

Action Items:

4. Regional Plan / Transportation Improvement Program (TIP)

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 September 7th in the Medford Tribune, and information is currently available on the RVMPO website.

A. Amendment to RTP & TIP: RVTD-5339 Bus & Facilities Program-Small Urban (15-17)

Description: Bus replacement for small urban public transit service.

Project: 1082

AQ Status: Exempt (Table 2)

Total = \$950,000. Federal funding, with ODOT match. 2016 implementation.

On a motion by Ian Horlacher, seconded by John Adam, the amendment to the RTP & TIP: RVTD-5339 Bus & Facilities Program-Small Urban (15-17) was unanimously recommended for Policy Committee for approval.

B. Add New Project to RTP & TIP: RVTD-5310 FTA Enhanced Mobility Program (2016)

Paige Townsend shared that three projects were being combined:

- United Way Bike Share (pass through project)
- Oregon Brokerage Software (web based trip scheduling)
- Individualized Veteran's Travel Training Program

RVTD received seven ODOT grants for public transportation providers out of seven applications, so there will be more TIP amendments coming up in the future.

Description: Mobility management purchase service

Project: 1083

AQ Status: Exempt (Table 2)

Total = \$502,232. Federal funding, with ODOT/RVTD match. 2016 implementation.

On a motion by Tom Humphrey seconded by Ian Horlacher, the amendment to RTP & TIP: RVTD-5310 FTA Enhanced Mobility Program (2016) was unanimously recommended for Policy Committee for approval.

5. Unified Planning Work Program (UPWP) Amendments

Dan Moore explained that the UPWP budget needs to be amended to reflect changes in the amounts of FHWA and FTA 5303 funds allocated to the RVM, and provided the Technical Advisory Committee (TAC) with information on proposed budget amendments to the 2016-2017 Rogue Valley Metropolitan Planning Organization (RVMPO), Unified Planning Work Program (UPWP) budget.

The UPWP budget needs to be amended to reflect changes in the amounts of FHWA and FTA 5303 planning funds allocated to the MPO. FHWA planning funds for the RVMPO need to be reduced \$43,537 from \$465,431 to \$421,894. FTA 5303 planning funds need to be reduced \$850 from

\$84,588 to \$83,738. Combined, FTA 5303 and FHWA fund reductions for the RVMPO total \$44,387. The reason for the reductions in funding is that ODOT revised the funding estimates without notifying the RVMPO until after the UPWP was adopted and the IGA sent for signature.

The RVMPO was inadvertently left off of a February, 2016 email notification from ODOT that went out to the Oregon MPOs with the changes to MPO funding allocations. A total of \$44,387 needs to be deducted from some of the current UPWP work tasks to balance the budget.

A list of proposed deductions was shared with the TAC. In order to accommodate the reductions, some staff hours were reallocated to other projects (i.e., RVTD Transit Plan, Rogue River TSP and Gold Hill LSNP). Most UPWP tasks have contingency funds built into the budget that can be used, if necessary, on the task budgets below that are being reduced. There is approximately \$27,000 in contingency funds available. The original and revised budget sheets are attached to this memo. The proposed deductions will not affect the MPO's ability to complete the work tasks identified for reductions. If the MPO had the correct funding amounts to begin with, the work task budgets below would have been proposed for the FY2017 UPWP.

Proposed UPWP Amendments

1. Under Task 2.0 Short Range Planning, Subtask 2.1 TIP Activities; deduct \$8,537 in FHWA planning funds.

Subtask 2.1 Metropolitan Transportation Improvement Program (MTIP); Annual Projects Listing

Work Task Budget: ~~\$92,787~~ \$84,250
FHWA MPO Planning Funds ~~\$82,371~~ \$73,834
FTA 5303 Metropolitan Planning Funds, \$8,000
RVMPO Dues, \$1,500
In-Kind Match, \$916

2. Under Task 2.0 Short Range Planning, Subtask 2.2 Air Quality Conformity; deduct \$6,000 in FHWA Planning funds.

Subtask 2.2 Air Quality Conformity/SIP Implementation

Work Task Budget: ~~\$29,687~~ \$23,687
FHWA MPO Planning Funds, ~~\$23,000~~ \$17,000
FTA 5303 Metropolitan Planning Funds, \$6,000
RVMPO Dues, \$0
In-Kind Match, \$687

3. Under Task 2.0 Short Range Planning, Subtask 2.3 Local Jurisdiction Technical Assistance; deduct \$2,000 in FHWA planning funds.

Subtask 2.3 Local Jurisdiction Technical Assistance (state Transportation System Plan/Other)

Work Task Budget: ~~\$5,229~~ \$3,229
FHWA MPO Planning Funds, ~~\$3,000~~ \$1,000
FTA 5303 Metropolitan Planning Funds, \$2,000
In-Kind Match, \$229

4. Under Task 3.0 Long Range Planning, Subtask 3.2 RTP Implementation/Safety, Regional Problem Solving integration; deduct \$2,000 in FHWA planning funds.

Subtask 3.2 2013 – 2038 RTP Implementation/Safety, Regional Problem Solving Integration

Work Task Budget: ~~\$14,416~~ \$12,416

FHWA MPO Planning Funds, ~~\$4,000~~ \$2,000

FTA 5303 Metropolitan Planning Funds, \$8,000

MPO Dues, \$1,500

In-Kind Match, \$916

5. Under Task 3.0 Long Range Planning, Subtask 3.3 RTP Update; deduct \$20,000 in FHWA planning funds and \$850 in FTA 5303 planning funds.

Subtask 3.3 2017-2042 RTP Development and Adoption

Work Task Budget: ~~\$142,251~~ \$121,304

FHWA MPO Planning Funds, ~~\$82,060~~ \$62,060

FTA 5303 Metropolitan Planning Funds, ~~\$16,267~~ \$15,417

RVMPD Dues, \$1,494

In-Kind Match, ~~\$1,862~~ \$1,765

Region 3 Planning Funds, \$40,568

Mr. Moore also explained the automatic, formulaic matching funds reductions. The cuts will not create adverse impacts on the various projects.

On a motion by Tom Humphrey, seconded by Paige Townsend, the TAC unanimously recommended Policy Committee approval of the Unified Planning Work Program (UPWP) Amendments, by voice vote.

6. Air Quality Conformity Consultation

RVMPD is starting interagency consultation on procedures for conforming the 2042 RTP and the 2018-2021 TIP. The Oregon Conformity Rule identifies the TAC as being the region's standing committee for consultation purposes.

Pre-Analysis Consensus Plan for Transportation Conformity; RTP, TIP & AQCD Timeline

Highlights of the Plan included:

- No emissions modeling of carbon monoxide required
- PM10 emission factors are included in the Plan
- Two model runs (with/without Transit) were previously done, and the same protocol will be implemented again
- Recently approved RTP projects are listed

Mr. Moore shared that maintenance areas in LMPs will not lose funding at the end of their particular Plan cycle. The new, 4.2 model version (with transit) will be used for the emissions analysis. Modeling will be the next phase.

The 2017-42 RTP and 2018-21 TIP timeline runs from September, 2016 to March, 2017.

7. RVMPD Discretionary Funding Project Solicitation

The TAC decided to delay the 2019-2021 RVMPO discretionary fund project solicitation until fall 2016 when a decision by ODOT on future CMAQ funding allocations was expected. ODOT has revised the timeline on how to allocate CMAQ funding and how to include all nine eligible areas. The process is expected to take 9 – 12 months. A final decision on CMAQ allocations may be as far off as September – October 2017. Based on the new timeline for a decision on future CMAQ funding allocations, the TAC may want to reconsider moving forward with the project solicitation process to be a part of the 2018-21 TIP (to be adopted in March 2017).

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August 4, 2016

TO: Oregon Transportation Commission
[Original signature on file]

FROM: Matthew L. Garrett, Director

SUBJECT: Agenda I – CMAQ Funding Program

Requested Action:

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

Background:

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

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

New Considerations:

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

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

Next Steps:

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

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

Attachments:

- Attachment 1 – CMAQ letters from local governments

Copies (w/attachments) to:

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

The members discussed the possible outcomes of both submitting projects by December, as well as waiting until April. Kelli Sparkman shared that the unknown funding factor could adversely affect the region if there were not projects ready to go when the process protocols are set, even if there are reductions in the amounts available.

The Committee directed Staff to move forward with application having a Dec. 2nd deadline.

Information Item

8. ODOT Fund Exchange Process

ODOT has developed a process for RVMPO jurisdictions and RVCOG to follow for STBG fund exchange projects.

At the last TAC meeting, staff discussed potential changes to ODOT's fund exchange process. The TAC was concerned and confused with what was being proposed. Kelli Sparkman, ODOT agreed to discuss these issues with staff within ODOT around how the STP fund exchange process should work when STP funds are allocated through MPOs to local jurisdictions. Based on Kelli's discussions with ODOT staff, all have agreed that the following process should be used:

1. STBG funds are allocated to local jurisdictions through the MPO selection process. If only STBG funds are allocated and it is expected that they will be fund exchanged, these projects DO NOT get added to the STIP. These projects are captured by the MPO staff internally and shown on the MTIP under a single line item.
2. When the local jurisdiction is ready to move forward with their project, they ensure a project prospectus is completed and sent to the MPO.
3. The MPO forwards along the project prospectus and issues a letter to ODOT (Jeanette Denn, ODOT Region 3 at this time) indicating their approval of the funds and requesting the fund exchange through their allotment for the project and amount on behalf of the jurisdiction.
4. ODOT moves forward with creating an agreement between the local jurisdiction and ODOT for the project using the fund exchange template.
5. The local jurisdiction completes the project and submits invoices to ODOT for reimbursement.

Ryan MacLaren will be the Staff contact for fund exchanges. This pertains to the current fund exchange process, not any new programs. Budgeting will be critical for the affected jurisdictions. It may be that that, should projects come in under budget, the 6% exchange rate may not be charged.

9. 2017-2042 RTP Place Type Maps

Nikki Hart-Brinkley reminded the TAC that Place Types, originally introduced to the RVMPO during the Strategic Assessment process, are used to quantify neighborhood characteristics by the role that they play in the region, proximity to destinations, and availability of various travel options. Ms. Hart-Brinkley presented Place Type maps, developed by ODOT, of the base (2017) and horizon year (2042) land use assumptions (by TAZ) for the 2042 RTP, and explained some of the details on how the maps are created and utilized. The MPO jurisdictions were encouraged to review their current TAZ. John Adam suggested that some of the TAZ boundaries might need to be revised for future accuracy and updates.

The following links provide Place Type maps described above:

<http://www.oregon.gov/ODOT/TD/TP/Pages/ORPlaceTypes.aspx?ptv=RVMPO-2017>

<http://www.oregon.gov/ODOT/TD/TP/Pages/ORPlaceTypes.aspx?ptv=RVMPO-2042>

The following links provide more information on Place Types.

http://www.oregon.gov/ODOT/TD/OSTI/Pages/scenario_planning.aspx#s3

http://www.oregon.gov/ODOT/TD/TP/ORPlaceTypes/PlaceType_Flyer.pdf

10. MPO Planning Update

- The MPO booth will have a booth at the Harvest Festival at the EXPO, Sept. 16.18
- Quotes are being sought for completion of the new TAZ model.
- A Safety Profile will be available for review in October.
- October 3rd is the start date for the new Program Manager.

11. Public Comment

None received.

12. Other Business / Local Business

- John Adam shared that Medford will have a planning booth in the Farmer's Market on October 13th to observe National Planning Month.
- The final public hearing will next Monday, Sept. 19th for the Phoenix TSP.
- The RVTD RCC commuter route begins on Sept. 26th. The full schedule will be posted on the RVTD website.

13. Adjournment

The meeting was adjourned at 3:10 p.m.

Scheduled Meetings:

- | | | |
|----------------|-----------------------|---------|
| • RVMPO TAC | Wed., Oct. 12, 2016 | 1:30 PM |
| • RVMPO Policy | Tues., Sept. 27, 2016 | 2:00 PM |
| • RVMPO PAC | Tues., Sept. 20, 2016 | 5:30 PM |