

AGENDA

Rogue Valley Metropolitan Planning Organization Public Advisory Council



Date: Tuesday, May 21, 2019

Time: 5:30 p.m.

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

Contact: Rebecca Swanz, RVCOG: 541-423-1375
RVMPO website: www.rvmpos.org

1	Call to Order / Introductions / Review Agenda	Mike Montero, Chair
2	Review / Approve Minutes	Chair
<i>Attachment</i>	#1 RVMPO PAC Draft Minutes 20190319	
3	Public Comment <i>*Three-minute limit for each speaker</i>	Chair
Presentations		
4	Presentation on Annual Obligation Report	Ryan MacLaren
<i>Background</i>	A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2018 federal fiscal year (Oct. 1, 2017 through Sept. 30, 2018).	
<i>Attachments</i>	#2 Draft 2018 RVMPO Annual Report	
<i>Action Requested</i>	<i>No action—informational purposes only.</i>	

Action Items		
5	Current PAC Member Term Renewal	Ryan MacLaren
<i>Background</i>	<ul style="list-style-type: none"> • Jim Herndon’s current membership term concludes June 2019. New term of July 2019–July 2021, representing West Medford. • Robin Lee’s current membership term concludes in June 2019. New term of July 2019–July 2021, representing Seniors. 	
<i>Attachments</i>	<p>#3 PAC Membership Chart & Map</p> <p>#4 <i>Applications will be made available at the meeting</i></p>	
<i>Action Requested</i>	Vote on term renewals and forward recommendation to Policy Committee.	
6	Discussion Regarding Letter to Cong. Peter DeFazio	Karl Welzenbach
<i>Background</i>	<p>An organization called Americans for Modern Transportation is trying to build support for a change to our national policy regarding the size of twin truck trailers.</p> <p>A 1982 government policy restricted twin truck trailers used on the U.S. National Highway Network to 28 feet in length. Tractor-trailers and their cargo are also limited to 80,000 pounds total weight.</p> <p>The American transportation and marketplace systems have changed dramatically since those length restrictions were implemented 36 years ago. The continuing growth of e-commerce is demanding a shift in transportation strategy and equipment. E-commerce produces a large amount of smaller shipments destined for consumers located everywhere and twin-33s are designed specifically to support this rapidly expanding freight transport sector.</p> <p>Twin 28s limit the capacity of each vehicle and require more vehicles to carry the country’s freight. Therefore, a 5-foot maximum length increase from 28 feet to 33 feet would could reduce truck trips by 18%. Aligning federal policy on twin 33’s with Oregon’s will bring immediate and meaningful national benefits at no taxpayer costs. Including:</p> <ul style="list-style-type: none"> ▪ Reduced Congestion – Twin 33’ trailers would mean fewer trucks on roads and 53.2 million hours saved due to less congestion ▪ Environmental Gains – The efficiency gains from the adoption of twin 33’ trailers would equate to 255 million fewer gallons of fuel and 2.9 million fewer tons of CO2 emissions. <p>U.S. freight volumes are projected to grow 40 percent over the next 30 years as the population grows and e-commerce expands, while a majority of that freight will move via truck. Congestion and delay are serious contributors to transportation emissions. Twin 33s are an immediate step we can take to reduce congestion, reduce emissions and reduce truck density on our roads.</p>	
<i>Attachments</i>	#5 Draft Letter of Support for Twin 33’s	

<i>Action Requested</i>	Forward recommendation to Policy Committee.	
Discussion Items		
7	Local Transportation System Plans and the RTP	Karl Welzenbach
<i>Background</i>	Oregon State Administrative Code requires coordination between local governments and MPOs as the former develop portions of their comprehensive plans and the latter develops the Regional Transportation Plan.	
Regular Updates Standing Items		
8	MPO Planning Update	Karl Welzenbach
9	Other Business	Chair
10	Next Meeting <i>The next PAC meeting is scheduled for July 16, 2019, at 5:30 p.m. in the Jefferson Conference Room at RVCOG.</i>	Chair
11	Adjournment	Chair

- The next RVMPO PAC meeting is scheduled for **Tuesday, July 16**, at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting will be **Tuesday, May 28**, at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO TAC meeting will be **Wednesday, June 12**, at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY.

Summary Minutes
Rogue Valley MPO Public Advisory Council
March 19, 2019



The following attended:

Involvement Area	Appointee	Phone Number
Ashland	Mary Wooding	482-1066
Central Point	Jennifer Boardman	630-0387
Central Point	Larry Martin	664-3778
Jacksonville	Ron Holthusen	944-5040
Medford (East)	Brad Inman	734-5409
Medford (East)	Mark Earnest	899-8080
Medford (West)	Jim Herndon	840-0741
Phoenix	George "Ike" Eisenhower	512-1053
Talent	Thad Keays	774-8273
Special Interest	Appointee	Phone Number
Freight Industry	Mike Montero, Chair	779-0771
Public Health	Michael Polich	608-3802
Senior	Robin Lee	773-7185
Staff		
RVCOG	Ryan MacLaren	423-1338
RVCOG	Karl Welzenbach	423-1360
Interested Parties		

[RVMPAC PAC Agenda Packet: March 19, 2019](#)

Full meeting recording: [2019-03-19 RVMPO PAC Meeting Audio](#)

1. Call to Order / Introductions/ Review Agenda 00:00–01:13

5:29 p.m. | Quorum: Ashland, Central Point, Eagle Point, Jacksonville, Medford (East), Medford (West), Talent, Bike/Ped, Freight Industry, Public Health, and Senior.

2. Review / Approve Minutes 01:14–01:29

01:23 | *Robin Lee moved to approve the January 15, 2019 RVMPO Public Advisory Council meeting minutes as presented. Mary Wooding seconded.*

No further discussion.

The motion carried unanimously by voice vote.

3. Public Comment 01:30-04:42

No public comments made.

Action Items

4. Information Related to the 2018–2021 Transportation Improvement Program (TIP) Amendments 04:43–14:12

13:59 | *Brad Inman moved to recommend approval of the TIP amendments as presented. Ron Holthusen seconded.*

No further discussion.

The motion carried unanimously by voice vote.

5. Information Related to the 2018–2021 Transportation Improvement Program (TIP) Amendments 14:13–24:46

24:36 | *Ron Holthusen moved to recommend approval of the TIP amendments as presented. Mary Wooding seconded.*

No further discussion.

The motion carried unanimously by voice vote.

Discussion Items

6. Review of the 2019–2020 Unified Planning Work Program Draft 24:47–45:28

Regular Updates

7. MPO Planning Update 45:29–52:50

8. Other Business 52:51–53:08

9. Public Comment 53:09–53:10

No public comment.

10. Next Meeting

11. Adjournment

6:22 p.m.

Scheduled Meetings:

RVMPO PAC | Tuesday, May 21, 2019 @ 5:30 pm

RVMPO TAC | Wednesday, May 8, 2019 @ 1:30 p.m.

RVMPO Policy Committee | Tuesday, May 28, 2019 @ 2:00 pm

DRAFT



Annual Listing of Obligated Projects – 2018



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

Annual Listing of Obligated Projects - 2018

A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2018 federal fiscal year, Oct. 1, 2017, through Sept. 30, 2018

Rogue Valley Metropolitan Planning Organization fulfills federal requirements for comprehensive, cooperative and continuing transportation planning in the Medford, Ore., metropolitan area. The governor in 1982 designated the Rogue Valley Council of Governments as the area's metropolitan planning organization. RVCOG is a voluntary association of local governments in Jackson and Josephine counties. The RVCOG board delegated responsibility for MPO policy functions to the RVMPO Policy Committee, which consists of elected and appointed officials from the following RVMPO-member jurisdictions and agencies: Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, Eagle Point, Jackson County, Rogue Valley Transportation District and Oregon Department of Transportation.

RVCOG Mission To be a catalyst to promote quality of life, effective and efficient services, and leadership in regional communication, cooperation, planning and action in Southern Oregon.

RVMPO Mission To be a strong and unifying leader for the creation of sustainable, livable communities through regional cooperation and integrated land use and transportation planning.

Published May, 2019 by:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments
155 N. First St.; P O Box 3275
Central Point, OR 97502
Phone: 541.664.6674; www.rvmppo.org

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Annual Listing of Obligated Projects – 2018

Introduction

Federal funds obligated for transportation projects in the Rogue Valley Metropolitan Planning Organization (RVMPO) area totaled over \$15.3 million in the 2018 federal fiscal year. This report provides information about the projects and distributions of federal funds across jurisdictions and modes. The time span covered is Oct. 1, 2017 through Sept. 30, 2018.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This action signifies the federal agency's commitment to provide a specific amount of money for a particular project. Obligation is an agreement to pay a portion of a project's cost; it does not necessarily equal the amount actually received by a jurisdiction or agency within the timeframe. The amounts received are determined by the amount of project work completed.

Money for projects funded through FTA is obligated at the time the FTA grant is awarded. Money for projects funded through FHWA is obligated when a project agreement is executed and the state or grantee requests that the funds be obligated.

Typically, obligation covers a particular phase of a project, such as the preliminary engineering or right-of-way purchase for a highway project. Therefore, projects listed in this report indicate the phase or portion of work for which the federal funds have been secured. Projects that can be linked to a specific location are shown on a map of the RVMPO area on Page 10.

Projects listed here were originally approved by the RVMPO Policy Committee through adoption of the RVMPO Transportation Improvement Program (TIP). At the time of adoption or amendment, the TIP demonstrated air quality conformity for carbon monoxide (CO) and particulate matter up to 10 microns (PM₁₀). The TIP signifies local approval of transportation projects receiving federal funds. This report indicates progress on those projects and federal agency commitments to their delivery.

Federal Requirements

The U.S. Congress, through adoption of the FAST Act (Fixing America's Surface Transportation Act), requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation.

Generally, federal law requires MPOs to publish for public review an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year. Specific statutory requirements are shown in Appendix A.

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. FTA, Oregon Department of Transportation (ODOT), Rogue Valley Transportation District (RVTD), Jackson County and RVMPO cities provided information and feedback to the RVMPO for this report.

Federal Funding Sources

Funds authorized by Congress, largely from the Highway Trust Fund (with revenues generated by a tax on vehicle-fuel sales), flow to the region through several funding sources. Those program sources reflect certain national transportation goals and priorities. Specific funds coming into the RVMPO area and their federal purpose or use restrictions are described below. Projects must meet the eligibility requirements before the federal agency will obligate money. All projects listed in this report include a fund source.

Federal funds rarely cover a project's full cost. Most projects, especially large projects, will require funds from more than one source over several years. Most federal programs require a local match, typically 10.27 percent of the total project cost. Details about federal programs that fund projects within the RVMPO planning area are described below.

- **Surface Transportation Block Grant (STBG):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects are also eligible. STBG has several sub-programs, including safety and enhancements. A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The RVMPO allocates the share for cities within the Medford metropolitan area, known as STBG-L funds, and amount to about \$1.8 million annually. To simplify access to these funds, RVMPO jurisdictions can utilize ODOT's STBG fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the jurisdiction receives state roadway funds at a 94% exchange rate. Additionally, each state must set aside 10% of its base STBG funds for safety programs. The match rate for safety projects is 80% federal/ 20% state/local.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ funds are dedicated for projects that address on-road vehicle emissions and relieving congestion problems that are harming air quality. The entire RVMPO planning area qualifies for CMAQ funds to address particulate and carbon dioxide emissions. The CMAQ Program requires a local match of 10.27% of the total project cost.
- **National Highway Performance Program:** Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **Interstate Maintenance (IM):** Funds reserved for interstate highway projects that do not add capacity; generally funds construction or reconstruction of bridges, interchanges and overcrossings on existing interstate routes.
- **Metropolitan Planning (MPO):** A 1.25 percent portion of certain Highway Trust Fund programs set aside by Congress to support metropolitan planning activities in urban areas with a population of 50,000 or more. This fund supplies most of the revenue for RVMPO activities.

- **Federal Transit Administration (FTA):** Supports public transportation activities through several activity-specific programs. Rogue Valley Transportation District receives funds from FTA Section 5307, which is distributed on a formula basis for capital, planning and certain operating activities. Publicly owned transit systems are eligible. When used for operating costs, funds must be matched 50 percent with local funds. For planning and other activities, the match required is 20 percent. Additionally, RVTB receives FTA Section 5310 funds for transit improvements serving the elderly, disabled, and low-income populations.

Other Funding Sources

State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds. Local match funds are not included in the obligated amounts shown in this report.

Distribution of Funds by Jurisdiction and Agency

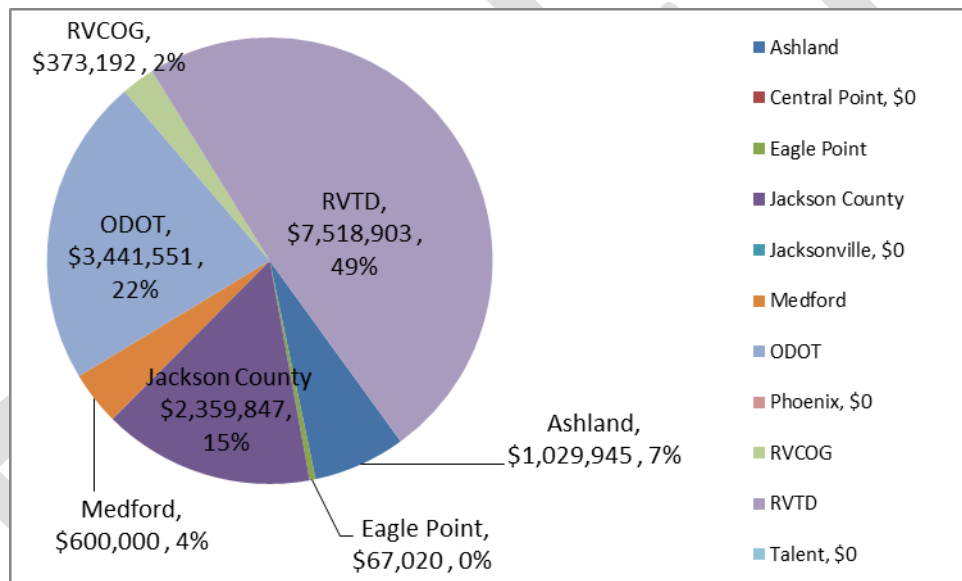


Chart 1: Distribution of Obligated Federal Funds & STBG-L Fund Exchange for State Funds by Jurisdiction, 2018

Projects set to receive federal funds are programmed, or approved, by the RVMPO Policy Committee through adoption and amendments of the TIP. Amendments are common, and reflect changing conditions and demands fund recipients face as they move forward with project implementation.

For two federal funding sources, STBG-L and CMAQ, the RVMPO solicits and evaluates applications and selects projects. The region receives roughly \$1.8 million a year in STBG-L funds and \$2.2 million a year in CMAQ funds.

The chart on Page 3 shows the distribution of federal funds within the RVMPO by jurisdiction and agency. Federal funds obligated in 2018 totaled \$15,390,458. It is important to note that this

does not include de-obligated federal funds in 2018. De-obligated funds are shown as negative amounts in the List of Obligated Projects beginning on Page 7 and are reflected in Charts 1 and 2. De-obligations occur when a project phase has been closed and funding is returned.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 7.

Distribution of Funds by Project Type

Federal funds were used for a variety of transportation projects in the 2018 federal fiscal year, from planning, to transit service to interstate interchanges. This section addresses the distribution of funds among four major activity categories:

- **Roadway** – encompassing projects that improve and preserve facilities for vehicle use.
- **Transit** – support for services provided by RVTD.
- **Planning** – consisting of RVMPO activities in FFY2018, although in past years other planning projects and funding occurred.
- **Alternative Mode (Alt. Mode)** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks. This category includes RVTD's Transportation Demand Management Program, which focuses on changing travel behavior to reduce use of single-occupant vehicles.

Transportation funding is addressed in this way to be consistent with federal guidelines that direct MPOs to identify expenditures for bicycle and pedestrian projects. Given available data, the funding for these facilities (Alt. Mode) can only be estimated due to the way contracts were written and work performed for certain projects. While most bicycle-pedestrian projects have clearly identified costs, some of the roadway improvement projects included construction of sidewalks and bike lanes. *In those cases where a project can be identified as both Roadway and Alt. Mode, the total federal share of the project was divided evenly between the two categories.* The amounts shown in Chart 2 on the following page reflect this adjustment.

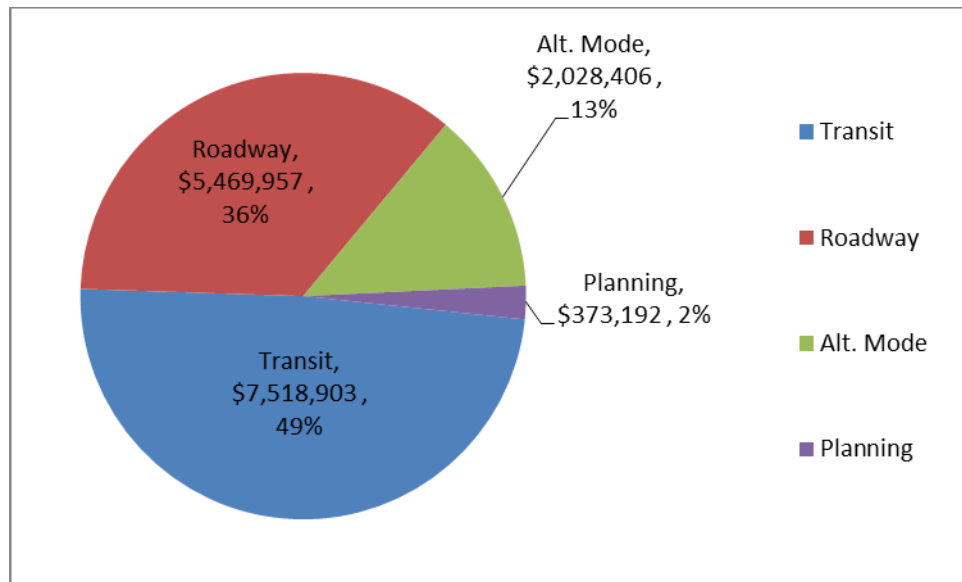


Chart 2: Distribution of Obligated Federal Funds and STBG-L Fund Exchange for State Funds by Project Type, 2018

Note: Obligated funds for roadway projects that include bike/ped facilities are split evenly between Roadway and Alt. Mode categories.

Project Delivery, Phasing

Distributions shown on these pages and the project listing that follows represent funding amounts approved by FHWA and FTA. The distribution of funds signifies authorization for work to begin. Because it may take some time for recipient agency to complete the work, the obligation funds shown here may not clearly coincide with work visible on the ground in local communities.

Transportation projects are generally accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2018 are shown in the project listing. Phases generally are:

- Planning – includes studies that examine various aspects of travel behavior, geography and interactions.
- Preliminary Engineering - includes evaluation of a range of design options and elements; data on which to base final designs is gathered, including community needs and desires. Phase may include preparation of detailed plans adequate for construction contracting (in some cases final building plans are developed as a separate phase).
- Right-of-Way – involves securing all of the land needed for a project. Phase includes detailed property identification, settlements with owners and obtaining any necessary permits.
- Construction – phase carries a project from the authorization to begin construction to final payment to contractors.

- Environmental – includes improvements that do not increase level of service, either in facility condition or safety features. Such improvements include beautification and other environmentally-related features that are not part of any other improvement type.

Work in each phase is monitored by the lead agency. As one phase nears completion, the agency seeks the obligation of funds for the next phase.

List of Obligated Projects

The following pages list projects for which federal funds were obligated in the 2018 federal fiscal year by jurisdiction. The project numbers, assigned by ODOT as a project is programmed, are shown in the first column and can be used to track a single project through its various phases over time, from programming in the TIP to final delivery.

The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the TIP. Projects that can be illustrated by mapping are shown on the map on Page 10.

ASHLAND

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
	19365	Washington Street Extension	Design/Construction	Fund Exchange	\$ 50,000	\$ 1,029,945	\$ 1,029,945	\$ 1,029,945	\$ 1,623,615	Roadway / Alt. Mode

CENTRAL POINT

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										

EAGLE POINT

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
2155002	19230	Stevens Road - East Main St to Rober Trent Jones Blvd	Preliminary Engineering / Right of Way	CMAQ(L400)	\$ 10,000	\$ 67,020	\$ 150,147	\$ 2,436,537	\$ 2,800,413	Roadway / Alt. Mode

JACKSON COUNTY

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
C029088	18974	Table Rock Rd., I-5 Crossing to Biddle	PE / ROW / CN / OT	CMAQ,FAST	\$ -	\$ 2,359,847	\$ 196,056	\$ 7,112,900	\$ 7,960,828	Roadway / Alt. Mode

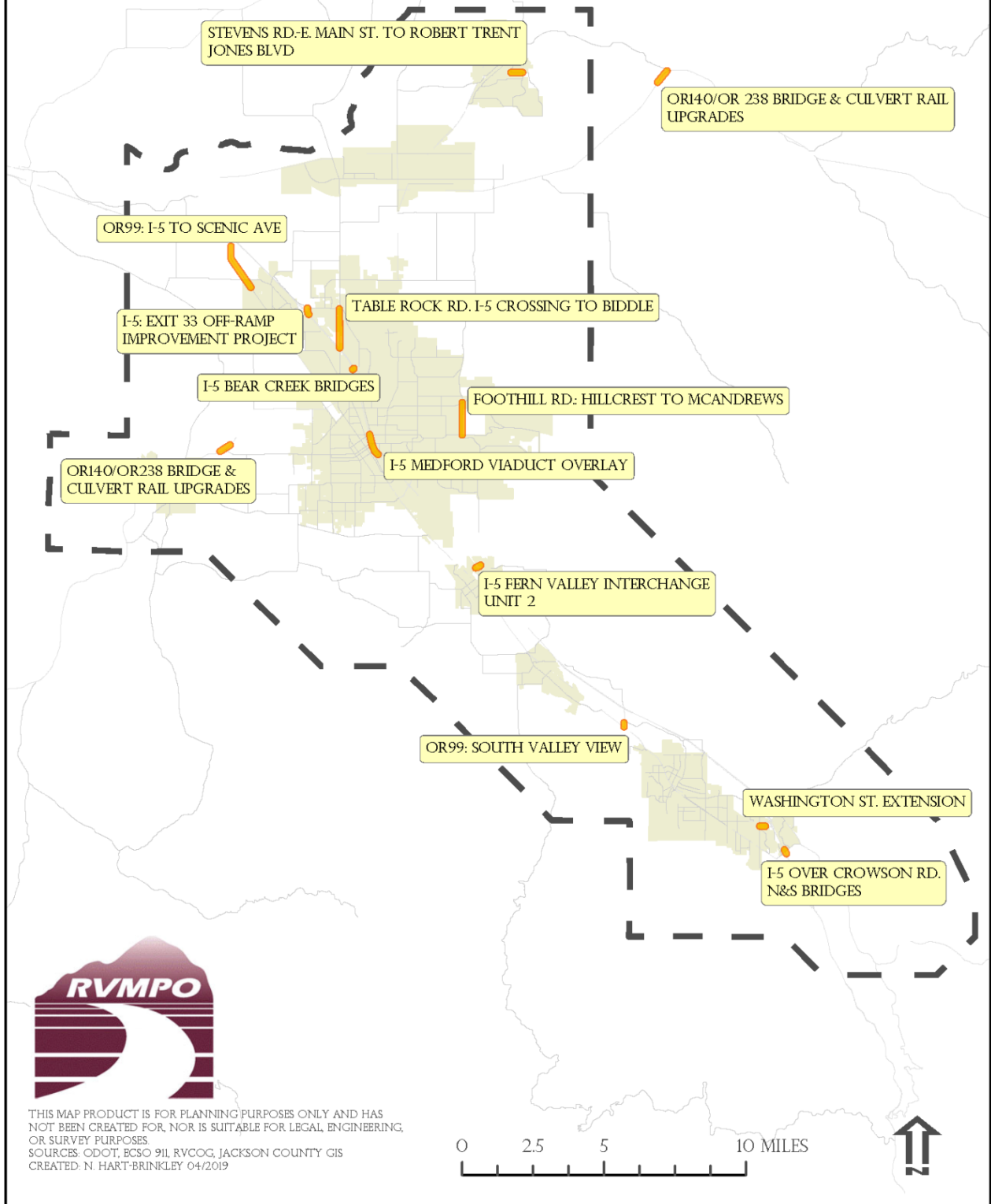
JACKSONVILLE

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										

MEDFORD										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
4700076	19231	Foothill Rd: Hillcrest to McAndrews	Preliminary Engineering / Right of Way	CMAQ FAST	\$ 600,000	\$ 600,000	\$ 1,600,000	\$ 3,000,000	\$ 14,483,373	Roadway / Alt. Mode
OREGON DEPARTMENT OF TRANSPORTATION (ODOT)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
S001489	19540	I-5 MEDFORD VIADUCT DECK OVERLAY	Preliminary Engineering	HIGHWAY PERF PROG	\$ -	\$ 3,264	\$ 3,540	\$ 1,484,280	\$ 1,650,000	Roadway
S001410	12723	I-5: FERN VALLEY INTERCHANGE, UNIT 2	Construction Engineering	NATIONAL HIGHWAY PERF	\$ -	\$ 212,106	\$ 230,000	\$ 18,987,693	\$ 71,752,449	Roadway
S063038	21196	OR99: South Valley View	Right of Way	STBG-FLEX	\$ 448,650	\$ 398,401	\$ 444,000	\$ 448,650	\$ 500,000	Roadway
SA00057	19961	OR140/OR238: Bridge & Culvert Rail Upgrades	Construction Engineering	STBG-FLEX	\$ 683,743	\$ -	\$ 818,668	\$ 757,322	\$ 844,001	Roadway
S063039	20185	OR99: I-5 to Scenic Ave	Preliminary Engineering	HSIP	\$ 373,000	\$ 1,242,090	\$ 1,242,090	\$ 3,262,000	\$ 3,262,000	Roadway
S001517	21228	I-5 over Crowson Road N & S Bridges (Ashland)	Construction Engineering	HB2017	\$ 2,005,304	\$ 1,430,194	\$ 5,913,249	\$ 2,005,304	\$ 2,174,479	Roadway
S001430	17529	I-5 Bear Creek Bridges	Preliminary Engineering	STP	\$ -	\$ 8,808	\$ 9,551	\$ 204,585	\$ 228,000	Roadway
S001503	19789	I-5: Exit 33 Off-Ramp Improvement Project	Preliminary Engineering	STP 5-200K POP - MAP-21	\$ 41,276	\$ 146,688	\$ 162,060	\$ 419,039	\$ 967,000	Roadway

PHOENIX										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										
ROGUE VALLEY COUNCIL OF GOV'T (RVCOG)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
PR19301	21268	RVMP0 5303 Funds	Other	FTA5303	\$ 88,848	\$ 88,848	\$ 99,017	\$ 88,848	\$ 99,017	Planning
PR19301	21268	RVMP0 Planning	Other	PL	\$ 284,344	\$ 284,344	\$ 316,888	\$ 284,344	\$ 316,888	Planning
ROGUE VALLEY TRANSIT DISTRICT (RVTD)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
	19384	Urban Operations Support	Other	FTA5307	\$ 2,564,930	\$ 2,564,930	\$ 4,739,860	\$ 2,564,930	\$ 4,739,860	Transit
	19385	Urban Operations Support	Other	FTA5307	\$ 2,631,655	\$ 2,631,655	\$ 5,263,310	\$ 2,631,655	\$ 5,263,310	Transit
	19387	Capitalization of Maintenance	Other	STP (MPO)	\$ 941,460	\$ 941,460	\$ 1,049,214	\$ 941,460	\$ 1,049,214	Transit
	19388	Capitalization of Maintenance	Other	STP (MPO)	\$ 954,640	\$ 954,640	\$ 1,063,903	\$ 954,640	\$ 1,063,903	Transit
	19915	RVTD Mass Transit Program	Other	STP (MPO)	\$ 426,218	\$ 426,218	\$ 475,001	\$ 425,218	\$ 475,000	Transit
TALENT										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2018 PROGRAMMED	FFY 2018 OBLIGATED	FY 2018 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										

RVMPO : 2018 OBLIGATED PROJECTS



Appendix A Federal Regulations

Federal Regulations: Annual List of Obligated Projects

The following sections of U S Code address the annual listing of obligated projects by Metropolitan Planning Organizations.

Fixing America's Surface Transportation Act (FAST Act), effective December 2015

23 USC 134(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

23 USC 135(g)(5)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding identified in each metropolitan transportation improvement program.

49 USC 5303(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

49 USC 5304(g)(4)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.



**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
May 2019**

Citizen Involvement Area	# PAC Positions	Appointee
Ashland	2	1) Mary Wooding (Feb 2019 – Feb 2021) 2) VACANT
Central Point	2	1) Larry Martin (April 2019 – April 2021) 2) Jennifer Boardman (May 2018 – May 2020)
Eagle Point	2	1) Mike Stanek (March 2019 – March 2021) 2) VACANT
Jacksonville	2	1) Ron Holthusen (Feb 2019 – Feb 2021) 2) VACANT
Medford	6	
East Medford	3	1) Brad Inman (Dec 2017 – Dec 2019) 2) Mark Earnest (March 2019 – March 2021) 3) VACANT
West Medford	3	1) Jim Herndon (June 2017 – June 2019) 2) Haley Cox (March 2018 – March 2020) 3) VACANT
Phoenix	2	1) George “Ike” Eisenhower (Jan 2018 – Jan 2020) 2) VACANT
Talent	2	1) Thad Keays (March 2019 – March 2021) 2) VACANT
White City	2	1) VACANT 2) VACANT

Special Interest Positions	# PAC Positions	Appointee
Bicycle / Pedestrian Interest	1	Edgar Hee (March 2019 – March 2021)
Freight Industry	1	Mike Montero (March 2019 – March 2021)
Low Income Community Interest	1	Dylan Schettler-Moncus (July 2018 – July 2020)
Mass Transit	1	Patrick McKechnie (June 2018 – June 2020)
Minority Community Interest	1	VACANT
Public Health	1	Michael Polich (March 2018 – March 2020)
Senior	1	Robin Lee (June 2017 – June 2019)

RVMPO Public Advisory Council: Citizen Involvement Area





**Rogue Valley
Metropolitan Planning Organization**

Attachment #5
(Agenda Item 6)

Regional Transportation Planning

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

May 28, 2019

The Honorable Peter DeFazio
2134 Rayburn Office Building
Washington, DC 20515

Dear Congressman DeFazio,

The Rogue Valley Metropolitan Planning Organization (RVMPO) believes that increasing the for increasing the national twin trailer standard from 28 feet to 33 feet is a policy proposal worth of examination.

RVMPO is a transportation policy-making organization made up of representatives from local governments in the urbanized areas of Jackson County (an estimated population of 175,447). Our role includes establishing a local forum for transportation decision making; evaluating transportation alternatives; developing and updating a long-range regional transportation plan; developing a Transportation Improvement Program (TIP); and getting the public involved.

Transportation planning supports the economic vitality of the Rogue Valley by increasing available options and enhancing the integration and connectivity of the transportation, across and between modes, for people and freight. An efficient transportation system can improve the economy, shape development patterns, and influence quality of life and the natural environment. Good planning takes into account shifting realities that impact our transportation including aging infrastructure, increased congestion and new forms of commerce.

The use of e-commerce has grown tremendously, and it is demanding a shift in how we approach transportation strategy. As e-commerce continues to grow it is important that manufacturers and distribution networks have a relationship that favors cost-efficient and timeliness of deliveries. This means coordinated truck routes throughout a network where each truck carries the variety of products purchased by consumers.

Twin-33s are designed specifically to support this type of transportation model. Trucking is the fastest growing freight mode and will carry 44 percent more freight in 2045 than in 2015. This growth makes it necessary to update our policies to meet the rising demands. It demands that we update the decades old policy on twin trailer lengths to match that of the 20 states, including Oregon, that already allow Twin 33-foot trailers in their state.

The longer wheelbase of Twin 33-foot trailers would produce infrastructure savings by decreasing the stress on bridges and road. Freight would also be moved with 15.7 percent fewer trucks on the roads improving the endurance of our infrastructure.

Making Twin 33-foot trailers a national standard will help meet the evolving freight demands and improve our infrastructure. It is commonsense policy that can be enacted today at no cost to the taxpayer while a larger infrastructure plan is developed. We respectfully urge you to consider Twin 33-foot trailers as part of the solution to address the future of transportation and freight in the country.

Sincerely,

Michael Quilty, Chairman
RVMPO

DRAFT