

AGENDA

Rogue Valley Metropolitan Planning Organization

Technical Advisory Committee



Date: *Wednesday, May 10, 2017*

Time: *1:30 p.m.*

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

Contact: *Stephanie Thune, RVCOG: 541-423-1368*
RVMPO website: www.rvmpos.org

1	Call to Order / Introductions / Review Agenda	Mike Kuntz, Chair
2	Review / Approve Minutes	Chair
<i>Attachment</i>	#1 RVMPO TAC Draft Minutes 170412	
3	Public Comment Items not on the agenda <i>Comments on agenda items allowed during discussion of each item</i>	Chair
Action Items		
4	RTP and TIP Amendments	Ryan MacLaren
<i>Background</i>	The TAC is being asked to make a recommendation to the Policy Committee on the proposed RTP/TIP amendment. The 21-day public comment period and public hearing will be advertised on or before May 2nd in the Medford Tribune, and information is currently available on the RVMPO website.	
<i>Attachment</i>	#2 Memo, RTP/TIP Amendments	
<i>Action Requested</i>	Forward recommendation to Policy Committee.	

5	Alternative Measures 2015 Benchmark Analysis Draft Tech Memo 2: Data Collection	Andrea Napoli
<i>Background</i>	In December 2016, the TAC reviewed and commented on Tech Memo 1: Methodologies. This agenda item is to provide the TAC with a status update on data collected for this analysis, and to allow the TAC to provide comments/direction where needed.	
<i>Attachment</i>	#3 Draft Tech Memo 2	
<i>Action Requested</i>	TAC approval of Tech Memo 2.	
Discussion Items		
6	CMAQ Project Funding Recommendation	Karl Welzenbach
<i>Background</i>	There have been some clarifications regarding CMAQ funding for the next TIP.	
<i>Attachment</i>	None Handout will be distributed at the meeting.	
<i>Action Requested</i>	No action required.	
7	Critical Urban Freight Corridors Update	Dan Moore
<i>Background</i>	ODOT is updating its freight plan and designations of critical urban freight corridors. Oregon is planning to add 77 new miles to its urban freight system, and that amount will be allocated throughout the state on a formula developed with input from Oregon MPOs.	
<i>Attachment</i>	#4 Critical Urban Freight Corridors memo	
<i>Action Requested</i>	None; discussion only.	
8	Public Comment	Chair
Regular Updates		
9	Updates on Currently Active RVMPO Projects	TAC Members
10	MPO Planning Update	Karl Welzenbach

11	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
12	Adjournment	Chair

- The next RVMPO TAC meeting will be **Wednesday, June 14, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting will be **Tuesday, May 23, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, May 23, 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 RVCOG, 541-664-6674. 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 MPO Technical Advisory Committee
APRIL 12, 2017**



The following attended:

Voting Members	Organization	Phone Number
Alex Georgevitch	Medford	774-2114
Chris Bucher	FHWA (does not count towards quorum)	(called in)
Ian Horlacher	ODOT	423-1362
Jon Sullivan, Vice Chair	RVTD	608-2448
Josh LeBombard	DLCD (does not count towards quorum)	414-7932
Kelly Madding	Jackson County	774-6519
Kyle Kearns	Medford	774-2380
Matt Samitore	Central Point	664-3321 x205
Mike Kuntz, Chair	Jackson County	774-6228
Mike Upston	Eagle Point	826-4212
Paige Townsend	RVTD	608-2429
Ray DiPasquale	Phoenix	535-2226
Tom Humphrey	Central Point	423-1025
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Andrea Napoli	RVCOG	423-1369
Stephanie Thune	RVCOG	423-1368
Interested Parties	Organization	Phone Number
John Vial	Jackson County	774-6238

1. Call to Order / Introductions / Review Agenda

Chair Mike Kuntz called the meeting to order at 1:35 p.m. A quorum was confirmed, with voting members from Central Point, Eagle Point, Medford, Phoenix, Jackson County, ODOT, and RVTD in attendance.

2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the minutes of the March 8 meeting.

On a motion by Ian Horlacher, seconded by Alex Georgevitch, the Committee recommended approval of the March 8 RVMPO TAC meeting minutes as submitted.

The motion carried unanimously by voice vote.

3. Public Comment

None voiced.

Action Items:

4. FY 2017-2018 Unified Planning Work Program (UPWP) Recommendation of Adoption

The 2017-2018 UPWP was included for the Committee's review. The draft has been advertised for the past month with no comments from the public received.

MEMBER, FORMATTING AND TYPOGRAPHICAL ISSUES

Page iii | Ray DiPasquale noted several errors in the TAC member listings.

Page 4 | Kyle Kearns noted a list numbering error and also provided his draft copy containing additional typographical edits to RVCOG staff for revision.

COMMENTS & INQUIRIES

Page 4, Item 3 | Alex Georgevitch initiated discussion related to the United Way bike share program. Karl Welzenbach stated that the current United Way program (funded by JCC) for 33 bikes will terminate in June. The current bike station locations lack any cohesive strategy, usage varies from 2% – 32% by location, bikes cost \$45/trip due to low usage, and parking station cost are rising from \$2,000 to \$3,000/each.

RVCOG has been trying to find revenue to analyze and renovate the program, but there could be a lapse in program revenues while funding is pursued. RVCOG is working with RVTD on an \$86,000 ODOT-funded grant for an additional two parking stations and twenty bikes; if secured, grant funding will remain available for three years. Ideally, parking stations can be (re-)located to flood an area (e.g. one mile square in downtown Medford) to increase future usage rates.

Even though the current/future funding and implementation of the program is uncertain, the program does need to remain in the UPWP because it is not eligible for CMAQ funds and MPO involvement in and/or management of the program is likely.

Page 8, Task 3 | Second bullet point related to identifying future transportation corridors was deemed still relevant pursuant to an inquiry by Alex Georgevitch.

On a motion by Alex Georgevitch, seconded by Tom Humphrey, the Committee proposed recommending adoption of the FY 2017-2018 Unified Planning Work Program (UPWP) – as revised, per comments by DiPasquale and Kearns – to the RVMPO Policy Committee.

The motion carried unanimously by voice vote.

Discussion Items:**5. Additional CMAQ Funding Discussion**

A table detailing the 2nd Round CMAQ Project Selection Funding for 2017 was included for the Committee's review. FY 2019-2021 CMAQ funds are now expected to total \$3.4 million. After using \$1.1 million to fully fund previously selected projects, a surplus of \$2.34 million remains. There was consensus to apply these funds to existing waitlisted projects rather than to issue a new call for projects.

Following discussion, consensus was reached to fund the first two projects on the list: **1) Medford | Foothill** (\$1.24 million) and **2) RVTD | Buses** (\$1.15 million). This will leave projects **3) RVTD | Trip Red. Program**, and **4) Jackson County | Expo Parking** unfunded.

MEDFORD | FOOTHILL

Alex Georgevitch explained that the \$1.24 million in CMAQ funds for the Medford | Foothill project would be used as seed funds for the project to seek out/locate the additional \$2.2 million in STBG funds required for project completion.

RVTD | BUSES

Paige Townsend mentioned that RVTD's original plan was merely replacement, but now involves service expansion thanks to additional funds available via the property tax measure. Adding service expansion places time pressure on bus acquisitions, so diesel may need to be purchased instead of CNG. While ongoing fuel costs for CNG buses would be lower than diesel, purchase price and maintenance costs are higher. Additionally, CNG fuel tank licenses expire, requiring replacement.

An action item will be added to the May 10 RVMPO TAC agenda to recommend approval of the CMAQ funding distribution approach agreed upon today to the RVMPO Policy Committee.

With the funding distribution agreed upon, Paige Townsend requested that TAC members score CMAQ project applications in future call for projects rounds. Karl Welzenbach recommended saving the discussion of this topic for a future agenda item – or perhaps a special workshop – focused exclusively on project selection criteria, eligibility issues, and related scoring processes.

6. MPO Planning Update**CMAQ**

Karl Welzenbach distributed a "Formula Factors Discussion" handout for review; the two factors under ongoing consideration – federal Performance Measures (PMs) and state greenhouse gas requirements – were noted and the following details were provided:

The federal Performance Measures (PMs) are on hold; it is unlikely they will pass, but they remain an unknown at this point. The state greenhouse gas requirements continue to be hotly debated as a formula factor among the various MPOs with Portland lobbying for inclusion. The CMAQ committee staff directors' meeting on May 1 will address the state requirements issue.

As of October 1, 2017, Portland will go into CMAQ attainment status, meaning that – theoretically – their CMAQ funding could be reduced to a level only sufficient to support their Traffic Control Measures (TCMs) such as ride share, HOV lanes, congestion tolling, etc. If this funding reduction is enacted, the portion of their \$14 million CMAQ allocation *not* required to support their TCMs could potentially be available for the other MPOs. Arguably, the Rogue Valley MPO should receive the bulk of the surplus funds, since it has the smallest air shed and is the most heavily burdened with air quality analysis

requirements. Portland will fight to retain full funding, however, since they have bonded part of their CMAQ funds.

The RVMPO could also try a different tack in trying to secure the greatest amount of CMAQ funding by conceding specific and unique state mandates (e.g. greenhouse gas reduction) to Portland, but then arguing to have Alternative Measure 7 (which requires the RVMPO to give 50% of its STBG funds to RVTD) be counted as a formula design factor as well. Eugene and Salem would not be happy with this arrangement, however, since they don't have any special requirements to factor in.

The OTC is pressing for consensus regarding the formula design for fund distribution from the MPO staff work sessions taking place. If consensus is not reached, OTC will make the determining decision and will undoubtedly favor Portland.

In light of the above, Welzenbach elicited suggestions for the upcoming staff work sessions regarding formula design and fund distribution, resulting in the following:

- John Vial: Be relentless in voicing the fact that the purpose of CMAQ is to meet the Clean Air Act requirements.
- Kelly Madding: Research Portland's bond indebtedness for its CMAQ funds in order to arrive at the next staff work session with a clear numerical strategy for taking back those CMAQ funds not required to cover the debt.

7. Public Comment

None voiced.

8. Other Business / Local Business

- RVTD: Paige Townsend attended Transit Lobby Day events in Salem on April 11. There appears to be a strong possibility of a revenue stream generating approximately \$103 million per year by levying a 1/10 of 1% payroll tax. This would translate to an approximate doubling of transit services in the Rogue Valley. The legislature seems willing to consider the tax due to awareness of the lack of funding for non-highway transportation activities.
- Karl Welzenbach and John Vial attended a meeting where the possibility of MPOs helping states out with large capital projects (up to as much as 50%) was discussed. MPO revenue generation for this purpose could potentially come through a gas tax and/or having the MPOs become taxing districts.
- DLCD: Josh LeBombard mentioned that the Nevada Street Bridge project no longer appears in the 2018-2021 TIP, because the MPO was told by Ashland that the project would be fund-exchanged. However, the fund-exchange has still not taken place, so the project should be placed back in the TIP (projects should not be removed until the fund exchange actually takes place).

An action item will be added to the June 14 RVMPO TAC agenda to recommend reinstating the Ashland Nevada Street Bridge project to the 2018 – 2021 TIP to the RVMPO Policy Committee.

- Jackson County: Mike Kuntz reported that Jackson County has been awarded money for an Active Transportation Plan (ATP) and implementation is getting underway. In light of this, RVMPO jurisdictions should be thinking about how they would like to participate in the plan going forward. Discussion resulted in general agreement that separately scheduled plan implementation meetings would be preferable to placing a standing item on the RVMPO Policy Committee agenda. RVCOG staff will contribute some data collection and GIS work, but a consultant will also be hired. Mike Kuntz also reminded jurisdiction members that some of them had indicated

willingness to provide some matching funds, so as the IGA (to be drafted by ODOT) gets put into place, they will be asked to honor those commitments.

- In response to a question by Tom Humphrey, John Vial explained that the Lozier Lane project is under contract and should be completed in 12 – 18 months.

9. Adjournment

The Chair adjourned the meeting at 3:07 p.m.

Scheduled Meetings

RVMPO Policy Committee | April 25, 2017 | 2:30 p.m.

RVMPO TAC | May 10, 2017 | 1:30 p.m.



**Rogue Valley
Metropolitan Planning Organization**

Regional Transportation Planning

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

DATE: May 3, 2017
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, May 23, 2017 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 May 2nd 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: OR99: Birch St to Coleman Ck. Culvert (Phoenix) (KN20162)

Description: Replace culvert, add sidewalks, bike lanes, pedestrian crossing, install signal prioritization on OR-99 Ashland to Central Point.

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														
OR:99 BIRCH ST TO COLEMAN CK. CULVERT (PHOENIX)	Replace culvert, add sidewalks, bike lanes, pedestrian crossing, install signal prioritization on OR-99 Ashland to Central Point.	931	Exempt - Table 2, Safety			Planning								
				20162	2017	Design	\$ 627,096	STP-FLX	\$ 71,774	ODOT	\$ 698,870		\$ 698,870	
				20162	2018	Land Purchase	\$ 1,381,528	STP-FLX	\$ 158,122	ODOT	\$ 1,539,650		\$ 1,539,650	
				20162	2019	Utility Relocate	\$ 417,155	STP-FLX	\$ 47,745	ODOT	\$ 464,900		\$ 464,900	
				20162	2020	Construction	\$ 3,721,833	STP-FLX	\$ 1,265,747	ODOT	\$ 4,987,580		\$ 4,987,580	
						Other					\$ -		\$ -	
		Total FFY17-20			\$ 6,147,612		\$ 1,543,388		\$ 7,691,000		\$ 7,691,000			

B. Add New Project to TIP: OR140: Exit 35 Blackwell Road (KN 18975)

Description: Add center turn lane, widen shoulders, add bike path.

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														
OR140: Exit 35 Blackwell Road	Add center turn lane, widen shoulders, add bike path.	921	Exempt - Table 2, Safety	18975	2014	Design	\$ 192,937	STP-5K	\$ 22,083	ODOT	\$ 215,020			\$ 215,020
				18975	2014	Design	\$ 168,923	STP-FLX	\$ 19,333	ODOT	\$ 188,256			\$ 188,256
				18975	2014	Design	\$ 6,033	STATE-FLX	\$ 691	ODOT	\$ 6,724			\$ 6,724
				18975	2018	Land Purchase	\$ 247,655	STP-FLX	\$ 28,345	ODOT	\$ 276,000			\$ 276,000
				18975	2018	Utility Relocate	\$ 97,806	STP-FLX	\$ 11,194	ODOT	\$ 109,000			\$ 109,000
				18975	2018	Construction	\$ 4,468,554	STP-FLX	\$ 511,446	ODOT	\$ 4,980,000			\$ 4,980,000
								Total FFY14-18			\$ 5,181,908		\$ 593,092	

C. Add New Project to TIP: OR140: Bear Creek – Agate Rd (KN 20135)

Description: Grind out the existing pavement and replace with new asphalt between MP -6.70-1.16

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														
OR140: Bear Creek – Agate Rd	Grind out the existing pavement and replace with new asphalt between MP -6.70-1.16	927	Exempt - Table 2, Safety			Planning								
				20135	2018	Design	\$ 223,428	STP-FLX	\$ 25,572	ODOT	\$ 249,000			\$ 249,000
				20135	2018	Land Purchase	\$ 4,487	STP-FLX	\$ 513	ODOT	\$ 5,000			\$ 5,000
				20135	2018	Utility Relocate	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
				20135	2019	Construction	\$ 4,179,623	STP-FLX	\$ 478,377	ODOT	\$ 4,658,000			\$ 4,658,000
								Other				\$ -		
				Total FFY17-20			\$ 4,416,511		\$ 505,489		\$ 4,922,000		\$ 4,922,000	

D. Add New Project to TIP: OR140: Atlantic Ave. Intersection Improvements (KN 20192)

Description: Construct a roundabout and raised median to improve safety

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														
OR140: Atlantic Ave. Intersection Improvements	Construct a roundabout and raised median to improve safety	924	Exempt - Table 2, Safety			Planning								
				20192	2018	Design	\$ 249,000	HSIP			\$ 249,000			\$ 249,000
				20192	2018	Land Purchase	\$ 34,000	HSIP			\$ 34,000			\$ 34,000
				20192	2018	Utility Relocate	\$ 58,000	HSIP			\$ 58,000			\$ 58,000
				20192	2019	Construction	\$ 1,867,000	HSIP			\$ 1,867,000			\$ 1,867,000
								Other				\$ -		
				Total FFY17-20			\$ 2,208,000		\$ -		\$ 2,208,000		\$ 2,208,000	

E. Add New Project to RTP & TIP: Bear Creek Greenway Root Repair II (KN 20668)

Description: Remove damaged pavement segments and replace them with reinforced concrete on approximately 15 sites along the Bear Creek Greenway totaling approximately 1500' of trail repair.

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	
Jackson County														
Bear Creek Greenway Root Repair II	Remove damaged pavement seg and replace them with reinforced concrete on approx 15 sites along the trail totaling approx 1500' of trail repair	882	Exempt - Table 2, Safety			Planning								
						Design				\$ -			\$ -	
						Land Purchase				\$ -			\$ -	
						Utility Relocate				\$ -			\$ -	
						Construction				\$ -			\$ -	
				20668	2017	Other	\$ 88,800	ODOT	\$ 22,200	Local	\$ 111,000	\$ 52,800	Local	\$ 163,800
		Total FFY17-20	\$ 88,800		\$ 22,200		\$ 111,000			\$ 163,800				

F. Add New Project to RTP & TIP: OR62 Corridor Solutions Unit 2 Phase 3 (Medford) (KN 21015)

Description: Planting of vegetation for storm water treatment facilities.

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														
OR62 Corridor Solutions Unit 2 Phase 3 (Medford)	Planting of vegetation for storm water treatment facilities.	930	Exempt - Table 2, Safety			Planning								
				21015	2017	Design				\$ -	\$ 50,000	ODOT	\$ 50,000	
						Land Purchase				\$ -			\$ -	
						Utility Relocate				\$ -			\$ -	
				21015	2018	Construction				\$ -	\$ 250,000	ODOT	\$ 250,000	
						Other				\$ -			\$ -	
		Total FFY17-20	\$ -		\$ -		\$ -			\$ 300,000				

G. Amendment to TIP: Jackson St. & McAndrews Signal Upgrades (KN 19563)

Description: Design & Install Signal Upgrades to Improve Safety

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	
Medford														
Jackson St. & McAndrews Signal Upgrades	Design & Install Signal Upgrades to Improve Safety	5013	Exempt - Table 2, Safety			Planning								
				19563	2017	Design	\$ 126,542	SFLP			\$ 126,542		\$ 126,542	
				19563	2017	Land Purchase	\$ 8,300	SFLP			\$ 8,300		\$ 8,300	
				19563	2017	Utility Relocate	\$ 40,577	SFLP			\$ 40,577		\$ 40,577	
				19563	2017	Construction	\$ 1,020,320	SFLP			\$ 1,020,320	\$ 57,561	Local	\$ 1,077,881
						Other					\$ -		\$ -	
		Total FFY17-20	\$ 1,195,739		\$ -		\$ 1,195,739			\$ 1,253,300				

H. Amendment to TIP: *Drive Less Connect Outreach Program (15-17) (KN 19586)*

Description: Promote available transportation alternatives to SOV

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	
Rogue Valley Transportation District (RVTD)														
Drive Less Connect Outreach Program (15-17)		1077	Exempt (Table 2)	19586	FFY2016	Other	\$ 188,499	TO	\$ 21,575	RVTD	\$ 210,074			\$ 210,074



DATE: May 3, 2017
TO: RVMPO Technical Advisory Committee
FROM: Andrea Napoli, AICP, Senior Planner
SUBJECT: Alternative Measures Data Collection, Draft Tech Memo #2

The RVMPO Technical Advisory Committee (TAC) reviewed and commented on the proposed methodologies for analyzing Alternative Measures (“Tech Memo #1”) at their December 14, 2016 meeting.

The purpose of this agenda item is to:

- Provide the TAC with a status update on the data collected to date to be used for the 2015 benchmark analysis and to solicit any comments/questions on data to be used.
- To get direction from the TAC where needed, specifically for Measure 1.

Staff will make revisions to the data collection memo based on the TAC’s feedback.

Draft Tech Memo #2 begins below and contains an overview of measures and descriptions of data collected.

MEASURE 1: TRANSIT AND PEDESTRIAN/BICYCLE MODE SHARE

Table 1.0: Mode Share Measure Description

<i>Measure</i>	<i>How Measured</i>
<i>Measure 1:</i> Transit and bicycle/pedestrian mode share	The percent of total daily trips taken by transit and the combination of bicycle and walking (non-motorized) modes. Determined from best available data (e.g., model output and/or transportation survey data).

Intent: To demonstrate a shift in travel behavior away from the automobile. This shift is anticipated to result from the region’s planned improvements in the transit, bicycle and pedestrian infrastructure, as well as from development within Activity Centers.

Targets: In 2000, the RVCOG travel demand model was used to predict mode share over the 20-year planning period (2000 – 2020). The analysis showed that the transit mode share would remain about the same (increase to 1.2%) and bicycling and walking mode share would decrease from 8.2% to 7.7%. This modeling effort

assumed that transit service levels would be reduced and that only three of seven proposed TOD sites would be developed. Conservative assumptions concerning bicycling and walking were also implemented in the model. The targets were based on the belief that changes in the urban environment to which the model currently lacks a high degree of sensitivity, such as the development of mixed-use, pedestrian friendly areas, will result in the higher benchmark and target figures shown in Table 1.1. The results of the 2005 and 2010 benchmark analyses, completed in 2007 and 2014, respectively, are shown in Table 1.1 and both utilized travel demand model output.

Table 1.1: Benchmarks, Past Analyses, and 20-Year Target for Mode Share

Measure 1: Transit and Bicycle/Pedestrian Mode Share	<i>2000 Baseline (Model Output)</i>	<i>Benchmark 2005</i>	<i>Measured 2007 (Model Output)</i>	<i>Benchmark 2010</i>	<i>Measured 2014 (Model Output)</i>	<i>Benchmark 2015</i>	<i>Target 2020</i>
	% daily trips	% daily trips	% daily trips	% daily trips	% daily trips	% daily trips	% daily trips
transit: 1.0 bike/ped: 8.2	transit: 1.2 bike/ped: 8.4	transit: 0.9 bike/ped: 7.3	transit: 1.6 bike/ped: 8.4	transit: 1.45 bike/ped: 8.20	transit: 2.2 bike/ped: 9.8	transit: 3.0 bike/ped: 11	

Measure 1 Data Collected for 2015 Benchmark Analysis

1. Travel Demand Model, RVMPO v4.2

ODOT’s Transportation Planning Analysis Unit (TPAU) highly discouraged the use of the RVMPO-v4.2 model to produce mode share percentages for this benchmark analysis. TPAU staff stressed that the model is developed to help with long-term planning and is not a good tool to document progress in meeting shorter term goals (such as 5-year benchmarks) due to the timing of model updates relative benchmark analysis timing (ei: model update is every 4-years and last benchmark analysis was done only 3-years ago). TPAU staff recommended the use of “observed” methods such as bike/ped counts, transit ridership/service miles per capita, and U.S. Census data for commute trip mode share. With that in mind, see the results of the RVMPO v4.2 model run, below, for 2017 mode share associated with the 2017-2042 Regional Plan update. Additionally, it should be mentioned that model output data was used for the 2000 Baseline, the 2005 Benchmark Analysis, and the 2010 Benchmark Analysis.

Table 1.2: RVMPO Travel Demand Model Output

2017 Home-Based & Non-Home-Based Trip Purpose Mode Share - RVMPO v4.2 Model								
2017 RVMPO-v4.2	Drive-Alone	Drive-w-Passenger	Passenger	Bus-Walk	Bus/Park & Ride	Bike	Walk	Sub-Total
Daily Period Total	321,324	190,208	201,718	3,410	392	12,864	88,333	818,249
Daily Period Mode %	39.3%	23.2%	24.7%	0.4%	0.05%	1.6%	10.8%	100%
2017	Auto			Transit		Bike/Walk		
	87.2%			0.5%		12.4%		

2. Observed Data

2a. Bicycle and Pedestrian Counts

Available roadway bike and pedestrian counts were collected from the cities of Medford and Ashland.

City of Medford Counts for Bike/Ped: The City has extensive intersection count data. However, the method used for these counts does not appear to provide useful data for the purposes of this analysis. This is due to cyclists being counted as vehicles when in the roadway, or as pedestrians when on the sidewalk. Moreover, cyclists/peds are double/triple counted if crossing more than one roadway at an intersection. For these reasons, staff has consulted with ODOT's Transportation Planning Analysis Unit (TPAU) and determined that *the data should not be used for this analysis.*

City of Ashland Counts for Bike/Ped: The City has 2015 and 2016 count data available for locations at N. Main Street associated with the N. Main Street road diet project completed in 2012. The data includes bicycle but not pedestrian counts – and only for this section of roadway. Counts were completed manually, mid-week in 36-hour periods during the months of July and August in 2016, and October and November in 2015.

Table 1.3: Ashland, N. Main Street Traffic Counts, 2015 & 2016

Total Traffic Count	Bicycles	Pedestrians
162151	37	n/a
100.00%	0.02%	n/a

2b. RVTM Passenger Miles Traveled (PMT) and RVMPO Vehicle Miles Traveled (VMT)

RVMPO 2016 daily VMT data was provided by ODOT's Transportation Planning and Analysis Unit (TPAU) using the MPO's current travel demand model, RVMPO v4.2, including only internal trips. RVTM provided PMT data for FY15/16 which was calculated to a daily number (257 transit service days in FY15/16). RVTM calculates PMT using 100% counts of ridership and multiplying by the average RVTM passenger trip length. It should be noted that "counts of ridership" account for each bus boarding, not linked-trips. In other words, double counting would occur for those single passenger trips that include two bus boardings. Additionally, keep in mind that this calculation is comparing miles traveled by vehicles (that may have more than one passenger) and miles travelled by individual transit passengers.

Table 1.4: Transit Mode Share Using VMT and PMT

RVMPO 2016 Daily Vehicle Miles Traveled*	2,417,469
RVTM FY15/16 Daily Passenger Miles Traveled**	22,563
Transit Mode Share	0.93%

*RVMPO v4.2 model output, internal trips, only. **Based on 257 RVTM service days for FY15/16.

2c. U.S. Census Bureau, Means of Transportation to Work

The most current data available was downloaded from the U.S. Census Bureau website containing American Community Survey (ACS) data for means of transportation to work for the Medford Urbanized Area (urbanized areas of the RVMPO). The estimates are based on data collected over a 5-year period from 2011-2015. The margin of error for each estimate is shown in Table 1.4, below.

Table 1.5: Mode Share Percentages, U.S. Census Data

Means of Transportation To Work - Medford Urbanized Area 2011-2015 American Community Survey, 5-Year Estimates						
Drove Alone	Carpooled	Transit	Walk	Bicycle	Taxi, Motorcycle, Other	Worked at Home
76.4% (MOE +/-1.4)	8.9% (MOE +/-0.9)	1.7% (MOE +/-0.4)	3.6% (MOE +/-0.7)	1.8% (MOE +/-0.4)	1.1% (MOE +/-0.3)	6.5% (MOE +/-0.9)
Auto 85.20%		Transit 1.70%	Walk/Bike 5.40%			

Summary Data Sources, Measure 1

1. Travel Demand Model Data

Provides estimated mode share percentages for auto, bike/ped, and transit - and is consistent with past benchmark analyses for method used. Not a good tool to document progress for short-term goals, however (per ODOT Transportation Planning Analysis Unit).

2. Observed Data

City of Medford Counts for Bike/Ped: Intersection counts not useable for this analysis.

City of Ashland Counts for Bike/Ped: Bicycle counts available, but only for section of N. Main Street in North Ashland, no pedestrian counts.

VMT and PMT Data: VMT data is available from RVMPO v4.2 and PMT data is available from RVTD. A transit mode share percentage can be derived.

U.S. Census, ACS Means of Transportation to Work Data: Data is available that provides estimated mode share percentages for auto, bike, walk, and transit. However, this dataset only accounts for means of transportation to work. Additionally, as documented on the U.S. Census Bureau website, the American Community Survey (ACS) average annual sample size for Oregon is approximately 8% of total households.

Staff is requesting guidance from the TAC on which data set(s) to use for this benchmark analysis.

MEASURE 2: PERCENT DWELLING UNITS WITHIN ¼ MILE WALK TO 30-MINUTE TRANSIT SERVICE

Table 2.0: Measure 2 Description

<i>Measure</i>	<i>How Measured</i>
Measure 2: % Dwelling Units (DU's) w/in ¼ mile walk of 30-minute transit service	Determined through GIS mapping.

Intent: To demonstrate improvements in transit accessibility; considers distance to a transit route, the routes service levels, and improving density around transit routes. For this measure to be successful it requires development of dwellings within ¼ mile of transit routes and improvement to service levels system wide. A ¼ mile walking distance from a dwelling is assumed to be reasonable pedestrian access to a transit line. Only those transit lines that provide at least 30-minute or better headway will be counted towards meeting the benchmarks and target.

Targets: A four-fold increase in transit accessibility (from 12% to 50% of dwellings to be located within ¼ mile walk of 30-minute transit service) has been set as the 20-year target for this measure (see Table 2.1, below) based on an analysis completed in 2001.

Table 2.1: Benchmarks, Analyses, and 20-Year Target for Transit Accessibility

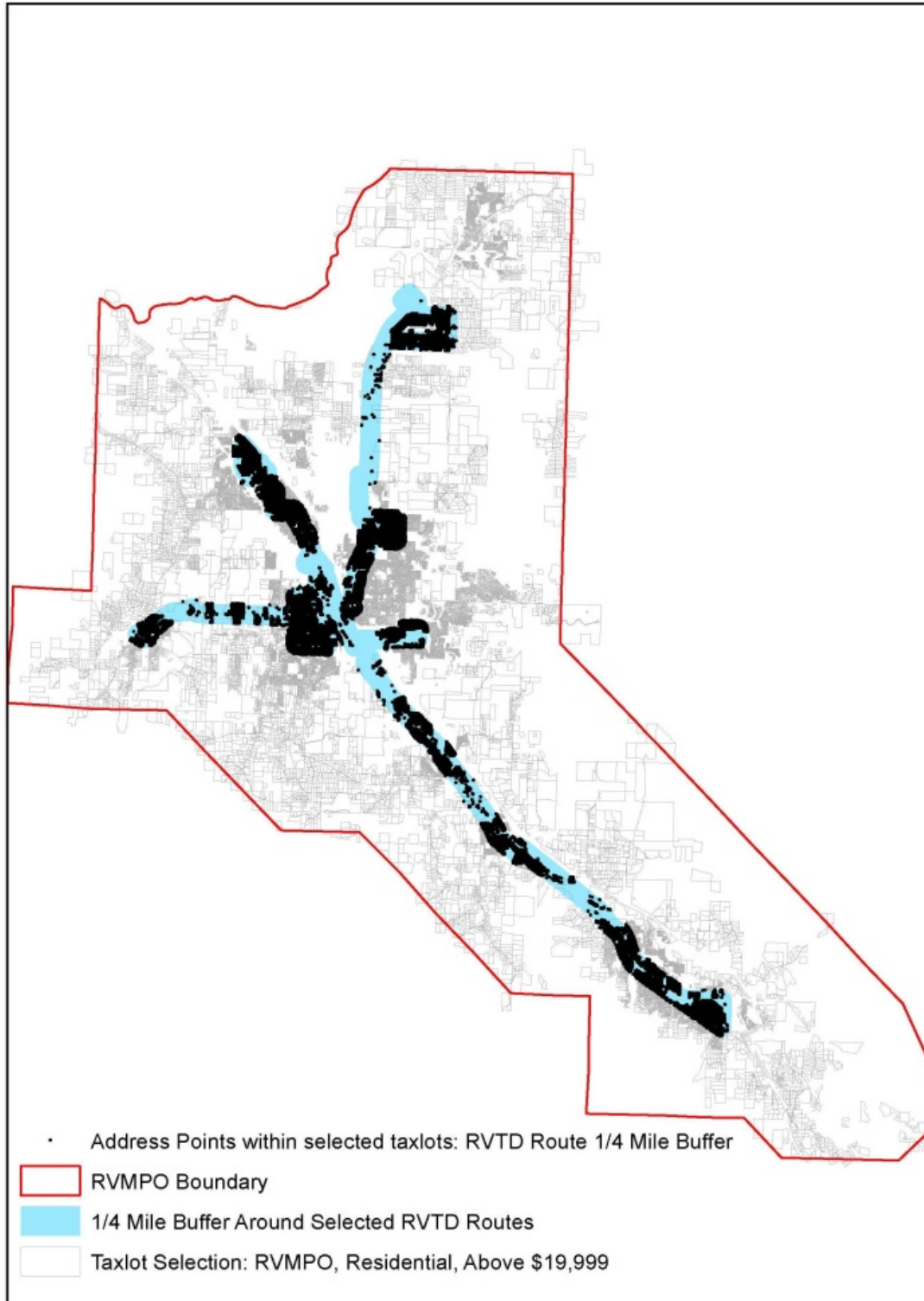
<i>Measure 2: % DU's w/in ¼-mile Walk of 30-minute Transit Service</i>	<i>2000 Baseline</i>	<i>Benchmark 2005</i>	<i>Measured 2007</i>	<i>Benchmark 2010</i>	<i>Measured 2014</i>	<i>Benchmark 2015</i>	<i>Target 2020</i>
	12%	20%	34%	30%	36%	40%	50%

Measure 2 Data Collected for 2015 Benchmark Analysis

Staff collected tax lot data from the Jackson County's Assessor's Office that has been used to identify dwelling-units within a ¼ mile of transit lines providing at least 30-minute service. Below is a progress report on this measure.

1. Acquire the following current GIS feature layers: Taxlots and site addresses from Jackson County, RVTD routes from RVTD, RVMPO boundary from RVMPO. **Completed**
2. Create new GIS feature layers with the acquired data using the following geoprocessing tools: Select by location intersect, select by attribute, clip, and buffer. **Completed**

3. Create two GIS feature layers for analysis: Residential dwelling units within the RVMPO boundary and residential dwelling units within a .25 mile radius of a bus route with a 30-minute or less frequency rate. *Completed, see below.*



Map 1: Site Address Points w/in 1/4-mile of 30-Min. (or better) RVTD Transit Service

MEASURE 3: PERCENTAGE OF COLLECTORS/ARTERIALS WITH BICYCLE FACILITIES

Table 3.0: Measure 3 Description

<i>Measure</i>	<i>How Measured</i>
Measure 3: % Collectors and arterials w/ bicycle facilities	Determined through GIS mapping.

Intent: The RVMPO programs projects along collector and arterial streets within the MPO boundaries. As stated in 2001 Alternative Measures language, bicycle facilities are to include bicycle lanes or, in rural areas, shoulders with a width four feet or greater. This measure is intended to track the progress of including these facilities on the MPO’s street network and as a way to demonstrate improved accessibility for bicyclists.

Targets: According to an RVMPO analysis in 2000, 21% of collectors and arterials in the MPO had provisions for cyclists (4 foot or greater shoulders or bike lanes). The same analysis also estimated that by 2020 bike lanes on collectors and arterials would increase to approximately 60% within the then RVMPO boundary (pre-2003 boundary). The 5-year benchmarks, the results of past benchmark analyses, and the 20-year target are shown below in Table 3.1.

Table 3.1: Benchmarks, Analyses, and 20-Year Target for Bicycle Facilities

<i>Measure 3: % Collectors and Arterials w/ Bicycle Facilities</i>	<i>2000 Baseline</i>	<i>Benchmark 2005</i>	<i>Measured 2007</i>	<i>Benchmark 2010</i>	<i>Measured 2014</i>	<i>Benchmark 2015</i>	<i>Target 2020</i>
	21%	28%	37%	37%	54%	48%	60%

Measure 3 Data Collected for 2015 Benchmark Analysis

The final bike facilities map for the 2010 Benchmark Analysis that was created in 2014 from data collected at that time (from RVMPO member jurisdictions) is being used as the starting point for this analysis. It should be noted that the 2014 dataset did NOT specifically identify shoulders and bike lanes that are 4-ft in width, or greater. Available datasets include: “bike lanes” as identified by all RVMPO jurisdictions, “3-foot plus shoulders” as identified by Jackson County, “paths” for multi-use paths, and “shared” or “on-street” in reference to shared roadways as identified by the individual jurisdictions. Updates to the 2014 GIS bike facilities layer for this analysis will include projects completed since 2014 that have added bike lanes or minimum 4-foot wide shoulders and new multi-use paths. As a result, for this analysis (and as was the case

for the last analysis), it will NOT be possible to *consistently* identify bike lanes and shoulders with a minimum 4-foot width. Also discovered was that some of the shared roadways classified in the 2014 dataset had been mistakenly mapped and accounted for in the 2010 Benchmark Analysis (only bike lanes and 3ft+ shoulders should have been counted). When recalculated without shared roadways, approximately 33% of arterials and collectors in 2014 had bike lanes/3ft+ shoulders, as opposed to 54% previously recorded.

Below is a progress report on this measure:

1. Work with RVMPO jurisdictions to identify projects completed since 2014 that have added new bike lanes/4-ft shoulders/multi-use paths. ***Completed***
2. As-needed site visits to confirm areas of improvements. ***Completed***
3. Obtain 2016 federal functional classification map for new arterial/collector designations. ***Completed***
4. Create updated GIS layer for bicycle facilities. ***Completed***
 - The GIS bicycle facility datasets has been updated to reflect the changes in arterials and collectors. Bicycle facilities have been removed, added, and corrected as a result of information provided by jurisdictions and field data collection activities. The resulting GIS layer contains the locations for all eligible bicycle facilities present on arterials/collectors within the MPO.

MEASURE 4: PERCENTAGE OF COLLECTORS/ARTERIALS IN ACTIVITY CENTERS WITH SIDEWALKS

Table 4.0: Measure 4 Description

<i>Measure</i>	<i>How Measured</i>
Measure 4: % Collectors and arterials in Activity Centers w/ sidewalks	Determined through GIS mapping.

Intent: To demonstrate improvements in pedestrian accessibility in established activity centers of the MPO area - where pedestrian access is most critical. For reference, activity centers were re-defined by MPO jurisdictions in 2014 using the following definition:

- Development that contributes to achieving mixed-use, pedestrian friendly development
- Neighborhood commercial and employment centers, parks and schools
- Downtown areas / central business districts
- Established TOD areas that clearly contribute to achieving mixed-use, pedestrian friendly development (*note per DLCD: the Southeast Medford TOD is quite large and includes some areas where the planned development is unlikely to contribute to mixed-use, pedestrian-friendly development.*)
- Development that is vertically or horizontally mixed-use

Targets: An analysis completed in 2000 showed that 47% of the collectors and arterials in the TOD/Downtown areas of Central Point, Medford, and Phoenix had sidewalks¹. Additionally, it showed that another 29% of these facilities will have sidewalks by the year 2020, bringing the total sidewalk coverage within the TOD/Downtown areas in the MPO to approximately 75%. The 5-year benchmarks and 20-year target are shown below in Table 4.1.

Table 4.1: Benchmarks, Analyses, and 20-Year Target for Pedestrian Facilities

<i>Measure 4: % Collectors and Arterials in Activity Centers w/ Sidewalks</i>	<i>2000 Baseline</i>	<i>Benchmark 2005</i>	<i>Measured 2007</i>	<i>Benchmark 2010</i>	<i>Measured 2014</i>	<i>Benchmark 2015</i>	<i>Target 2020</i>
	47%	50%	55%	56%	30%	64%	75%

¹ Analysis was completed prior to the expansion of the RVMPO to include; Ashland, Talent, Jacksonville and Eagle Point, and prior to the redefined activity centers in 2014.

Measure 4 Data Collected for 2015 Benchmark Analysis

During the last benchmark analysis in 2014, sidewalk data for arterials/collectors located in Activity Centers was collected from each jurisdiction. This dataset will be used as a starting point for this analysis.

Below is a progress report on this measure:

1. Obtain 2016 federal functional classification road centerline data. ***Completed***
2. Obtain updated sidewalk files from jurisdictions and/or identify projects completed since 2014 that have added new sidewalks on arterials/collectors in Activity Centers. ***Completed***
3. Create updated GIS layer containing locations for all sidewalks present along arterials/collectors within Activity Centers. ***Completed***

MEASURE 5: PERCENTAGE OF NEW DWELLING UNITS (DU's) IN ACTIVITY CENTERS

MEASURE 6: PERCENTAGE OF NEW EMPLOYMENT IN ACTIVITY CENTERS

Table 5.0: Measures 5 & 6 Descriptions

<i>Measure</i>	<i>How Measured</i>
<i>Measure 5:</i> % New Dwelling Units (DU's) in Activity Centers	Determined by tracking building permits - the ratio between new DUs in Activity Centers and total new DUs in the region.
<i>Measure 6:</i> % New Employment in Activity Centers	Estimated from annual employment files from State - represents the ratio of new employment in Activity Centers over total regional employment.

Intent: To demonstrate progress towards creating mixed use, pedestrian-friendly developments in the MPO.

Targets: Mixed use, pedestrian-friendly development occurring within activity centers in the RVMPO (and meeting certain perimeters as outlined in Tech Memo #1) will count towards meeting the benchmark and target figures shown below in Table 5.1. The benchmarks and targets shown in the tables represent the projected development established in 2000 for 2000 to 2020.

Table 5.1: Benchmarks, Analyses, and 20-Year Target for Measures 5 & 6

	<i>2000 Baseline</i>	<i>Benchmark 2005</i>	<i>Measured 2007</i>	<i>Benchmark 2010</i>	<i>Measured 2014</i>	<i>Benchmark 2015</i>	<i>Target 2020</i>
Measure 5: % New DU's in Activity Centers	0%	9%	10%	26%	22%	41%	49%
Measure 6: % New Employment in Activity Centers	0%	9%	17%	23%	12%	36%	44%

Measure 5 & 6 Data Collected for 2015 Benchmark Analysis

Staff collected tax lot data from the Jackson County's Assessor's Office that will be used to identify new dwelling-units and employment (that fit the various sets of criteria as described in Tech Memo #1) within the Activity Centers.

Below is a progress report on both measures:

Measure 5:

1. Locate residential taxlots within RVMPO with year built of 2000-2016. ***Completed***

1a. Identify those within Activity Centers. ***Completed***

- Identify those that meet equivalent of min. 10 units/acre density. ***In Process***
- Determine if these qualifying units are located on a complete pedestrian network connecting the unit to a 20,000 square foot retail center. ***In Process***

Qualifying retail centers were identified by the RVMPO in 2016 as part of a request by ODOT for transportation modeling data. Sidewalk data gathered from Measure #4 will be used to identify the location of sidewalks.

Measure 6:

1. Locate commercial taxlots within RVMPO with year built of 2000-2016 ("new employment"). ***Completed***

1a. Identify new employment within Activity Centers. ***Completed***

1b. Determine if new employment in Activity Centers meets qualifications. ***In Process***

- Use aerials/Google Street View/site visit to determine:
 1. Front entrance with no parking between the street and the building.
 2. Located within a ¼ mile of dwelling units connected by pedestrian network (as identified in Measure #5).
 3. Includes vertical mix of uses.

1c. Calculate number of jobs created using established formula (1 Emp./600SF Comm., 1 Emp./500SF Office, 1 Emp./1000SF Ind.). ***Not Yet In Process***

MEASURE 7: ALTERNATIVE TRANSPORTATION FUNDING

Table 6.0: Measure 7 Description

<i>Measure</i>	<i>How Measured</i>
<i>Measure 7:</i> Alternative Transportation Funding	Funding committed to transit or bicycle/pedestrian/TOD projects. Amounts shown represent ½ of the MPO’s estimated accumulation of discretionary funding (STP/STBG).

Intent: To demonstrate the RVMPO’s commitment to implementing the alternative transportation projects upon which many of the proposed measures rely.

Targets: Funds made available to the RVMPO through the Surface Transportation Block Grant (STBG) program (formerly “STP”) are the only funds over which the RVMPO has complete discretion. In 2001, RVMPO jurisdictions agreed to direct 50% of this revenue stream, historically used for vehicular capacity expansion projects, towards alternative transportation projects. These funds would be used to expand transit service, or, if RVTD is successful with a local funding package, to fund bicycle/pedestrian and TOD-development supportive projects. Table 6.1 shows the 5-year benchmarks and 20-year target for this measure.

Table 6.1: Benchmarks, Past Analyses, and 20-Year Target for Measure 7

<i>Measure 7:</i> <i>Alternative Transportation Funding</i>	<i>2000 Baseline</i>	<i>Benchmark 2005</i>	<i>Measured (2000-2004)</i>	<i>Benchmark 2010</i>	<i>Measured (2005-2009)</i>	<i>Benchmark 2015</i>	<i>Target 2020</i>
	N/A	\$950,000	\$1.2 Million	\$2.5 Million	\$3.1 Million	\$4.3 Million	\$6.4 Million

Table 6.2, below, contains a list of priorities for STP–funded transit projects developed in consultation with MPO jurisdictions in 2001. The list was intended as a starting point for determining how STP funds will be spent by the Rogue Valley Transportation District. Projects are not listed in any particular order and the current status of each task is provided in the column on the right.

Measure 7 Data Collected for 2015 Benchmark Analysis

Table 6.2: Transit Funding Priorities (established in 2001)

STP-Funded Transit Priorities (2001)		2016 Status
<i>Central Point</i>	RVTD will increase service on Route 40 (Central Point) to 30 minute headways and provide service to the TOD site when feasible.	<ul style="list-style-type: none"> ➤ Route 40 has 30 minute headways (~\$315,000 investment annually) ➤ Service to the TOD site is not feasible at this time
<i>Medford</i>	RVTD will serve the Southeast Plan Area (Medford TOD) when feasible.	<ul style="list-style-type: none"> ➤ Service to the SE Plan Area is not feasible at this time
<i>Phoenix</i>	RVTD will improve transit stops within Phoenix. RVTD will explore ways to Improve Hwy 99 (Main Street) pedestrian crossing to a northbound transit stop, and in the interim, will provide shuttle service for this purpose.	<ul style="list-style-type: none"> ➤ RVMPO awarded 2019 STBG funds to construct a Hwy 99 pedestrian crossing that will serve the Phoenix Route 10 transit stop
<i>Jackson County</i>	RVTD will increase transit service to White City (unincorporated Jackson County).	<ul style="list-style-type: none"> ➤ Route 60 has 30 minute headways (~\$578,000 investment annually)

Table 6.3: 50% RVMPO STP Funds to RVTD 2002-2017

Federal Fiscal Year	Federal		5-Year Benchmark Totals	20-Year Target Total
	\$	Source		
2000	\$0			
2001	\$0		2005	
2002	\$252,622	MPO STP	\$1,184,079	
2003	\$368,077	MPO STP		
2004	\$563,380	MPO STP	<i>(Goal \$950,000)</i>	
2005	\$607,439	MPO STP		
2006	\$644,533	MPO STP	2010	
2007	\$605,354	MPO STP	\$3,128,147	
2008	\$625,354	MPO STP		
2009	\$645,467	MPO STP	<i>(Goal \$2.5M)</i>	
2010	\$660,049	MPO STP		
2011	\$688,237	MPO STP	2015	
2012	\$814,368	MPO STP	\$3,889,112	
2013	\$838,505	MPO STP		
2014	\$887,953	MPO STP	<i>(Goal \$4.3M)</i>	
2015	\$928,460	MPO STP		
2016	\$940,163	MPO STP		
2017	\$941,460	MPO STP		
2018				
2019				
YTD Total:	\$11,011,421			TBD <i>(Goal \$6.4M)</i>

Alternative transportation funding dollar amounts, in Table 6.3, are provided from RVMPO TIPs, and STBG (formerly, “STP”) status spreadsheets (maintained by RVCOG).



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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

DATE: May 3, 2017
TO: Technical Advisory Committee
FROM: Dan Moore, MPO Coordinator
SUBJECT: Critical Urban Freight Corridors

ODOT is updating its Freight Plan as part of the Fix America's Surface Transportation (FAST) Act. Included in the update are the designation of Critical Rural and Critical Urban Freight Corridors (CUFCs). Oregon is allowed to add seventy seven (77) new miles to its urban freight system, and that amount will be allocated throughout the State on a formula developed with input from Oregon MPOs and ODOT staff.

CUFC Workshop

RVMPO staff participated in a workshop in Salem with representatives from ODOT and Oregon MPOs on January 20, 2017 to identify CUFC segments for each of the MPOs. In preparation for the workshop, each MPO developed a list (with maps) of potential CUFCs. Staff coordinated with the MPO TAC and Policy Committee on the proposed RVMPO CUFC segments. It was anticipated that the workshop would result in recommendations of CUFCs for each MPO.

After much discussion, the workshop participants decided that more information and analysis was needed before a decision was made on the CUFCs. The MPOs were asked to refine their candidate lists while ODOT researched potential targets. The group agreed to the following process:

1. Each MPO review current TIP and STIP project lists to identify projects that meet [FAST requirements as a freight project eligible for the Freight Formula Funds](#). These project locations could then become CUFC eligible project miles. The segments must meet the CUFC eligibility requirements listed in Table 1 below.

Table 1 - Critical Urban Freight Corridors Criteria
Must be a public road <i>in an urbanized area</i>
Meet one or more of the following (FHWA code listed before each criteria):
H. Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility
I. Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
J. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
K. Important to the movement of freight within the region, as determined by the MPO or the State
FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land

2. Identify potential freight projects that are expected to be included in the MPO’s next TIP or in the next STIP. These projects must be in the MPO’s current financially constrained Regional Transportation Plan (RTP), meet the FAST definition for a Freight Project, and meet the CUFC eligibility requirements

3. ODOT to review in each MPO area the Oregon Highway Plan Freight Routes (both centerline miles and lane miles), commodity flows, and truck average annual daily traffic (AADT) to develop MPO CUFC targets.

CUFC Target Miles

ODOT reviewed commodity flow and truck AADT data and concluded that these factors overemphasize Metro in relation to the rest of the MPO areas of the state. Miles of OHP Freight Routes (centerline and lane miles) exclusive of interstate miles was used to establish the target split for Metro and the rest of the MPO’s. Based upon that data, the target for Metro is 45% and 55% for the non-Metro MPOs. There is a total of 77 miles available for CUFC designations, which results in 34.6 miles for Metro and 42.4 miles for the non-Metro MPOs.

For the non-metro MPOs, Table 2 below depicts the target mileage based on averaging the OHP Freight Route miles (assessed using centerline miles and lane miles respectively), commodity flows, and truck AADT in each MPO. It also includes a slight adjustment to create a minimum baseline of 3 miles per MPO:

Table 2 – CUFC Target Miles

Non-Metro MPO	CUFC Miles
	Target
Albany	3.0
Bend	6.0
Corvallis	4.9
LCOG	10.7
Medford	5.2
Middle Rogue	3.6
SKATS	9.0
	42.4

Freight Formula Funds

It is important to note that there is no obligation or requirement to designate all the CUFC mileage at this time. Being designated as a CUFC simply means that projects on those segments are eligible for freight formula funds, but it does not mean freight formula funds will actually be available to fund projects. Given the amount of freight formula funds available for the entire state (\$80 million over 5 years), it is safe to assume that only a small percentage of projects will be funded on CUFC segments as projects on the interstate and NHS intermodal connectors are also eligible. ODOT will be revising the list of CUFC’s at least every 5 years as part of the federally required freight plan update cycle, but ODOT can also move designations at any time after a project has been completed on a CUFC segment.

Table 3 on page 4 includes RVMPO TIP/RTP projects located on potential CUFCs that was developed by staff and forwarded to ODOT for consideration. The mile segments proposed follow ODOT and FHWA guidelines:

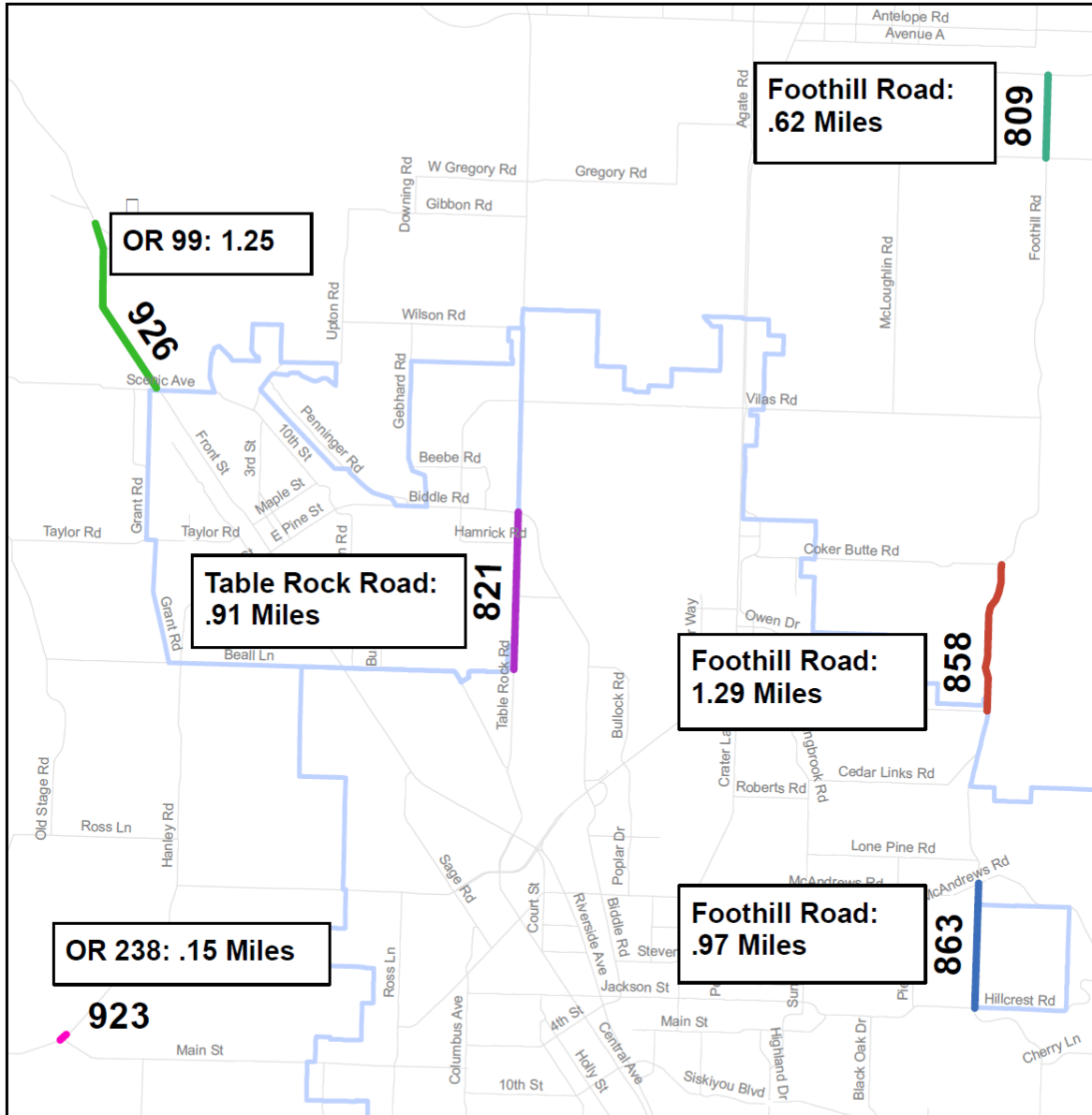
- Proposed CUFCs Meet the CUFC Eligibility Requirements as defined in *Designing Critical Rural and Critical Urban Freight Corridors*, ODOT, January 2016, Page 1, Table 1: Eligibility Requirements.
- The location and segment lists include the road names, mile points (when available,) segment lengths, and applicable FHWA codes.
- Each location/segment has been evaluated for its importance to freight mobility and is described.
- The need for improvement on these segments has been considered and defined through the RTP process.
- Portions of corridors are currently listed in our 2018-2021 TIP projects list.
- When needed, first and/or last mile connector routes have been highlighted, as recommended by FHWA.

This summer, ODOT will initiate an amendment to the Oregon Freight Plan to include the proposed CUFCs submitted by each Oregon MPO.

Table 3 – RVMPO Proposed CUFC Segments

Project Name	Route Name	Start Point	End Point	Length (Miles)	FHWA Code(s)	Description of Importance (Other Comments)
RVMPO Foothill Rd: Corey Rd to Atlantic Ave.	North Phoenix/Foothills Road	Corey Road	OR 140	0.62	H,I,J,K	Identified as a regional priority as an alternative North/South route to I-5. Provides a connection from the south valley to Hwy 140. Identified by ODOT as part of a resiliency plan in case of a major disaster (ie Cascadia quake.) This project is Jackson County RTP # 809, (No Key Information available at this time) and is currently in the TIP. New 2 lane rural major collector and add signal at OR 140.
RVMPO Table Rock Rd: I-5 Crossing to Biddle	Table Rock Road	I-5	Biddle Rd	0.91	H,I,J,K	Freight corridor that connects major industrial area to Hwy 62, a connector to I-5. This project is Jackson County RTP # 821, Key 18974 and is currently in the TIP. Widen to 3 and 5 lanes with curb, gutter, and signals.
RVMPO Foothill Rd: Delta Waters to Dry Creek Road	North Phoenix/Foothills Road	Delta Waters	Dry Creek	1.29	H,I,J,K	Identified as a regional priority as an alternative North/South route to I-5. Provides a connection from the south valley to Hwy 140. Identified by ODOT as part of a resiliency plan in case of a major disaster (ie Cascadia quake.) This project is Jackson County RTP # 858 and is currently in the TIP. Widen to add shoulders and turn lanes, correct alignment.
RVMPO Foothill Rd: Hillcrest to McAndrews	North Phoenix/Foothills Road	Hillcrest	McAndrews	0.97	H,I,J,K	Identified as a regional priority as an alternative North/South route to I-5. Provides a connection from the south valley to Hwy 140. Identified by ODOT as part of a resiliency plan in case of a major disaster (ie Cascadia quake.) This project is the City of Medford RTP # 863, Key 19231 and currently in the TIP. Widen to add shoulders and turn lanes, correct alignment.
RVMPO OR238: @W.Main St.	OR238	Intersection at OR238 and W. Main St.	Intersection at OR238 and W. Main St.	0.15	H,I,J,K	Freight corridor serving industrial areas with connection to I-5. This Project is ODOT project RTP# 923, Key 20218 (MP 34.87) and currently in the TIP. Installing roundabout and associated medians.
RVMPO OR99: I-5 to Scenic Ave.	OR99	I5	Scenic Ave.	1.25	H,I,J,K	Freight corridor serving industrial areas with connection to I-5. This project is ODOT project RTP #926, Key 20185 and is currently in the TIP. Converts 4-lane roadway to 3-lane roadway with center turn lane, add traffic signal.
TOTAL PROPOSED CUFC SEGMENT MILEAGE RVMPO:				5.19		

RVMPO Proposed Freight Corridor Segments 2017



Segments Accepted by ODOT for Submission to FHWA

- 809: Foothill Road; Corey to Atlantic
- 821: Table Rock Road; I-5 Crossing to Biddle
- 858: Foothill Road; Delta Waters to Coker Butte
- 863: Foothill Road; Hillcrest to McAndrews
- 923: OR238; At West Main
- 926: OR99; I-5 to Scenic

- RVMPO Boundary
- Urban Growth Boundaries
- Roadways



This map product has been produced for planning purposes only and has not been created for, nor is suitable for, legal, engineering, or survey purposes.
Sources: ODOT, RVMCO, Jackson County, City of Medford
Created: 05/2017 N. Hart-Brinkley