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## AGENDA

### Rogue Valley Metropolitan Planning Organization Technical Advisory Committee

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*Date:* Wednesday, April 13, 2016

*Time:* 1:30 p.m.

*Location:* Jefferson Conference Room, RVCOG 155 N. 1<sup>st</sup> Street, Central Point

*Transit:* served by RVTD Route #40

*Phone:* Sue Casavan, RVCOG, 541-423-1360

*RVMPO website :* [www.rvmopo.org](http://www.rvmopo.org)

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- 1. Call to Order/Introductions/Review Agenda ..... Mike Kuntz, Chair**
- 2. Review/Approve Summary Minutes (Attachment #1).....Chair**
- 3. Public Comment (Items not on the Agenda).....Chair**

#### ***Action Items:***

- 4. 2015 Annual Listing of Obligated Projects..... Ryan MacLaren**

*Background:* Every year the MPO publishes a list of federal funds obligated to projects in the prior fiscal year.

*Attachment:* #2 – Memo, Annual Listing of Obligated Projects Report

*Action Requested:* Review, comment/adjust, and forward recommendation to the Policy Committee.

- 5. Regional Plan / Transportation Improvement Program (TIP) Amendment ..... Ryan MacLaren**

*Background:* The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments. The 21-day public comment period and public hearing will be advertised on or before April 5 in the Medford Tribune, and information is currently available on the RVMPO website.

**▪ Interstate 5: Exit 33 Off-Ramp Improvement**

*Attachment:* #3 – Memo, RTP/TIP Amendment

*Action Requested:* Forward recommendation to Policy Committee.

## 6. Draft Unified Planning Work Program (UPWP) 2016-2017 ..... Dan Moore

*Background:* A draft UPWP for next year has been published. The Policy Committee will conduct a public hearing and consider adopting the plan later this month.

*Attachment:* #4 – Final Draft 2016-2017 RVMPO UPWP; Attached separately in email and posted at the following website link: [http://www.rvmopo.org/images/plans-and-programs/UPWP/2016-2017/Final-Draft\\_RVMPO-UPWP-2016-2017.pdf](http://www.rvmopo.org/images/plans-and-programs/UPWP/2016-2017/Final-Draft_RVMPO-UPWP-2016-2017.pdf)

*Action Requested:* Forward recommendation to Policy Committee for adoption.

## 7. State Transportation Improvement Program Enhance Non-Highway Proposal ..... Dan Moore

*Background:* In July 2015, the Oregon Transportation Commission (OTC) approved Enhance program funding and a revised process for the FY 2018-2021 State Transportation Improvement Program (STIP). Region 3 will receive -\$5.169 million. Enhance funds are mostly comprised of federal funds allocated to the State, and do not include federal or state formula disbursements to local jurisdictions. ODOT would like to share your input with the RVACT on the following STIP Enhance Non-Highway proposals:

- ODOT Region 3: OR99 Multimodal PH1: Coleman Creek to Birch - \$1,982,000 request

*Attachment:* #5 – ODOT cover letter – STIP Enhance Non-Highway Proposal, Enhance Funding Guidelines  
#5A – OR 99 Multimodal PH1: Coleman Creek to Birch, Enhance Proposal Form; Attached separately in email and also at the following website link:  
[http://www.rvmopo.org/images/technical-advisory-committee/2016/agendas/Attach5A\\_RVMPO\\_ODOT\\_Packet.pdf](http://www.rvmopo.org/images/technical-advisory-committee/2016/agendas/Attach5A_RVMPO_ODOT_Packet.pdf)

*Action Requested:* Provide input on proposal to the Policy Committee to be shared with the RVACT.

## 8. MPO Planning Update ..... Dan Moore

## 9. Public Comment ..... Chair

## 10. Other Business / Local Business ..... Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

## 11. Adjournment ..... Chair

- The next regularly scheduled RVMPO TAC Committee meeting: Wednesday, May 11, at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting is scheduled for April 26, at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for Tuesday, May 17, at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.



## SUMMARY MINUTES

*Rogue Valley Metropolitan Planning Organization  
Technical Advisory Committee*

**March 9, 2016**

*The following people were in attendance:*

### **RVMP Technical Advisory Committee**

<b>Member</b>	<b>Organization</b>	<b>Phone</b>
Alex Georgevitch – Public Works	Medford	774-2114
Ian Horlacher	ODOT	774-6399
John Adam	Medford	
Jon Sullivan, Vice Chair	RVTD	608-2448
Josh LeBombard	DLCD	414-7932
Kelli Sparkman	ODOT	774-6383
Kelly Madding	Jackson County	774-6519
Mike Kuntz, Chair	Jackson County	774-6228
Paige Townsend	RVTD	608-2429
Tom Humphrey – Community Development	Central Point	423-1025
<b>Staff</b>		
Dan Moore	RVCOG	423-1361
Andrea Napoli	RVCOG	423-1369
Ryan MacLaren	RVCOG	423-1338
Bunny Lincoln	RVCOG	944-2446
<b>Others</b>		
Bob Parker	ECONorthwest	
Mike Montero	Montero & Assoc.	

**1. Call to Order / Introductions**

Mike Kuntz called the meeting to order at 1:45 p.m. **There was no quorum.**

**Agenda Item #2** (Minutes Approval) was dropped due to lack of a quorum.

**Agenda Item #5** was dropped from the agenda because a Policy Committee recommendation cannot be made with a quorum.

Those present introduced themselves.

**2. Approval of Minutes          Dropped (Lack of Quorum)****3. Public Comment**

No public comment was forthcoming.

**Information Item:****4. Transportation Needs Assessment for Traditionally Under-Served Populations**

Andrea Napoli gave a Power Point presentation on the Needs Assessment recommended by the Policy Committee.

**Background**

- **Traditionally Underserved Populations Definition**
- **Assessment Layout**
  - **Map Series**
  - **Text Document**

**Chapter 1: Introduction****Chapter 2: Methodology****Chapter 3: Survey Analysis and Findings****Chapter 4: Mapping Analysis and Findings, *Areas of Concern*****Chapter 5: Mapping Analysis and Findings, *Transportation Investments***

- **CH 1 Introduction**

Brief description of RVMPO Title VI & Environmental Justice Plan

Main purpose of this assessment

*To help the region identify gaps, barriers, and needs in the transportation system for target populations, and to assure a “fair share” of investment.*

- **CH 2 Methodology, Mapping**

Establish contacts with organizations that serve/represent target populations

Develop short survey, distribute online link

Identify “Areas of Concern” with very high percentages (twice the regional rates) of:

- |                                      |              |
|--------------------------------------|--------------|
| > 36.6% Low Income Households        | (Series 1)   |
| > 37.8% Minority Population          | (Series 2)   |
| > 40.2% Younger Persons in Household | (Series 3)   |
| > 34.3% & > 51.3% Senior Population  | (Series 4)   |
| > 16.6% Zero-car households          | (Series 1-4) |

**Mapped within each Area of Concern:**

Transit routes

Sidewalks, bike lanes (*arterials/collectors*) and multi-use paths

Public schools (*1/4 mile walk buffer*)

Grocery stores (*1/4 mile walk buffer*)

Vehicle crash locations w/ bicyclist or pedestrian (*2013 data*)

### **Additional Mapping:**

Planned Investments (2013-2038)

2015 RVTD Routes

2013 Major employers

RTP Projects relative to Areas of Concern #2 - Medford & Phoenix

2014 arterials/collectors were used for mapping.

*Identify areas with high target populations, common destinations, existing transportation options/limitations, and locations of future investment.*

- **CH 3 Survey Analysis & Findings - 102 responses from 39 local organizations**

- Agency Responding?
- Target Population served?
- Largest Transportation Challenges?
- Most Common Barriers for Target Population?
- Beneficial improvements?

### **Main Findings of Survey Responses:**

**#1 Challenge:** Lack of public transit service to employment, education, and residential areas

W. White City employment and education areas & service to Eagle Point

A lack of evening and weekend transit service was the second-most common challenge noted

**#1 Barrier:** The overall lack of available public transportation in the region

The distance of affordable housing to services, shopping, and jobs was the second-most common barrier noted

**#1 Future Improvement: Expanding transit service to more areas**

W. White City employment and education areas & service to Eagle Point

Adding weekend and **evening transit service was the second-most frequent type of answer given**

### **Main Findings of Planned Investment Analysis:**

The majority of investments for projects (67%) include three types of improvements: roadway, bicycle, and pedestrian. Second largest investment type are roadway only projects (28%) with 1% going to bike/ped only projects.

The investment ratios appear favorable to areas containing very high concentrations of seniors, minorities, and younger persons, but not to low income areas.

- **CH 4: Mapping Analysis and Findings, Areas of Concern**

**Low Income (Map 1 series)**

- Ashland
- Downtown & W. Medford
- White City

**Minority (Map 2 series)**

- Downtown & W. Medford
- White City

**Younger Persons (Map 3 series)**

- W. Medford
- N. Medford / Central Point
- White City
- Eagle Point

**Seniors (Map 4 series)**

- Talent
- Phoenix
- S.E. Medford

**Described within each of the twelve (12) Areas of Concern:**

- General Description of Area
- Access to Grocery Stores
- Households without Access to a Vehicle
- Access to Public Schools
- Access to Transit
- Access to Employment Areas
- Sidewalk Connectivity (Arterials/Collectors)
- Bike/Ped Accidents & Fatalities
- Bike Lane Connectivity (Arterials/Collectors)

**Main Findings of Areas of Concern Analysis:**

All Areas of Concern have some level of indication of need, barriers, or gaps in the transportation system based on the factors analyzed in this chapter. The findings identified below are simply based on those areas that contain MULTIPLE target populations *and* MULTIPLE need indicators. This should not substitute for the findings provided in each Area of Concern described in this chapter, however.

**Downtown/West Medford**

Low Income, Minority, Younger Persons, Zero-Car  
 Lack of bike lane connectivity  
 Distance of West Medford low income/minority/zero-car household residential areas to grocery stores  
 Highest count of vehicle crashes involving a bicyclist/pedestrian in low income and minority Areas of Concern

**White City** Low Income, Minority, Young Persons

No grocery stores exist in White City  
 Lack of transit to western White City major employment areas

- **CH 5 Mapping Analysis and Findings, Transportation Investments**

Looking at “fair share” of investments

Where \$ going, not positive/negative impacts of projects, but does look at project type

Map and categorize all RTP projects relative to Areas of Concern

Location specific projects, only – no transit!

The biggest deficiency appears to be lack of transit. Paige Townsend said the RVTD Title 6 Report (a separate process) shows how transit serves the subject populations. Josh LeBombard said he would like to see how the document could be used to help score proposed transportation projects. Ms. Napoli will add additional information. The more precise information was felt to be better for scoring and evaluations. Dan Moore pointed out that there are specific sub areas that need further analysis. It was pointed out that “senior” areas are not necessarily low income.

**Main Findings of Planned Investment Analysis:**

The majority of investments for projects (67%) include three types of improvements: roadway, bicycle, and pedestrian. Second largest investment type are roadway only projects (28%) with 1% going to bike/ped only projects.

The investment ratios appear favorable to areas containing very high concentrations of seniors, minorities, and younger persons, but not to low income areas.

**Early Outcomes of the Survey:**

- La Clinica surveys indicated that more pedestrian facilities were needed from the transit stop on Hwy.99 to the clinic, and they were added to an ODOT project proposal.
- A gap in the Phoenix-Fern Valley bike facility was remedied.

Alex Georgevitch suggested that “Areas of Concern” might be better phrased as “Areas of Evaluation”. The committee discussed this concept, as well as several other possible titles, but reached no conclusion about it.

RVTD does its own Title 6 Reporting.

Staff will increase the one (1) year crash data to five (5) years.

**Future Use of Information?****Any next steps?****5. 2015 Annual List of Obligated Projects - Dropped (Lack of Quorum)****6. RVMPO Model Update (TAZ Allocation Process)**

Bob Parker, ECONorthwest, gave a Power Point presentation on the Population and Employment Forecasts in the model update. 2010 is the base year.

- **Steps –**
  - Prepare MPO and UGB level population and employment forecasts to serve as control totals
  - Develop 2017 initial year TAZ allocations
  - Develop 2042 future year TAZ allocations
  - Develop interim year (2027 and 2037) TAZ allocations
- **Local input MPO/UGB level population & MPO and UGB level population and employment forecasts**
  - Development between 2010 and 2017
    - Building permits
    - Addresses
    - Census data
  - Expected timing and location of development
    - Planned land use
    - RVTD capacity analysis
    - Planned or anticipated UGB expansions
    - Other considerations

- **Allocation Categories**
- **Comprehensive Plan – Economic Element Goals & Strategies**
- **2010 TPAU Data Base**
- **Population Forecasts**
  - HB 2253 established PSU PRC as entity to develop coordinated population forecasts
  - Developed on a 4-year cycle
  - Jackson County forecasts acknowledged July 2015
  - Forecasts must be used for planning purposes
  - PSU forecast is considerably lower than previous coordinated forecast
- **PSU Forecast for UGBs**
  - (White City, as an “Urban Containment Area” does not have a UGB)
- **Comparison**
- **Employment Forecast**
- **Employment Forecast – UGBs**
- **Population/Employment Ratios**
- **Next Steps**
  - Input on forecasts by UGB
  - Input from cities on location and timing of housing and employment
  - Develop 2017 initial year allocation
  - Develop 2042 future year allocation
  - Circulate to cities for review and comment
  - Make adjustments as necessary

Mr. Parker asked Committee members to review the information provided, and offer any comments felt to be warranted.

7. **MPO Planning Update**
  - Staff is working with jurisdictions to get their financial forecasts for the RTP.
  - The final UPWP will come to the TAC next month for final recommendations to the Policy Committee.
  - Updating of the Safety Profile continues. Crash data should be available in April or May.
  - Needs Assessment - Updating of project evaluation criteria is ongoing.
  - STP/CMAQ criteria need to be reviewed by the TAC.
8. **Public Comment**
  - None received.
9. **Other Business / Local Business**
10. **Adjournment**
  - The meeting was adjourned at 3:04 p.m.

#### **Scheduled Meetings:**

- |                |                |         |
|----------------|----------------|---------|
| • RVMPO TAC    | April 13, 2016 | 1:30 PM |
| • RVMPO Policy | March 22, 2016 | 2:00 PM |
| • RVMPO PAC    | March 15, 2016 | 5:30 PM |





## ***Rogue Valley Metropolitan Planning Organization***

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### **Regional Transportation Planning**

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

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**DATE:**       **March 9, 2016**  
**TO:**         **Technical Advisory Committee**  
**FROM:**      **Ryan Maclaren, Associate Planner**  
**SUBJECT:**   **Annual Listing of Obligated Projects**

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Federal law requires MPOs to publish annually a list of projects for which federal funds have been obligated in the preceding federal fiscal year. The attached draft report includes a list of projects obligated federal funds in FFY 2015 and includes information on the distribution of those funds by jurisdiction, agency, and project type.

All obligated dollar amounts contained in this document were provided by ODOT and RVTD.

***Please review your projects on the attached pages and inform COG staff if there is anything to be corrected.***

The purpose of the Annual Listing of Obligated Projects is to provide transparency in federal transportation planning, and to serve as a reference to track consistency in the year project funds are obligated versus the year they were programmed.

Following TAC approval, the list will be presented to the Policy Committee and posted to the RVMPO website at the end of the month. The obligation timeframe is Oct. 1, 2014 to Sept. 30, 2015.



# ***Annual Listing of Obligated Projects – 2015***



**Rogue Valley Metropolitan Planning Organization**

The RVMPO is staffed by the Rogue Valley Council of Governments

## **Annual Listing of Obligated Projects - 2015**

*A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2015 federal fiscal year, Oct. 1, 2014, through Sept. 30, 2015*

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**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.

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Rogue Valley Council of Governments  
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# **Annual Listing of Obligated Projects – 2015**

## **Introduction**

Federal funds obligated for transportation projects in the Rogue Valley Metropolitan Planning Organization (RVMPO) area totaled over \$3.2 million in the 2015 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, 2014 through Sept. 30, 2015.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The 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 purchase of rights-of-way 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 11.

Projects listed here originally were approved by the RVMPO Policy Committee through adoption of the RVMPO Metropolitan Transportation Improvement Program (MTIP). At the time of adoption or amendment, the MTIP has demonstrated air quality conformity for carbon monoxide (CO) and particulate matter up to 10 microns (PM<sub>10</sub>). The MTIP 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 transportation act, MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century), 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. Prior to the signing of MAP-21 on July 6, 2012, provisions of the previous act (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) were in force through continuing resolutions of Congress.

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 Program (STP):** 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 also are eligible. STP has several sub-programs, including safety and enhancements (TE). 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 STP-L funds, and amount to about \$1.8 million annually. To simplify access to these funds, RVMPO jurisdictions can utilize ODOT's STP 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 STP 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 to ensure 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

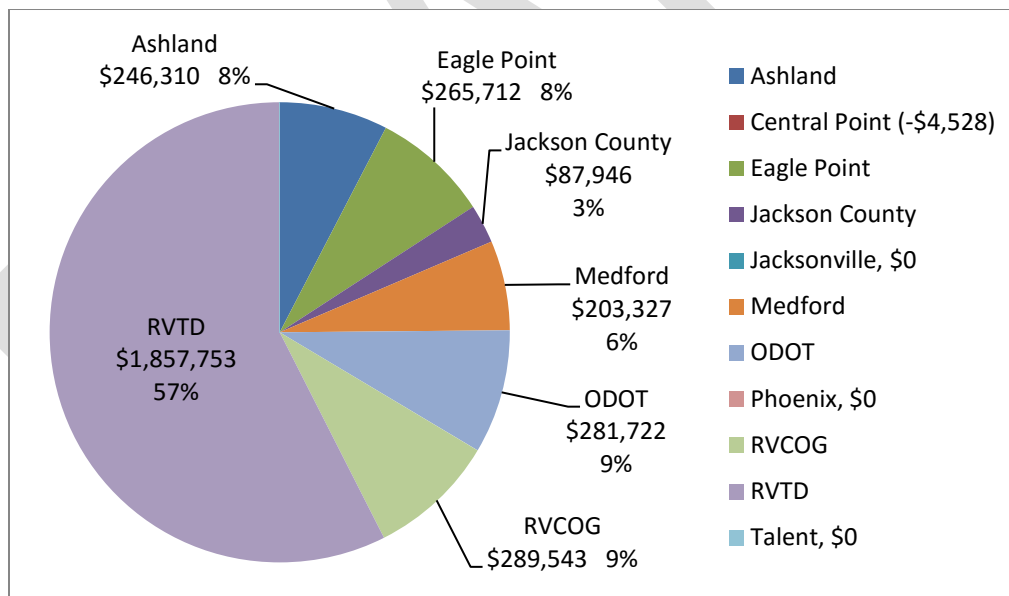
with a population of 50,000 or more. This fund supplies most of the revenue for RVMPO activities.

- **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, RVTD 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 & STP-L Fund Exchange for State Funds by Jurisdiction, 2015**

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

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

The chart on Page 3 shows the distribution of federal funds (and STP-L federal funds exchanged for state dollars) within the RVMPO by jurisdiction and agency. Federal funds obligated in 2015 totaled \$3,232,313. It is important to note that this also includes deobligated federal funds in 2015. Deobligated funds are shown as negative amounts in the List of Obligated Projects beginning on Page 7 and are reflected in Charts 1 and 2. Deobligations 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.

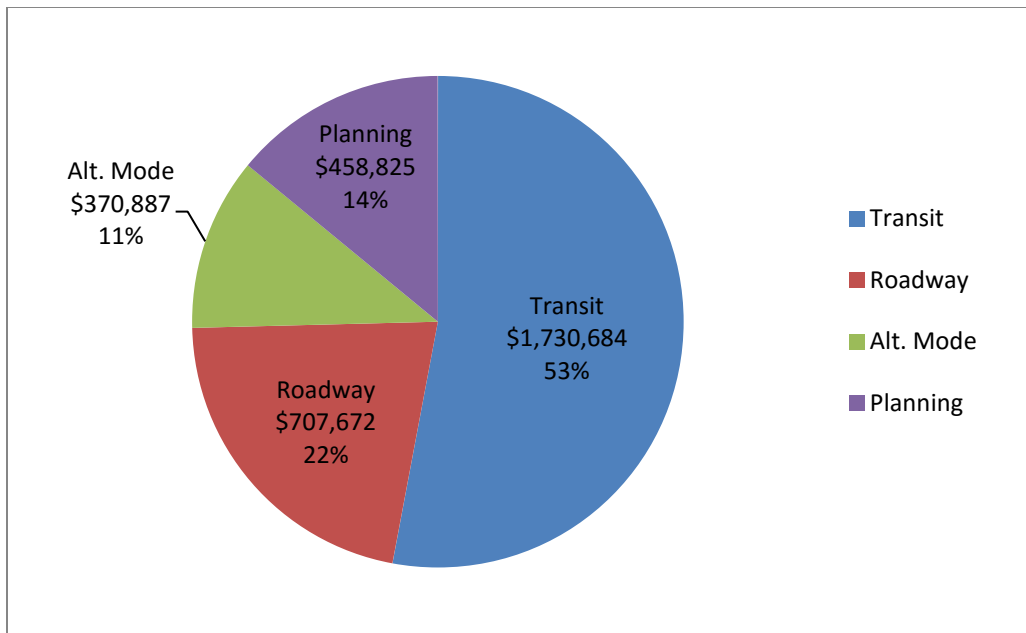
### **Distribution of Funds by Project Type**

Federal funds were used for a variety of transportation projects in the 2015 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 FFY2015, 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 STP-L Fund Exchange for State Funds by Project Type, 2015**

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 Federal Highway Administration and Federal Transit Administration. It is 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 generally are 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 2015 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, in facility condition or in safety features. Such improvements include beautification and other environmentally related features that are not part of 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 2015 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 MTIP 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 MTIP. Projects that can be illustrated by mapping are shown on a map on Page 10.

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
0305025-00	17249	WALKER AVE: ASHLAND ST TO EAST MAIN ST	Construction Engineering	CMAQ MAP-21	\$ 246,310	\$ 62,042	\$ 320,000			
0305025-00			Environmental	CMAQ MAP-21	\$ -	\$ 184,268	\$ 224,959			

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
1240019-00	17401	FREEMAN ROAD IMPROVEMENTS (CENTRAL POINT) LOCAL URBAN UPGRADE JACKSON	Right of Way	CMAQS-LU	\$ -	\$ (4,528)	\$ (4,528)	\$ 1,919,612	\$ 2,139,550	Roadway / Alt. Mode

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FFY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
2155001-00	17134	MATTIE BROWN PARK PARKING, SIDEWALKS	Construction Engineering	CMAQS-LU	\$ -	\$ (1,995)	\$ (1,995)	\$ 175,623	\$ 198,935	Roadway / Alt. Mode
	18722	PAVEMENT REHABILITATION	Design and Construction	STP	\$ -	\$ 267,707	\$ 267,707	\$ 276,270	\$ 307,890	Roadway

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FFY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
C029084-00	18974	TABLE ROCK RD., I-5 CROSSING TO BIDDLE	Preliminary Engineering	CMAQ MAP-21	\$ 241,733	\$ 97,805	\$ 449,000	\$ 7,073,900	\$ 7,917,365	Roadway / Alt. Mode
C029080-00	17883	BEAR CREEK GREENWAY TRAIL: PINE ST - UPTON RD	Facilities for Pedestrians and Bicycles	STP- ENHANCEMENT S-LU	\$ -	\$ (5,693)	\$ (5,693)	\$ 1,525,411	\$ 1,700,000	Alt Mode
C029074-00	17166	BEAR CREEK GREENWAY TRAIL RECONSTRUCTION	Facilities for Pedestrians and Bicycles	STP- ENHANCEMENT S-LU	\$ -	\$ 37,718	\$ 37,718	N/A	\$ 1,633,414	Alt Mode
C029074-00			Construction Engineering	STP- ENHANCEMENT S-LU	\$ -	\$ (41,884)	\$ (41,884)			

[illegible]

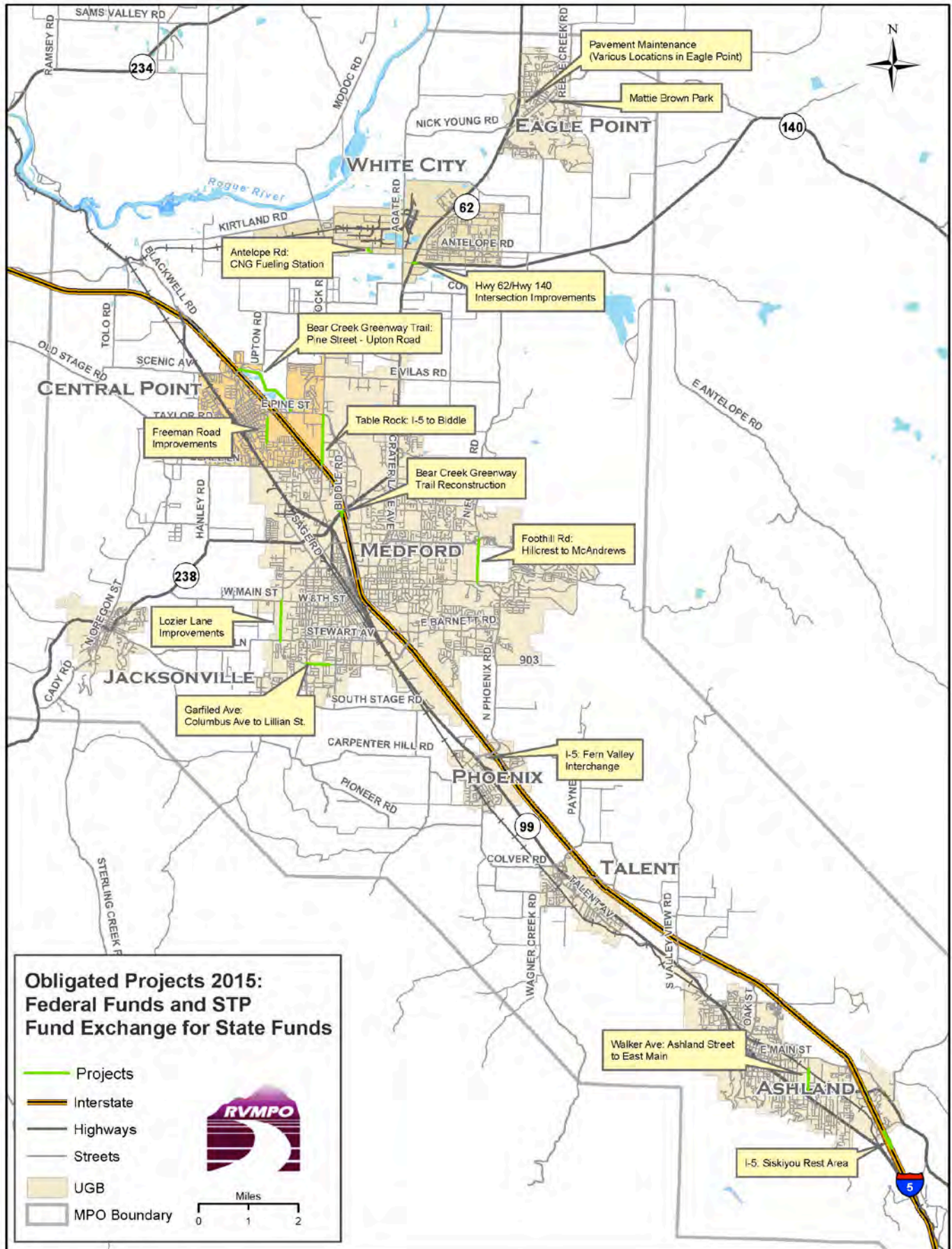
MEDFORD										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
4700076-00	19231	FOOTHILL RD: HILLCREST TO MCANDREWS	Preliminary Engineering	CMAQ MAP-21	\$ 165,103	\$ 165,103	\$ 800,000	\$ 3,000,000	\$ 13,102,600	Roadway / Alt. Mode
4700062-00	17240	GARFIELD AVE - COLUMBUS AVENUE TO LILLIAN STREET	Construction Engineering	CMAQ S-LU	\$ -	\$ (10,824)	\$ (10,824)			
4700062-00			Environmental	CMAQ S-LU	\$ -	\$ 18,997	\$ 18,997	\$ 1,425,711	\$ 1,673,625	Alt Mode
4700049-00	15692	CRATER LAKE AV & JACKSON ST: ALLEY PAVING	Preliminary Engineering	CMAQ S-LU	\$ -	\$ 16,251	\$ 180,000			
4700069-00			Environmental	CMAQ S-LU	\$ -	\$ 13,800	\$ 13,800	\$ 1,183,539	\$ 1,425,001	Roadway
	17388	LOZIER LANE IMPROVEMENTS	Right of Way	CMAQ (L400)	\$ 1,924,709	\$ -	\$ -	\$ 6,729,956	\$ 7,500,229	Roadway / Alt. Mode
OREGON DEPARTMENT OF TRANSPORTATION (ODOT)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
S001211-00	10964	I-5: SOUTH MEDFORD INTERCHANGE PACIFIC HWY	4R-Maintenacne Resurfacing	INTERSTATE MAINT STEA03	\$ -	\$ 1,619,772	\$ 1,619,772			
S001183-00			Right of Way	INTERSTATE MAINT STEA03	\$ -	\$ (38,389)	\$ (38,389)			
S001211-00			Construction Engineering	INTERSTATE MAINT STEA03	\$ -	\$ (1,633,536)	\$ (1,633,536)			
S001211-00			Construction Engineering	BR REPL STEA03	\$ -	\$ (767,101)	\$ (767,101)	N/A	\$ 106,713,837	Roadway
S022020-00	10838	HWY. 62 CORRIDOR SOLUTIONS UNIT 1	Construction Engineering	MIN GUARANTEE-EXEMPT-TEA21	\$ -	\$ 293,000	\$ 293,000			
S022020-00			4R-Reconstruction Added Capacity	HIGHWAY PERF PROG	\$ -	\$ (287,265)	\$ (287,265)			
S022020-00			4R-Reconstruction Added Capacity	MIN GUARANTEE-EXEMPT-TEA21	\$ -	\$ (421,276)	\$ (421,276)	N/A	\$ 39,664,383	Roadway
S270033-00	17471	HWY. 62 & 140 INTERSECTION IMPROVEMENTS	Preliminary Engineering	HSIP	\$ -	\$ 67,413	\$ 67,413			
S270033-00			Construction Engineering	HSIP	\$ 1,272,636	\$ -	\$ 1,380,000	\$ 1,486,056	\$ 1,622,500	Roadway
S001268-00	12723	I-5: FERN VALLEY INTERCHANGE, UNIT 2 PACIFIC WIDEN I-5 STRUCTURE AND FERN VALLEY ROAD	Preliminary Engineering	INTERSTATE MAINTS	\$ -	\$ 766,140	\$ 766,140	\$ 18,987,693	\$ 71,752,449	Roadway
0000242-00	19503	ANTELOPE ROAD CNG FUELING STATION	Other	CMAQ MAP-21	\$ 612,824	\$ 682,964	\$ 2,213,575	\$ 682,964	\$ 2,213,575	Roadway
	18873	I-5 CALIFORNIA STATE LINE - ASHLAND PAVING	Preliminary Engineering	HIGHWAY PERF PROG	\$ 624,521	\$ -	\$ -	\$ 13,457,109	\$ 14,865,986	Roadway
	19538	I-5 BARNETT ROAD OVERPASS DECK OVERLAY	Preliminary Engineering	STP-FLX	\$ 101,933	\$ -	\$ -	\$ 681,589	\$ 759,600	Roadway
	17529	INTERSTATE 5 BEAR CREEK BRIDGES	Right of Way	STP	\$ 2,692	\$ -	\$ -	\$ 1,789,217	\$ 1,994,000	Roadway
	09436	I-5: SISKIYOU REST AREA, PHASE 1 (ASHLAND)	Construction Engineering	HIGHWAY PERF PROG	\$ 6,080,030	\$ -	\$ -			
			Construction Engineering	STP	\$ 1,291,584	\$ -	\$ -	\$ 8,853,844	\$ 11,866,492	Roadway
	19659	I-5 CABLE BARRIER - SOUTHERN OREGON	Preliminary Engineering	HSIP	\$ 345,825	\$ -	\$ -	\$ 2,305,500	\$ 2,500,000	Roadway

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FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FFY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
0000192-00	16290	CASCADE SIERRA SOLUTIONS EMISSIONS REDUCTION CENTER	Environmental	CMAQS-LU	\$ -	\$ (24,106)	\$ (24,106)	\$ 314,055	\$ 350,000	Planning
PR13001-00		STATEWIDE PLANNING AND RESEARCH, STATE FISCAL YEAR 2015	Planning	METROPOLITAN PLANNING MAP-21	N/A	\$ (16,177)	\$ (18,029)	N/A	N/A	Planning
PR17003-00			Planning	METROPOLITAN PLANNING MAP-21	N/A	\$ 329,826	\$ 367,577	N/A	N/A	

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FFY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
	19074	5339 - MASS TRANIST VEHICLE REPLACEMENT	Other	FTA 5339	\$ -	\$ 637,084	\$ -	\$ 637,084	\$ 710,001	Transit
	18144	PURCHASE NEW TRANSIT BUSES	Other	FTA STATE OF GOOD REPAIR	\$ 1,093,600	\$ 1,093,600	\$ 1,367,000	\$ 1,093,600	\$ 1,367,000	Transit
4700075-00	19586	DRIVE LESS CONNECT OUTREACH PROGRAM	Management/Engineering-HOV	STP FLEX MAP-21	\$ 129,000	\$ 128,999	\$ 143,765	\$ 129,000	\$ 143,765	Planning
4700068-00	16215	TDM RIDESHARE PROJECTS IN 2013	Management/Engineering-HOV	STP 5-200K POP - MAP-21	\$ -	\$ (1,930)	\$ (1,930)	\$ 134,595	\$ 150,000	Alt Mode

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## 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.

#### **Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), effective July 6, 2012**

#### **Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**

*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

DATE: April 1, 2016  
TO: RVMPO Technical Advisory Committee  
FROM: Ryan MacLaren, Associate Planner  
SUBJECT: RTP/TIP Amendments

The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments described below and on the following pages. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, April 26, 2016 to consider adoption of the proposed TIP and RTP amendments. The 21-day public comment period and public hearing will be advertised on or before April 5<sup>th</sup> in the Medford Tribune, and information is currently available on the RVMPO website. Information on the new project is enumerated, below:

#### A. Add New Project to RTP & TIP: I-5: Exit 33 Off-Ramp Improvement Project (KN19789)

Description: Construct a second right turn lane on the northbound off-ramp at I-5 Exit 33 in response to development pressures in Central Point and to address safety concerns associated with queuing on the off-ramp. Without this improvement, queuing is expected to extend into the I-5 mainline travel lanes, creating significant safety and operational concerns on I-5.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
I-5: Exit 33 Off-Ramp Improvement Project	Construct second right turn lane on the northbound off-ramp	918	Exempt - Table 3,			Planning								
				19789	2016	Design	\$ 109,470	STP-FLEX	\$ 12,529	ODOT	\$ 122,000			\$ 122,000
				19789	2016	Land Purchase	\$ 8,973	STP-FLEX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
				19789	2017	Utility Relocate	\$ 4,486	STP-FLEX	\$ 513	ODOT	\$ 5,000			\$ 5,000
				19789	2017	Construction	\$ 296,109	STP-FLEX	\$ 33,891	ODOT	\$ 330,000	\$ 500,000	City / Costco	\$ 830,000
						Other								
	Total FFY15-18			\$ 419,038		\$ 47,960		\$ 467,000	\$ 500,000		\$ 967,000			





# Oregon

Kate Brown, Governor

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## Department of Transportation

Planning and Programming

3500 NW Stewart Parkway

Roseburg, OR, 97470

Phone: (541) 957-3500

Fax: (541) 672-6148

March 22, 2016

Dan Moore  
Planning Program Manager  
PO Box 3275  
Central Point, OR 97502

Dear Dan:

In July 2015, the Oregon Transportation Commission (OTC) approved Enhance program funding and a revised process for the FY 2018-2021 State Transportation Improvement Program (STIP). Region 3 will receive ~\$5.169 million. Enhance funds are mostly comprised of federal funds allocated to the State, and do not include federal or state formula disbursements to local jurisdictions.

Given limited funding, the OTC directs that the primary focus of the Enhance program is to ensure these funds are allocated to high priority and strategic transportation investments that directly or indirectly benefit the State's multimodal transportation system. There is no formula for allocating funds between the two Region 3 Area Commissions on Transportation (ACT).

In May the Rogue Valley ACT (RVACT) will review the information obtained from scoping and consider how well the projects meet the three Modal Attributes and the Cross Modal Criteria before Super ACT consideration. Attachment 2 provides information (extracted from the 2018-2021 STIP Guide for Completing Enhance Proposal document) on project evaluation considerations.

We would like to share your input with the RVACT on the following STIP Enhance Non-Highway proposal:

- ODOT Region 3: OR99 Multimodal PH 1: Coleman Creek to Birch – \$1,982,000 request

Please provide any input by April 29<sup>th</sup>, 2016.

Sincerely,

Lisa Cornutt  
ODOT Region 3 Principal Planner/STIP Coordinator

### Attachments

1. Rogue Valley MPO STIP Enhance Proposal
2. STIP Enhance Considerations

From the [2018-2021 STIP Guide for Completing Enhance Proposal](#):

A key objective for Enhance funds for 2018-2021 is that selected proposals are targeted to improvements that demonstrate the greatest benefits in relation to costs. Selected proposals should describe how or if the projects proposed benefit the state's multimodal transportation system or major freight routes and be consistent with statewide plans (e.g. Oregon Transportation Plan (OTP) (and local plans if on the local system). These projects typically make key connections between modes or facilities, improve access to economic opportunities, and/or address identified system bottlenecks.

Given limited funding, the primary focus of the 2018-2021 Enhance program is to ensure these limited funds are allocated to high priority and strategic transportation investments that directly or indirectly benefit the state's multimodal transportation system.

Enhance projects need to describe how or if they provide a benefit to the state's multimodal transportation system. However, projects do not need to be located on the state system in order to have a benefit to the state's multimodal transportation system. Improvements located off of the state system can demonstrate benefit to the state's multimodal transportation system and statewide importance. Examples of benefits include but are not limited to: the project may benefit a long distance, continuous corridor; it may serve an important destination like a downtown, a strategic industrial, or an employment area; it may connect or it may improve access to a major transit facility or provide pedestrian access to a major transit facility; or it may provide a needed connection along a statewide or regional multipurpose trail.

Projects that have a benefit to the state's multimodal transportation system should describe how or if they:

- *Address statewide transportation needs by improving the state's transportation system, transit, and/or bicycle and pedestrian modes of transportation*
- *Impact multiple users and improve through movement; and*
- *Demonstrate consistency with the statewide plans and applicable regional transportation plans*
- *Work toward system completeness; fills in gaps*
- *Improve efficiency*

In addition the project proposals should describe how or if they:

- *Make key connections between modes or transportation facilities or*
- *Help to reach economic and social goals*

The members of the Oregon Bicycle and Pedestrian Advisory Committee, Oregon Freight Advisory Committee, and the Oregon Public Transportation Advisory Committee, along with ODOT staff, developed Modal Attributes for bicycle and pedestrian, freight, and transit projects. The proposal submittals must describe how the proposed project addresses the three identified Modal Attributes: (1) connectivity and system benefits, (2) safety and public health and (3) accessibility and mobility, as described further in the "Modal Attributes" pages reproduced below from the *Guide for Completing Enhance Proposal*.

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>
<b>Connectivity &amp; System Benefits</b> Describe how the project addresses a system deficiency (e.g. links public transportation from one part of the state to another, completes or extends a bicycle or pedestrian path) and how it supports intermodal connections (e.g. provides a connection to key land uses, such as adding bicycle or pedestrian access to transit). For, transit and any travel options program, the project should serve inter-state or interregional trips. For bicycle/pedestrian, consideration is given to connecting or providing a nexus for projects of regional interest.		
<b>How does the project address a system deficiency?</b>	<p>Projects that link public transportation from one part of the state to another; projects that make it convenient for people to use those connections (e.g. similar fares or ticketing systems). Transp. Options that support an ODOT statewide program.</p> <p><b>Examples:</b> Additional equipment for expanded services; Improvements that close gaps in transit service; Investments in transit centers, park and ride facilities; Seamless access (interface), for example improving biking or walking access to transit. Travel information that links intermodally or regionally.</p>	<p>Projects that infill a missing link in system, complete or extend a walking or biking network, widen a too narrow sidewalk or bikeway, infill bikeways or walkways on busy streets.</p> <p><b>Examples:</b> Projects that improve designated bike routes and trails (Oregon Coast, Columbia Gorge, Scenic Bikeways, Regional Trails). Systemic sidewalk or bikeway infill. Projects that provide an alternate route to congested highways/corridors.</p>
<b>How does the project support intermodal connect-ions?</b>	<p>Projects that connect two or more modes of travel; Projects that provide access for all those that could and want to use public transportation, such as older individuals, people with disabilities, commuters, school kids, etc.</p> <p><b>Examples:</b> Improved transit center or facility. Stop improvements. Seamless access (interface), for example improving biking or walking access to transit. Travel information that links intermodally or regionally. Access for the location, including appropriate and safe amenities, shelters, lighting. Park and ride facilities with transit or rail.</p>	<p>Projects that improve access to public transportation stops and transit centers for people traveling on foot or by bike. Projects that improve bicycle or pedestrian connections to train stations and airports.</p> <p><b>Examples:</b> Systemic sidewalk infill (including crossing improvements) based on access to transit stops. Regional trail/high-quality bikeway connections to transit lines, airports, train stations.</p>

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>
<b>Safety &amp; Public Health</b> Describe how the project addresses a safety issue (e.g. improves lighting or signage at a transit center, separated bicycle path) or improves physical activity options or reduces environmental factors that harm health (e.g. provides new, improves or completes transit, bicycle, or pedestrian facilities in a community or area currently without). The project should contribute to the Safety Action Plan goals. The project should assist with the state's greenhouse gas emissions reduction goals.		
<b>How does the project address a safety issue?</b>	Projects that improve a transit center or pull outs, lighting, signage, technology and/or route design. Serves interstate or inter-regional trips.	Projects that help people cross the street, slow traffic to the posted speed, provide separation from motor vehicle traffic, improve visibility of bicyclists and pedestrians. Programs that provide education and encouragement, such as safe routes to schools.  <b>Examples:</b> Sidewalks and/or bikeways (including pedestrian crossings where needed) on state highways, major arterials, or other sites of potential fatality/injury crashes. Street trees, furniture, bulb-outs, etc. in downtown core areas.
<b>How does the project improve public health?</b>	Projects that add transit service or expansions in order to provide additional health through exercise. Projects that make improvements to fleets that use reduced or no emission vehicles.	Projects that provide a bikeway or walkway connection between destinations (residential to retail, medical, employment, etc.). Projects that reduce conflicts with other modes and provide appropriate separation of bikeway and walkway from motor vehicle traffic based on speed and volumes of traffic.  <b>Examples:</b> Sidewalks, bike lanes, or multi-use trails that connect residential areas to schools, shopping, and employment areas.

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes Project Examples</i>	<i>Attributes Project Examples</i>
<b>Accessibility &amp; Mobility</b> Describe how the project improves access (e.g. improves access for a specific population, such as older adults or persons with disabilities, improves access to primary health care or emergency care for specific populations) or removes a barrier (e.g. creates a last mile connection to transit). May also provide access to a tourist facility of national or state significance.		
<b>How does the project improve access?</b>	<p>Projects that provide access to jobs, tourism travel, and retail services. Projects that enhance services based on where people live and want to go, primarily serving interstate or inter-regional trips.</p> <p><b>Examples:</b> Added service. Improved access, project reduces headways, adds hours, increases capacity. Increases safety and access within 1/4 mile to stops. Dispatch or ticketing equipment, IT enhancements for travel information. Access for the location, including appropriate and safe amenities, shelters, lighting, pullouts, accessibility improvements at stops.</p>	<p>Projects that improve pedestrian access between key destinations (transit stops, senior centers, residential, shopping, medical, etc.) by building or improving sidewalks and crossings.</p> <p><b>Examples:</b> Systemic sidewalk infill (including crossing improvements) based on access to transit stops. Projects that make key pedestrian connections for older adults or persons with disabilities.</p>
<b>How does the project remove a barrier?</b>	<p>Projects that improve last mile connections. Projects that serve underserved or unserved target populations.</p> <p><b>Examples:</b> Improved travel information technology. Improved access to job or education. Improvement that reduces dependence on car throughputs at population centers.</p>	<p>Projects that resolve an issue that prevents use of the bikeway or walkway network (i.e. bridges w/o sidewalks/bike facilities, high speed roadways without pedestrian crossings).</p> <p><b>Examples:</b> Projects that remove a barrier on a regional bicycle network or as part of a pedestrian/transit network.</p>

ACT members and Region staff will also utilize six Cross Modal Criteria in their review of project proposals. This will be of particular importance in the development of the 100 percent list developed cooperatively between Region staff and ACT members as a recommendation to forward to the OTC to be considered for inclusion into the draft STIP. ACTs and Region staff will determine how well the proposal submittals advance the criteria listed below, when feasible, quantifying the extent to which they do. All criteria and examples will not be applicable to every submitted proposal.

As applicable, the proposer should incorporate how the proposed project meets the Cross Modal Criteria listed below. The proposer must also describe when a proposed project undermines the criteria. Whenever possible, the proposer should include quantitative data, and the proposer should describe specifically who benefits (or is harmed). This information can be incorporated into the needs statement, project description, project timetable and estimated project needs as appropriate. Although projects have not been fully developed and it may not be possible to assess potential impacts in the areas of environmental justice, land use, environmental impacts or potential displacement of housing; it is important to keep these factors in mind and provide what information is known as the proposal is developed.

*A. Economic Development:*

- Project improves transportation access for workers
- Project reduces costs of travel for workers
- Project improves the operation, safety, or efficiency of the transportation corridor or system
- Project improves travel time reliability
- Projects helps to sustain or generate long-term and/or living wage jobs
- Project serves an economically distressed community
- Project improves access to jobs
- Project supports business development, redevelopment

*B. Social Benefits:*

- *Project supports OTP Policy 4.3 – Creating Communities: It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking, and bicycling feasible. Integrate features that support the use of transportation choices*
- Project increases physical activity
- Project increases transportation choices
- Project assists transportation disadvantaged communities in meeting their transportation needs
- Increases awareness of a cultural or natural, historic, scenic feature along a route of travel

*C. Environmental Stewardship:*

- *Supports OTP Policy 4.1 – Environmentally Responsible Transportation System: It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*

- Project aligns with the strategies and/or elements outlined in the Oregon Statewide Transportation Strategy. This means the project should further (or not undermine) the state's greenhouse gas emissions reduction goals
- Project reduces vehicle miles traveled

*D. Safety:*

- Project reduces conflict between modes that use the facility proposed for improvement
- Project reduces frequency of fatal and serious injury crashes across modes

*E. Project Readiness:*

- Project completed a public approval process
- Project completed some technical approval process (e.g. right-of-way complete, survey complete, environmental review (e.g. environmental impact statement) complete)

*F. Leverage:*

- Projects with a timing or funding nexus that allows projects to mutually benefit one another
- Additional project funding from public or private sources
- In-kind or other contributions (such as providing labor, equipment, materials, right-of-way, etc.)
- Additional public or private investment in infrastructure in the affected area or community that would occur as a result of the transportation investment