility of submitting a letter on behalf of the PAC to substantiate their expressed concerns on this issue. Glen Anderson and the rest Council members went on record as endorsing Mike Quilty's concerns about the availability of accurate data, not currently available. Mr. Moore pointed out page 2 of the CMAQ printout in response to a question about the history of Eugene/Salem's desire to be part of the CMAQ funding allocations. The Policy Committee letter was provided for the Council member's information.

On a motion Mike Montero, seconded by Glen Anderson, the PAC directed Staff to write a letter to the Policy Committee articulating their additional concerns about the CMAQ funding issue. The motion passed by unanimous voice vote.

6. Air Quality (PM 2.5)

Dan Moore made a presentation on air quality and related, local PM 2.5 issues, including a short Power Point summary of the issue. **NOTE:** The area's AQMA is used for analysis purposes.

During the June 14th TRADCO meeting, there was discussion about a recent presentation by the Oregon Department of Environmental Quality (ODEQ) concerning Medford's PM 2.5 levels. ODEQ has been soliciting comments for a statewide workgroup in preparing a report for the legislature. Mr. Moore was asked to follow-up with ODEQ to find out more information, and how exceeding the PM 2.5 standard might affect the Medford area. Below are responses from ODEQ.

ODEQ

Medford is currently just below the daily standard for PM_{2.5}. ODEQ determines if an area is above the standard by monitoring for PM_{2.5} throughout the year and taking the 98th percentile value for that year. Then ODEQ averages the 98th percentiles for the last three years to compare with the standard. This happens every year to determine if an area is in violation of the standard. When an area has been designated as an in attainment, nothing regulatory happens for each year when it violates the standard. What ODEQ really has to watch out for is the EPA re-designations that happens every 10 years or so (ODEQ does not know exactly when EPA will start re-designation). During re-designation, EPA selects a three year span to determine whether an area is above or below the standard. If they are above the standard, they re-designate the area as non-attainment. ODEQ does not know which three year period the EPA will use. If an area is designated as non-attainment, the state, county, city, and EPA will have to work on a State Implementation Plan (SIP) that will require the area to take actions to lower PM_{2.5} emissions. Once the area comes in below the standard, a maintenance plan is designed to keep you there.

The impact of non-attainment: Mr. Moore shared a document ODEQ found on line that summarizes the impact. Medford was in non-attainment for PM₁₀ and is in a maintenance status now, so the Medford area has experienced this already. As for the standard, EPA revisited the standard in 2012 and kept the daily standard at 35ug/m³. They did lower the annual average standard from 15ug/m³ to 12ug/m³. Medford is in danger of violating the daily standard. ODEQ has not heard of any talk of lowering the daily standard to 30ug/m³, but EPA always looks at new health data and this is always on the table. Since EPA did not lower the daily standard in 2012, it would be surprising if they lowered it in the next few years, but ODEQ does not have any inside information on this.

The EPA web page on the PM_{2.5} standard is: <https://www3.epa.gov/pmdesignations/>

Additional comments from ODEQ:

- EPA, under the Clean Air Act is supposed to review the PM_{2.5} standard every 5 years. As mentioned, EPA last reviewed the standard in 2012, and the next review is supposed to occur by 2017, but sometimes EPA does not complete its review within the 5 year timeframe. EPA has started its review process.
- EPA, in previous reviews of the standard has considered dropping the standard down to 30ug/m³, but as mentioned above, EPA did not do so in 2012. It's hard to predict what EPA will do, since it is based on the latest available health effects information, but ODEQ has mentioned the 30ug/m³ level to many communities as a caution and perhaps even a goal for communities to target to ensure they do not have to worry about a nonattainment designation.
- If Medford were to exceed the standard in the near future (and EPA has not changed the standard), then Medford could develop a voluntary "PM plan" that would identify any strategies the community is putting in place to bring levels down. That would give EPA the assurance that the area is working diligently to address the PM levels and would not designate the area as nonattainment. ODEQ has developed similar plans with the communities of Lakeview and Prineville, since they are violating the standard right now but have not yet been designated nonattainment by EPA. However, if EPA were to revise the standard, then federal law requires that any area not meeting the standard, even if they've developed a voluntary PM plan, would have to be designated as nonattainment.

Jackson County Health is very interested in seeing coordination among the county and the cities to reinvigorate the woodstove program to help address the PM_{2.5} issue. Jackson County and the cities have established programs and it should be effective to place a fresh emphasis on the outreach aspects in the coming winter seasons. Some of the recommendations from the local ODEQ presentations have been to include the desirability of providing funding for outreach efforts and other projects.

Finally, Mr. Moore asked ODEQ if the Rogue Valley area should be concerned about the PM2.5 standard. ODEQ thinks it's a concern, but the Medford-area has had the previous experience of dealing with nonattainment in the 1980's and we've already got the tools in place to address this. For example, both Jackson County and all the cities in the area have ordinances to require woodstove curtailment on poor air quality days. Now it's just a matter of going back and re-educating the public and making sure people are following the curtailment calls. This effort could involve sending informational letters to folks who are burning, and ODEQ has found in other communities that folks usually comply after receiving the letter. ODEQ also thinks if we were to revive the air quality committee it would be really helpful just to make sure all the cities are checking in with each other and coordinating any outreach and education efforts. This could also include putting together a voluntary PM plan, if that's how the region wanted to proceed. Typically, you send a notification letter to EPA that you'd like to be part of the voluntary program and then you submit your plan to them. EPA usually requests that you develop a 5 year voluntary plan, with strategies for how you plan to reduce emissions, and provide annual updates to them. Here's more information on the program. <https://www.epa.gov/advance/advance-basic-information>

Mr. Moore shared his understanding that Jackson County Public Health, (Jackson Baures with Chad Peterson and Danielle Morvan) are very interested in seeing coordination among the County and the cities to reinvigorate the woodstove program. Beyond that effort, he is not aware of any other organization that has shown interest in organizing any other local efforts such as; developing a voluntary PM plan, or reconvening the Air Quality Committee. It depends upon who has the resources to help take the lead. ODEQ could offer technical assistance and support.

The presentation included charts and a graph that depicted the PM2.5 monitoring data. This helped tell the story about why there needs to be a focus on woodstoves and burning – you can see its influence in the data. The graph shows levels rise in the winter months (mid-October through end of February) all primarily due to woodstove smoke. The huge spike shown in the summertime is due to wildfires, which is not counted against the data that gets reported to EPA and determines if the area is over the standard. In other words, wildfire data can be excluded.

There are some ways that the RVMPO can help:

- Reducing the amount of winter road sanding material placed on the roadway. For example, the RVMPO could ask ODOT and the city and county public works departments in the areas to utilize de-icing agents and salt instead of sand, increased plowing of roads and sweeping up of cinders during storms, and reduced sanding to intersections only.
- Another idea would be in the contracts that cities and counties have with construction companies (or even in-house) would be to require anti-idling measures for construction equipment or other diesel powered engines.

The Council mentioned that the abolition of wood burning (for heat) might be a viable answer to reducing the PM 2.5 emissions in the AQMA. It was also observed that some of the EPA reduction suggestions were perhaps not the most effective in light of the conditions existing in our region.

7. MPO Planning Update –

- The Program Manager position has been offered to Carl Rosenbach. Negotiations are in process to formalize h
- The RTP update continues, and portions of the document will be brought to the PAC in September.
- Staff is working with ODOT/DLCD on development scenario planning with the goal of improving bike/ped opportunities and air quality.

8. Other Business -

- The regional Sierra Research information went to OTC.
- Staff will compose a memo on the CMAQ issue from the PAC to the Policy Committee.
- Jackson County Health Department will be doing a community outreach on wood burning issues.

9. Public Comment -

There were no public comments.

10. Next Meeting

The next meeting is scheduled for Sept. 20, 2016, in the RVCOG conference room, at 5:30 PM.

11. Adjournment

It was moved and seconded to adjourn the meeting. The motion passed unanimously by voice vote.

Meeting schedule:

RVMPO TAC	Wed., Aug. 10 @ 1:30 PM
RVMPO Policy	Tues., July 26 @ 2:00 PM

**Summary Minutes
Rogue Valley MPO Public Advisory Council
September 20, 2016**



The following attended:

MPO Public Advisory Council

Justin Hurley, Chairman	Central Point	602-4719
Glen Anderson	East Medford	770-6577
Mary Wooding	Ashland	482-1066
Mark Earnest	East Medford	899-8080
Brad Inman	East Medford	734-5409
Patrick McKechnie	Mass Transit	621-2003

Staff

Dan Moore	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1369
Bunny Lincoln	RVCOG	944-2446

Others Present - None

1. Call to Order/Introductions/Review

The Chairman called the meeting to order at 5:35 pm. It was determined that a quorum did **not** exist for the purpose of conducting PAC business...

2. Review/Approve Minutes

The minutes were postponed until November.

3. Public Comment – None received

4. Congestion Mitigation & Air Quality (CMAQ) Funding Update

The PAC comments on the funding changes were passed along to the OTC. Mike Quilty testified on the region's serious concerns on this matter. The Policy Committee letter, and those from other agencies, caused the OTC to rethink their timelines, and it will be sometime next year before this situation is resolved. Last week, the TAC opted to move ahead with project solicitations for CMAQ funded projects (based on the lower funding estimates).

Salem and Eugene are air quality maintenance areas that became eligible this year for CMAQ funding due to a recent FHWA determination. This affects the amount of funding that will be allocated to the RVMPO in the future. A memo from ODOT staff to the Oregon Transportation Commission addressed this issue, and was provided for Council review and discussion:

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: August 4, 2016

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett, Director

SUBJECT: Agenda I – CMAQ Funding Program

Requested Action:

Provide input related to the process for making changes to the allocation and use of the federal Congestion Mitigation and Air Quality (CMAQ) funding in Oregon. The discussion will include how to engage appropriate stakeholders and expected timelines.

Background:

The CMAQ program is a federal-aid funding source for transportation projects that reduce traffic congestion and improve air quality, specifically for the pollutants of ozone, carbon monoxide and particulate matter. Within this general purpose, the program can fund a wide variety of projects, with each project meeting three basic criteria: *it should be a transportation project, it should generate an emissions reduction, and it should be located in or benefit a nonattainment or maintenance area.* Some general project categories include: dust reduction, traffic flow improvements, transit vehicles, initial operations assistance for new transit service, transit infrastructure, bicycle and pedestrian facilities and programs, Transportation Options, alternative fuels and vehicles, data systems and planning, and education/outreach.

The Federal Highway Administration (FHWA) determines which nonattainment and maintenance areas CMAQ funds are eligible to be used within. The Oregon Department of Transportation (ODOT), as the state department of transportation, has the discretion on how to allocate the funds for projects within these eligible areas. Historically, almost all of the CMAQ funds have been allocated to the individual eligible areas that control project selection and investment decisions at their local level. The allocation formula was last modified in 2006 and agreed to by representatives from the specific Oregon eligible nonattainment and maintenance areas and ODOT staff. That formula remains in effect currently and sets the percentage of available annual funding that each eligible area has control of. Until recently the qualifying areas were: the Portland metro area, Medford-Ashland, Grants Pass, Klamath Falls, Lakeview, Oakridge, and La Grande.

New Considerations:

In March 2016, at the urging of the Salem-Keizer and Central Lane Metropolitan Planning Organizations and with ODOT staff support, the FHWA Oregon Division Office in coordination with their Washington, D.C. program office confirmed that both the Salem and Eugene areas are now eligible CMAQ areas. Upon this determination, all eligible CMAQ areas in Oregon were notified of the two additional eligible areas and the need to reevaluate future distributions of CMAQ funds.

In April 2016, the proposed National Performance Management Measures for Assessing the CMAQ Improvement Program were released as part of the MAP-21 required performance measures. While not approved yet, the proposed rules would require states to estimate statewide emission reductions and set 2 and 4-year total emission reduction targets, based on the reductions for each CMAQ funded project.

Next Steps:

Originally, ODOT staff planned to convene stakeholders in summer 2016 to form a recommendation to the Oregon Transportation Commission by fall 2016 on how to allocate CMAQ funding and how to include all nine eligible areas. After further consideration, taking into account the feedback heard from various stakeholders, ODOT staff now recommends taking the necessary time to work the issues with stakeholders and ensure the CMAQ funds are used in a strategic and effective manner. Because CMAQ funds were identified in the current 2015-2018 STIP for the previous eligible areas, the focus will be on funding decisions for 2019 and beyond.

To thoroughly engage the eligible CMAQ areas, the potential recipients of these funds, and other interested stakeholders, this process is anticipated to take 9-12 months. This is in alignment with stakeholder engagement and program development for other large funding programs. The goals of this effort will be to set clear objectives for this funding source in Oregon, ensure the strategic use of these funds, and consider on-going stakeholder engagement for this funding source, possibly through an advisory committee.

Attachments:

- Attachment 1 – CMAQ letters from local governments

Copies (w/attachments) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt	Mac Lynde
Rian Windsheimer	Sonny Chickering		Frank Reading	Bob Bryant
				Craig Sipp

5. Regional Transportation Plan (RTP) Project List - (Four (4) year cycle)

Dan Moore shared that the TAC reviewed the draft short, medium and long range projects to be included in the 2017–2042 Regional Transportation Plan (RTP) and recommend approval. The Policy Committee unanimously approved the Project List at their August meeting.

The RTP, like the Transportation Improvement Program (TIP), includes projects that meet federal guidelines, specifically: regionally significant (generally adding travel lanes) and federally funded. Any project that adds system capacity (other than local street expansion) must be included for air quality conformity. The project list in the RTP must also be financially-constrained; meaning that funding to build the projects is reasonably expected to be available at the time of construction. The RVMPO typically uses discretionary Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds, in addition to local funds, to supplement short, medium and long range RTP projects in order to demonstrate financial constraint. Estimated ODOT Enhance funds for the RVMPO area are also used in the discretionary funding

formula. The TAC recommended that the MPO only plan on receiving one half of the Enhance funds for future MPO projects. This seems realistic in that not all of the Enhance funds for Region 3 will go to MPO projects.

Federal planning requirements limit RTP projects to those which full funding has been identified. The anticipated funding must be reasonable and based on the RTP's approved financial forecast. There is adequate MPO discretionary funding (STBG, CMAQ & Enhance) to supplement the funds needed for the short, medium and long range projects (through 2042). Table 1 depicts the breakdown of discretionary funding needs:

Members discussed the Delta Waters project as it related widening, its proximity to Owen Drive and potential transit stops being added. Foothills is considered to be an alternative to Interstate 5 in case of an earthquake. Projects are planned to be constructed within the stipulated time ranges, but could carry over in rare cases.

Discretionary Needs (\$ X \$1,000) -

Need Totals = \$63,045

Discretionary Funding Totals = CMAQ \$38,830 STBG \$45,942 Enhance \$19,440

Grand Total = \$104,212

Balance = \$41,168

The anticipated amounts of CMAQ, STBG and Enhance funding for the short, medium and long range RTP timeframes are shown were shown in Table 1. under the "Potential Funding" column. The second column under "Discretionary Funding Needs," shows the amount of funding needed to fully-fund proposed RTP projects for the short, medium and long range timeframes. The last column shows the balances for each timeframe after applying the potential funding for each timeframe. There are balances of \$7 million in the short range, \$3.8 million in the medium and \$30 million in the long range timeframes.

The draft project lists are financially-constrained. In other words, the MPO can reasonably expect to receive the funding needed to construct the projects in the 2017-42 RTP. There is one project on the Tier 2 list (Jacksonville's Hwy. 238 bypass). The Tier 2 lists projects that are needed, but not funded (or need some legislative action such as a comprehensive plan amendment). Once funding is identified, the RVMPO may list them in the RTP projects list. Tier 2 projects cannot be relied upon for metropolitan planning purposes. They are not considered to be planned projects in the RTP. However, they can be analyzed and listing these projects in Tier 2 serves to identify unmet needs.

The single, **Tier 2 Project** is Jacksonville's Project #401, Pair-a-Dice Ranch Rd., OR 238 to city limits to construct a two lane truck route connection with the city's share within the UGB). The project cost is set at \$7,032,000. A Comprehensive Plan amendment will be required for the City to move ahead with construction. Dan Moore explained the differences in maintenance plans for PM10 and PM 2.5. (The PM2.5 issue is more related to wood stoves than transportation.) He also explained jurisdictions could apply for MPO discretionary funds to help complete their project.

6. Regional Transportation Plan (RTP) Financial Forecast

The Policy Committee approved the 2017-42 RTP financial forecasts at their August meeting.

The TAC reviewed the draft financial forecasts for the 2017–2042 RTP included in the memo and recommend Policy Committee approval. The PAC also recommended approval. The Tables List below outlines the different sources of funding that make up the RVMPO financial forecast.

Federal (STBG & CMAQ), State (ODOT) (Highway Enhance/Fix It and Maintenance) and Local Jurisdictions (SUFs, SDCs and other urban fees) are the revenue sources,

The forecasts are divided into short, medium and long range timeframes of the 2017-2042 RTP. Short Range forecasts include all committed (in the 2015-18 TIP) federal funds for 2015 to 2018 (see Table 3 – RVMPO Revenue Summary 2017-42). Proposed RVMPO Discretionary Funds which include; Enhance & Fix-It, STBG and CMAQ are depicted in Table 4. Discretionary funds can be used for medium and long range projects that are in need of funding. RVTD’s financial forecasts are depicted in Tables 6 – 9.

In 2030, the RVMPO will become a Transportation Management Area (TMA), thereby becoming eligible for additional funding.

The Tables include:

- #1 Highway Funds
- #2 Highway Fund Distribution
- #3 RVMPO Revenue Summary 2017-42
- #4 Discretionary Funds (with the inclusion of Salem/ Eugene)
Notes: 1.8% annual increase used. No calculations were done for potential “payback” of shortfall)
 Due to CMAQ cutbacks, TAC is recommending anticipated funding calculation at 50%.
- #5 Revenue & Expenditure Assumptions
- #6 RTVD Revenue Assumptions (Tables #6-9 coordinated with RVTD).
Notes: Medium & long range needs show anticipated shortfalls.
- #7 RVTD Expenditure Assumptions
- #8 RVTD Revenue & Expenditure Summaries (from several revenue sources). Financial constraints are not met. Air Quality will become an issue to be analyzed.
- #9 RVTD Revenue & Expenditure Assumptions

It was pointed out that advancing technology will be making gas engines more and more obsolete in future years, and this could have a decidedly beneficial effect on air quality.

The Policy Committee approved the Tables, and they will be included in the appropriate chapters of the draft 2017-42 RTP in order to show financial constraints.

7. RTP Public Involvement Update

Ryan MacLaren shared that the RVMPO had a booth at the Southern Oregon Harvest Festival held at the Jackson County Expo. MPO Staff provided an overview of the survey results obtained at the three day event. Suggestions were offered as to how more survey responses could be achieved. Utilizing jurisdictional newsletters and websites were the primary comments.

8. Scenario Viewer

ODOT/DLCD has developed an online tool called a “Scenario Viewer”, and Dan Moore demonstrated it for the PAC. This online tool allows you to explore the results of the Strategic Assessment to see how levels of air pollution, driving, cycling, and other outcomes in the region might change as a result of policy decisions. The

site visitor uses the 'action' sliders to select a level of investment for each strategy, higher levels represent more ambitious policies with greater amounts of investment.

The link to the viewer is: <http://scenarioplanner.com/>

9. MPO Planning Update

- The new Program Manager will start work on October 3rd.
- Staff continues to move forward with the RTP/TIP updates.

10. Other Business

Staff will be determining what PAC positions are up for reappointment, and give a report at the next meeting.

11. Public Comment

12. Next Meeting

The next Public Advisory Council meeting is scheduled for **November 15, 2016, at 5:30 p.m.** at Rogue Valley Council of Governments, Jefferson Conference Room.

13. Adjournment

The meeting was adjourned at 7:00 pm.

Other meeting schedules:

RVMPO TAC	Wed., Oct. 12 @ 1:30 PM
RVMPO Policy	Tues., Sept. 27 @ 2:00 PM



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

REC'D JUN 2 2014

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.rvmppo.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.rvmppo.org

PLEASE PRINT

Personal Information: *Please circle one.* (Mr. / Mrs. / Ms.)

Name: Mary Ruth Woodring

Home address (include Zip code): 727 Park St
Ashland, OR 97520

Telephone: (home) 541-482-1066 (business) _____

Email maryrwoodring@yahoo.com

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, and public health. 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 checked="" 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 checked="" type="checkbox"/> Senior Citizens | <input type="checkbox"/> Public Health |

(Continued on Next Page)

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

In the 60's I was on the Oakland School Budget committee. I have been involved with the RUTD since 1997 (8 years on a board member) and on the budget committee. Transportation has always been one of my interests along with financial matters.

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

I have been attending Tredco meetings for 23 years and have always been interested in transportation issues and information about road projects and status of needs in general. Thank you for your consideration.

Signature Mary Ruth Gooding
Date 5-30-14

Thank You!



**Rogue Valley
Metropolitan Planning Organization**
Regional Transportation Planning

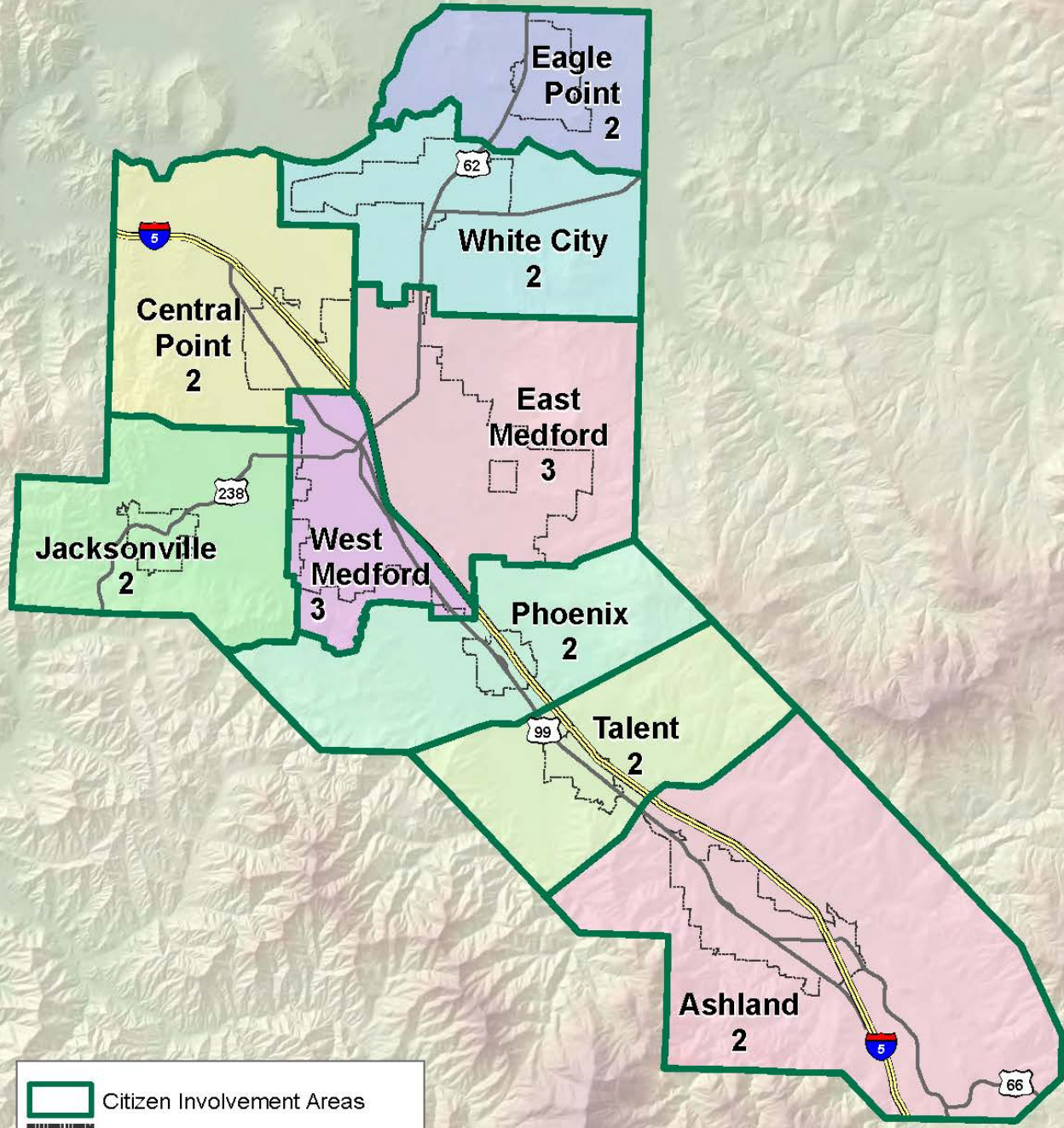
Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation



**Public Advisory Council Membership
July 2016**

Citizen Involvement Area	# PAC Positions	Appointee
Eagle Point	2	1) Aaron Prunty (Jan 2015-Jan 2017) 2) Mike Stanek (Feb 2015-Feb 2017)
White City	2	1) 2)
Central Point	2	1) Kay Harrison (Feb 2015-Feb 2017) 2) Justin Hurley (Sept 2015-Sept 2017)
Medford	6	
East Medford	3	1) Glen Anderson (Feb 2015-Feb 2017) 2) Brad Inman (Dec 2015-Dec 2017) 3) Mark Earnest (Feb 2015-Feb 2017)
West Medford	3	1) 2) 3)
Jacksonville	2	1) Ron Holthusen (Jan 2015-Jan 2017) 2)
Phoenix	2	1) 2)
Talent	2	1) Thad Keays (Feb 2015-Feb 2017) 2)
Ashland	2	1) Mary Wooding (Nov 2014-Nov 2016) 2) Jason Darrow (March 2016-March 2018)

Special Interest Positions	# PAC Positions	Appointee
Freight Industry	1	Mike Montero (Feb 2015-Feb 2017)
Mass Transit	1	Patrick McKechnie (June 2016-June 2018)
Minority Community Interest	1	
Low Income Community Interest	1	
Public Health	1	Michael Polich (March 2016-March 2018)
Senior	1	
Bicycle / Pedestrian Interest	1	Edgar Hee (Feb 2015-Feb 2017)

RVMPO Citizen Involvement Areas and Number of Public Advisory Council Positions



 Citizen Involvement Areas
 UGB / UCB

Miles
0 2 4

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2/2014 SC



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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

DATE: January 17, 2014
TO: Public Advisory Council
FROM: Dan Moore
SUBJECT: Evaluating Applications for RVMPO Discretionary Funds

This memo presents the staff evaluation of applications for RVMPO discretionary funds. Staff seeks the PAC's input on the project evaluations, as some criteria are subjective and open to staff interpretation. The goal of this agenda item is to gain general PAC consensus on the project scoring. Results of the staff review and scoring appears on the attached Table 2. The projects and the amounts requested are listed in Table 1.

Table 1: Applications for Discretionary Funds

Project Number	Agency	Project Description	Total STP Funds Available 2019-21	Total CMAQ Funds Available 2019-21	Total Federal Funds Available 2019-21
			\$2,954,017	\$3,241,281	\$6,195,298
			Total STP Fund Request	Total CMAQ Fund Request	Total Federal Funds Request (STP & CMAQ)
1	Ashland	Chip Seal		\$ 816,081	\$ 816,081
2	Central Point	W. Pine St. Reconstruction, Glenn Way to Brandon Ave	\$ 1,187,462	\$ 1,517,385	\$ 2,704,847
3	Eagle Point	S. Royal Ave Improvements, Design & ROW	\$ 532,000		\$ 532,000
4	Jackson County	Expo Parking Lot Paving		\$ 559,873	\$ 559,873
5	Jackson County	Foothill Rd. - Delta Waters to Dry Creek	\$ 1,255,652	\$ 1,255,652.00	\$ 2,511,304
6	Jackson County	Bear Creek GW - Hwy 140 Shared-Use Path		\$ 776,164	\$ 776,164
7	Medford	Foothill Rd. - Cedar Links to Delta Waters	\$ 2,200,000	\$ 1,240,000	\$ 3,440,000
8	Phoenix	North Couplet Pedestrian Crossing	\$ 73,000		\$ 73,000
9	RVTD	Bus Replacement - Diesel to CNG		\$ 1,150,000	\$ 1,150,000
10	RVTD	Trip Reduction Program		\$ 120,000	\$ 120,000
Total Funding Requests			\$ 5,248,114	\$ 7,435,155	\$ 12,683,269
Funding Shortfall			(\$2,294,097)	(\$4,193,874)	(\$6,487,971)

Applicant Supplied Data

Staff relied on data supplied by each applicant to perform the evaluation. In cases where information was not supplied or was not clear, staff made assumptions based on the project description.

RVMPD Project Evaluation, 2019 - 2021

App #	Agency	Project Name/Description	Total Cost	Amount Requested	Functional Class	Mobility		Community Vitality/Livability				Transportation Options					Resource Conservation										Total Score All Categories					
						Safety	Congest Reduct	Connectivity	# 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	
1	Ashland	Chip Seal	\$909,485	\$816,081	Residential	0	0	3	Pop: (1) Emp: (1)	3	0	0	2	0	2	1	3	3	3	10	2	2	0	0	3	1,112	\$ 733.89	3	20	89.7%	10	25
2	Central Point	West Pine Street Reconstruction: Glenn Way to Brandon Avenue	\$4,548,999	\$2,687,462	Minor Arterial	3	2	3	Pop: (1) Emp: (1)	8	3	0	3	1	7	2	3	3	3	11	2	1	2	0	0	1,296	\$ 2,073.66	3	20	59.1%	8	34
3	Eagle Point	S. Royal Avenue Improvements	\$593,000	\$532,000	Urban Major Collector	2	2	3	Pop: (1) Emp: (1)	7	3	0	3	1	7	2	3	3	3	11	0	0	0	0	0	972	\$ 547.33	0	20	89.7%	0	25
4	Jackson Co	Jackson County Expo Parking Lot Paving	\$623,953	\$559,873	N/A	2	0	0	Pop: (1) Emp: (1)	2	1	0	0	0	1	0	0	0	0	0	2	2	0	0	3	27	\$ 20,463.19	0	20	89.7%	7	10
5	Jackson Co	Foothill Road, Delta Waters Rd to Dry Creek Rd.	\$2,798,734	\$2,511,304	Major Rural Collector	3	2	2	Pop: (1) Emp: (1)	7	3	0	0	1	4	2	2	2	1	7	2	2	2	0	2	1,701	\$ 1,476.37	0	20	89.7%	8	26
6	Jackson Co	Bear Creek Greenway Highway 140 Shared Use Path	\$901,048	\$865,000	Rural Principal Arterial	3	2	3	Pop: (1) Emp: (1)	8	3	0	0	0	3	2	3	3	2	10	2	1	2	0	2	374	\$ 2,312.83	2	20	96.0%	9	30
7	Medford	Foothill Road - Cedar Links to Delta Waters	\$4,340,000	\$3,440,000	Major Arterial	3	3	3	Pop: (1) Emp: (1)	9	3	0	0	2	5	0	3	3	0	6	3	0	3	1	2	3,024	\$ 1,137.57	2	20	79.3%	11	31
8	Phoenix	North Couplet Pedestrian Crossing	\$100,000	\$73,000	Arterial/Collector	3	2	3	Pop: (1) Emp: (1)	8	3	0	0	0	3	0	1	0	3	4	0	0	1	0	2	n/a	n/a	0	20	73.0%	3	18
9	RVTD	Replace 1998 Diesel Fleet with CNG Vehicles	\$1,490,000	\$1,150,000	N/A	2	2	2	Pop: (1) Emp: (1)	6	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	n/a	n/a	2	12	77.2%	6	12
10	RVTD	Individualized Marketing Trip Reduction Program	\$150,000	\$120,000	N/A	2	2	1	Pop: (1) Emp: (1)	5	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	n/a	n/a	0	5	80.0%	0	11

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

- RVMPD TAZ Data: Population, employment w/in 1/2-mile of improvement
- Based on Transportation Needs Assessment for Traditionally Underserved Populations and Title VI & Env. Justice Plan
 - Minor population impact, investment located within Title VI & EJ Plan mapped population area
 - Moderate population impact, investment located within/along an Area of Concern (in Needs Assessment)
 - Significant population impact, project addresses identified need in Needs Assessment
- RVTD pop., employment from Land Use Conditions Summary, RVTD District Boundary Assessment, Spring 2011
- Assumes one truck/day @ each station (21*365); Trucks stop for 10 hrs. rest
- 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
- 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:
 - Addresses one of three category criteria
 - Addresses two of three category criteria
 - Addresses all three category criteria
- VMT reduction per TPR allowance of 10% VMT reduction for adding sidewalks and bike facilities in Activity Centers; assumed 5% VMT reduction in all other locations. Annual VMT Reduction = daily VMT reduction (Less ADT*TripDistance)*365.
- Per TAC agreement (Oct. 10, 2011) road project lifespan determined by material used. Predominately concrete project = 30 year; asphalt = 20 years; bicycle lanes=20 years; concrete sidewalk 30 years

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

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: <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 RVMPO 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, Limited English Proficiency)	Does the project invest in and/or provide benefit to an area identified in the Title VI and Environmental Justice Plan or the Transportation Needs Assessment for Traditionally Underserved Populations; or meet a need identified in the Needs Assessment?	
				2. Support Alternative Measure 2: improve transit accessibility	Is the project located along existing/planned transit route? Does the project promote or support an increase in housing along fixed route transit? Level of density w/in ¼ mile buffer of project area.	
		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 Activity Centers. Support Alternative Measure 6: Increase % employment in Activity Centers.	Is the project located in an Activity Center? Link to map here . Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship.	
				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 facility, service to/within/between Activity Centers, and/or describe other improvement.	
				4. Support Alternative Measure 4: increase sidewalks on collectors, arterials in Activity Centers	Provide total length of qualifying sidewalks/paths.	
4: <i>Resource Conservation</i>	Incorporate environmental and energy conservation into the RVMPO planning process.	Maximize efficient use of transportation infrastructure for all users and modes.	Promote efficient system management and operation.	1. Address/mitigate environmental impacts	Describe project's benefit to natural environment. Does project include conservation features (ex. permeable surface).	
				2. Air quality benefit, long term including NOX and VOC.	If there are air quality benefit in addition to responses provided to RED-TEXT criteria, describe. Emission reductions and cost/benefit analysis will be done based on responses provided to items in red. Numbers supplied or staff-generated for Mobility item 4 will be used in this analysis.	
				3. Reduce greenhouse gas emissions (CO) ₁	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? (It's anticipated that projects contributing to the Alternative Measures will reduce GHG emissions.)	
		Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.		4. Use emerging/new technology	Describe technology to be incorporated into project.
					5. Preserves existing transportation asset	How does the project extend the life of facility without the construction of new facilities? Does the project refurbish existing facility? (If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)
					6. Reduce VMT	Reduction formula based on project type
					7. Improve system efficiency	Describe efficiency: Facility able to handle greater ADT without expansion; Improve other transportation function with smaller investment; reduced operational costs; other?
					8. Lifespan	Useful life of investment. For roadway projects, uniform lifespan applies as determined by predominate material used: concrete = 30 yrs; asphalt = 20 yrs; bike lanes = 20 yrs
					9. Other public, private funding sources (leverage)	List overmatch, other funds

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

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

RVMPO Discretionary Funding Requests
Total All Years

Project Number	Agency	Project Description	Total STP Funds Available 2019-21	Total CMAQ Funds Available 2019-21	Total Federal Funds Available 2019-21
			\$2,954,017	\$3,241,281	\$6,195,298
			Total STP Fund Request	Total CMAQ Fund Request	Total Federal Funds Request (STP & CMAQ)
1	Ashland	Chip Seal		\$ 816,081	\$ 816,081
2	Central Point	W. Pine St. Reconstruction, Glenn Way to Brandon Ave	\$ 1,187,462	\$ 1,517,385	\$ 2,704,847
3	Eagle Point	S. Royal Ave Improvements, Design & ROW	\$ 532,000		\$ 532,000
4	Jackson County	Expo Parking Lot Paving		\$ 559,873	\$ 559,873
5	Jackson County	Foothill Rd. - Delta Waters to Dry Creek	\$ 1,255,652	\$ 1,255,652.00	\$ 2,511,304
6	Jackson County	Bear Creek GW - Hwy 140 Shared-Use Path		\$ 776,164	\$ 776,164
7	Medford	Foothill Rd. - Cedar Links to Delta Waters	\$ 2,200,000	\$ 1,240,000	\$ 3,440,000
8	Phoenix	North Couplet Pedestrian Crossing	\$ 73,000		\$ 73,000
9	RVTD	Bus Replacement - Diesel to CNG		\$ 1,150,000	\$ 1,150,000
10	RVTD	Trip Reduction Program		\$ 120,000	\$ 120,000
Total Funding Requests			\$ 5,248,114	\$ 7,435,155	\$ 12,683,269
Funding Shortfall			(\$2,294,097)	(\$4,193,874)	(\$6,487,971)



CMAQ Project Analysis

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

Project Description

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

Analysis

Implementation of this project will impact PM₁₀ emissions based on paving of existing dirt roads. The analysis will examine reductions in PM₁₀. PM₁₀ emission factors for paved roadways are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2013 – 2038 RTP.

Assumptions used in this analysis:

1. Volume (ADT) = 123 (*based on median of available information provided by City of Ashland in 2014*)
2. Project Length (miles) = 9.04
3. VMT (ADT * Project Length) = (123*9.04) = 1,112
4. Paved Road PM₁₀ Production Rate = 0.00045 kg/mile (RVMPO AQCD)
5. Unpaved Road PM₁₀ Production Rate = 0.52163 kg/mile (RVMPO AQCD)
6. Days of use = 365
7. 1000 kg = 1 metric ton

PM₁₀ Analysis

Daily Unpaved PM₁₀ Production = (VMT*0.52163) = 580.05256 kg

Daily Paved PM₁₀ Production = (VMT*0.00045) = 0.5004 kg

PM₁₀ Daily Reduction = (580.05256 - 0.5004) = 579.5521 kg/day

PM₁₀ Annual Reduction = (579.55216kg*365 days) = 211,536 kg



CMAQ Project Analysis

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

Project Description

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

Analysis

Implementation of this project will impact PM₁₀ and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM₁₀ and CO. PM₁₀ tailpipe, paved roadways and CO emissions factors are derived from the RVMPO August 2014 Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:

1. Volume (ADT) = 240 (based on 5% reduction (bike/pedestrian shift) of 4,800 W. Pine St. ADT)
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = (240*5.4) = 1,296
4. Paved Road PM₁₀ Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM₁₀ Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM₁₀ Analysis

Daily Paved PM₁₀ Reduction = (Reduced VMT*0.00045 kg) = 0.5832 kg/day
 Daily PM₁₀ Tailpipe Reduction = Reduced VMT*0.000111 kg) = 0.143856 kg/day
PM₁₀ Paved Annual Reduction = (0.5832 kg*365 days) = 213 kg/year
PM₁₀ Annual Tailpipe Annual Reduction = (0.143856 kg*365 days) = 52.51 kg/year
Total PM₁₀ Annual Reduction = 266 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 2.4 tons
 Tons → kg
 1 English short ton = 0.907 metric ton
 1 metric ton = 1000 kg
CO Annual Reduction = ((2.4/0.907)*1000) = 2,650 kg



CMAQ Project Analysis

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

Project Description

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

Analysis

Implementation of this project will impact PM₁₀ and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM₁₀ and CO. PM₁₀ for tailpipe, paved roadways and CO emission factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:

1. Volume (ADT) = 180 (based on 5% reduction (bike/pedestrian shift) of 3,600 S. Royal Ave ADT)
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = (180*5.4) = 972
4. Paved Road PM₁₀ Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM₁₀ Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM₁₀ Analysis

Daily Paved PM₁₀ Reduction = (Reduced VMT*0.00045 kg) = 0.4374 kg/day
 Daily PM₁₀ Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.107892 kg/day
PM₁₀ Paved Annual Reduction = (0.4374 kg*365 days) = 160 kg/year
PM₁₀ Tailpipe Annual Reduction = (0.107892 kg*365 days) = 39.4 kg/year

Total PM₁₀ Annual Reduction = 199 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 1.8 tons
 Tons → kg
 1 English short ton = 0.907 metric ton
 1 metric ton = 1000 kg
CO Annual Reduction = ((1.8/0.907)*1000) = 1,985 kg



CMAQ Project Analysis

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

Project Description

The project will pave two existing parking areas at the Jackson County Expo as shown in the attached map. The Event Hall paving will result in approximately 70 spaces and the Amphitheater paving will result in approximately 110 spaces. These spaces are used approximately 90 days per year, with use expected to increase over time. The paving of these parking areas is included in the Jackson County Expo Master Plan and will improve air quality due to reduction in PM₁₀.

Analysis

Implementation of this project will impact PM₁₀ emissions. The analysis will examine reductions in PM₁₀. To calculate the benefits of this project, the analysis must examine the production of PM₁₀ prior to and after paving. PM₁₀ emission factors for paved and unpaved roadways are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2013 – 2038 RTP.

Assumptions used in this analysis:

1. Volume (ADT) = 360
2. Trip Length (miles) = 0.076 (estimated mileage of a vehicle maneuvering within parking area)
3. VMT (ADT * Trip Length) = (360*0.076) = 27.36
4. Paved Road PM₁₀ Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. Unpaved Road PM₁₀ Production Rate = 0.52163 kg/mile (RVMPO AQCD)
6. Days of use = 90

PM₁₀ Analysis

Daily Unpaved PM₁₀ Production = (VMT*0.52163) = 14.27 kg

Daily Paved PM₁₀ Production = (VMT*0.00045) = 0.0123 kg

PM₁₀ Daily Reduction = (14.27 kg – 0.0123 kg) = 14.26 kg/day

PM₁₀ Annual Reduction = (14.26 kg*90 days) = 1,283 kg



CMAQ Project Analysis

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

Project Description

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

Analysis

Implementation of this project will impact PM₁₀ and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM₁₀ and CO. PM₁₀ for tailpipe, paved roadways and CO emission factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:

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

PM₁₀ Analysis

Daily Paved PM₁₀ Reduction = (Reduced VMT*0.00045 kg) = 0.7654 kg/day
 Daily PM₁₀ Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.188811kg/day
PM₁₀ Paved Annual Reduction = (0.7654 kg*365 days) = 279 kg/year
PM₁₀ Tailpipe Annual Reduction = (0.188811 kg*365 days) = 69 kg/year

PM₁₀ Annual Reduction = 348 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 3.2 tons
 Tons → kg
 1 English short ton = 0.907 metric ton
 1 metric ton = 1000 kg
CO Annual Reduction = ((3.2/0.907)*1000) = 3,478 kg



CMAQ Project Analysis

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

Project Description

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

Analysis

Implementation of this project will impact PM₁₀ and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM₁₀ and CO. PM₁₀ for tailpipe, paved roadways and CO emission factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:

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

PM₁₀ Analysis

Daily Paved PM₁₀ Reduction = (Reduced VMT*0.00045 kg) = 0.1683 kg/day
 Daily PM₁₀ Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.041514 kg/day
PM₁₀ Paved Annual Reduction = (0.1683 kg*365 days) = 61.43 kg/year
PM₁₀ Tailpipe Annual Reduction = (0.041514 kg*365 days) = 15.15 kg/year

PM₁₀ Annual Reduction = 77 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 0.7 tons
 Tons → kg
 1 English short ton = 0.907 metric ton
 1 metric ton = 1000 kg
CO Annual Reduction = ((0.7/0.907)*1000) = 765 kg



CMAQ Project Analysis

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

Project Description

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

Analysis

Implementation of this project will impact PM₁₀ and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM₁₀ and CO. PM₁₀ tailpipe, paved road, and CO emissions factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:

1. Volume (ADT) = 560 (based on 5% reduction (bike/pedestrian shift) of 11,200 Foothill Rd. ADT)
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = (560*5.4) = 3,024
4. Paved Road PM₁₀ Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM₁₀ Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM₁₀ Analysis

Daily Paved PM₁₀ Reduction = (Reduced VMT*0.00045 kg) = 1.3608 kg/day
 Daily PM₁₀ Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.335664 kg/day
PM₁₀ Paved Annual Reduction = (1.3608 kg*365 days) = 497 kg/year
PM₁₀ Tailpipe Annual Reduction = (0.335664 kg*365 days) = 122.517 kg/year

Total PM₁₀ Annual Reduction = 620 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 5.6 tons
 Tons → kg
 1 English short ton = 0.907 metric ton
 1 metric ton = 1000 kg
CO Annual Reduction = ((5.6/0.907)*1000) = 6,174 kg/year



CMAQ Project Analysis

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

Project Description

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

Analysis

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

Assumptions used in this analysis:

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

PM₁₀ Analysis

CNG Daily PM₁₀ Tailpipe Reduction = (VMT*0.000111 kg*0.95) = 0.02 kg

CNG PM₁₀ Tailpipe Annual Reduction = (0.02 kg*306 days) = 6.16 kg

CO Analysis

CNG CO Annual Reduction = ((CO EF*VMT*75%)*306)/907134.7 = 0.22 tons

Tons → kg

1 English short ton = 0.907 metric ton

1 metric ton = 1000 kg

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

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

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



CMAQ Project Analysis

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

Project Description

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

Analysis

Implementation of this project will impact PM₁₀ and CO emissions based on assuming a mode shift. The analysis will examine reductions in PM₁₀ and CO. PM₁₀ tailpipe, paved road, and CO emissions factors are derived from the August 2014 RVMPO Air Quality Conformity Determination (AQCD).

Assumptions used in this analysis:

1. Volume (ADT) = 350 (based on a reduction of 10% SOV trips across a population of 3,500 program participants.
2. Trip Length (miles) = 5.4 (average trip length in RVMPO)
3. Reduced VMT (ADT * Trip Length) = (350*5.4) = 1,890
4. Paved Road PM₁₀ Production Rate = 0.00045 kg (RVMPO AQCD, 2011 EPA AP-42)
5. PM₁₀ Tailpipe Emission Factor = 0.000111 kg (RVMPO AQCD)
6. CO Emission Factor = 4.610 gm (RVMPO AQCD)
7. Days of use = 365
8. 907134.7 = grams/ton

PM₁₀ Analysis

Daily Paved PM₁₀ Reduction = (Reduced VMT*0.00045 kg) = 0.8505 kg/day
 Daily PM₁₀ Tailpipe Reduction = (Reduced VMT*0.000111 kg) = 0.20979 kg/day
PM₁₀ Paved Annual Reduction = (0.8505 kg*365 days) = 310 kg/year
PM₁₀ Tailpipe Annual Reduction = (0.20979 kg*365 days) = 77 kg/year

Total PM₁₀ Annual Reduction = 387 kg/year

CO Analysis

CO Annual Reduction = ((CO Emission Factor*VMT)*365)/907184.7 = 3.5 tons
 Tons → kg
 1 English short ton = 0.907 metric ton
 1 metric ton = 1000 kg
CO Annual Reduction = ((3.5/0.907)*1000) = 3,865 kg/year