
AGENDA

Rogue Valley Metropolitan Planning Organization

Technical Advisory Committee



Date: Wednesday, May 9, 2018

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 180411	
3	Public Comment Items not on the agenda <i>Comments on agenda items allowed during discussion of each item</i>	Chair
Action Items		
4	2017-2042 Regional Transportation Plan (RTP) and 2018-2021 Transportation Improvement Program (TIP) Amendment(s)	Ryan MacLaren
<i>Background</i>	The TAC is being asked to make a recommendation to the Policy Committee on the proposed RTP/TIP amendment(s). The 21-day public comment period and public hearing was advertised on April 30 in the Medford Mail 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.	

Action Items, Continued		
5	Project Substitution for the Nevada Street Bridge	Scott Fleury Ryan MacLaren
Background	At the March 14 TAC meeting, members provided comments regarding the proposed project substitution, had questions regarding its eligibility and funding amounts, and voiced concern about the IAMP. In light of the TAC’s comments and inquiries as well as the resolution of a right-of-way issue with ODOT, the City of Ashland has submitted a revised application for consideration.	
Attachment	<p>#3 Scoring Criteria Table and Project Evaluation (Revised, per March 14 TAC recommendations)</p> <p>NOTE: <i>The completed applications and supplemental materials for both the East Nevada Street (original) and Washington Street (proposed substitute) projects can be found online at the RVMPO website underneath the link to this agenda packet, or via these hyperlinks:</i></p> <ul style="list-style-type: none">• East Nevada Street Project Application + Supplemental Materials• Washington Street Project Application (Revised)• Washington Street Project Supplemental Materials• Washington Street Project Independent Way Traffic Impact Analysis (TIA)	
Action Requested	Forward recommendation on project substitution to the Policy Committee.	
Discussion Items		
6	Public Comment	Chair
Regular Updates		
7	Updates on Currently Active RVMPO Projects	TAC Members
Attachment	#4 Tracking Spreadsheet for Currently Active RVMPO Projects	
8	MPO Planning Update	Karl Welzenbach
9	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
10	Adjournment	Chair

- The next RVMPO TAC meeting will be **Wednesday, June 13, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next regularly scheduled RVMPO Policy Committee meeting will be **Tuesday, May 22, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, May 15, 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 11, 2018**



The following attended:

Voting Members	Organization	Phone Number
Alex Georgevitch	Medford	774-2114
Craig Anderson	Jackson County	774-6907
Dan Roberts	ODOT	774-6383
Ian Horlacher	ODOT	423-1362
Jon Sullivan	RVTD	608-2448
Josh LeBombard	DLCD	414-7932
Karl Johnson	Ashland	488-5587
Mike Kuntz, Chair	Jackson County	774-6228
Mike Upston	Eagle Point	826-4212
Paige West	RVTD	608-2429
Ray DiPasquale	Phoenix	535-2226
Tom Humphrey	Central Point	423-1025
Alternate Voting Members Present	Organization	Phone Number
Charles Bennett	Jackson County	774-6115
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368

Interested Parties	Organization	Phone Number
None		

[RVMPO TAC April 11, 2018 Agenda Packet](#)

Full meeting recording: [170411 RVMPO TAC Meeting Audio](#)

NOTE: Due to server space restrictions, the hyperlinks to cut audio files for specific items have been eliminated. Please use the times listed behind each agenda item to forward to the segment you wish to listen to using the link to the full meeting recording above.

1. Call to Order / Introductions / Review Agenda 00:00 – 01:25

1:32 | *Quorum:* Ashland, Central Point, Eagle Point, Medford, Phoenix, Jackson County, ODOT, RVTB

- Agenda Item 6 will be tabled; no action will be requested today.

2. Review / Approve Minutes 01:26 – 02:20

The Chair asked if there were any changes or additions to the minutes of the March 14 meeting.

01:37 | Alex Georgevitch moved to approve the March 14 RVMPO TAC meeting minutes as presented. Tom Humphrey seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

3. Public Comment 02:21 – 04:55

Craig Anderson announced that a “Ride with the Leaders” bicycling event (eight-mile tour of Medford’s bike facilities) sponsored by Jackson County, the City of Medford and RVTB will take place on Friday, May 18 from 3:00 – 5:00 p.m. All are invited to attend; bikes will be available. Additional details to follow via email.

Action Items

4. 2017-2042 Regional Transportation Plan (RTP) and 2018-2021 Transportation Improvement Program (TIP) Amendment 04:56 – 15:59

Ryan MacLaren reported that the RVMPO RTP and TIP need to be amended to add Project A below:

- Southern Oregon Seismic Triage (KN 21296)

Description: “Perform seismic upgrades on 17 bridges and 7 hillside slopes.”

- The RVMPO has zero bridges and one landslide area included in the seismic triage plan.

- Even though this project will soon be split into two separate projects for bridges and slopes, it is necessary to amend it into the RTP and TIP as is at this time so that it can get started.
- \$35 million was earmarked by HB2017 for the seismic triage work.
 - Clarification is requested regarding whether *all* funds earmarked for the project are available at this point, since **a)** the revenues for earmarked projects will be accumulating over time through gas taxes and **b)** future fund distributions (to be made as projects progress) are not automatic, but are reliant on performance-based criteria being met. It is believed, therefore, that only a portion of the funds are currently available.
 - There is additional confusion regarding how quickly the remainder of funds become available for HB2017 earmarked projects.
 - Welzenbach stated that funding for earmarked projects is available in full over the first four years of the life of HB2017. Paige West clarified that earmarked funds have been allocated to span the ten-year life of HB2017, but with only four years' worth being appropriated up front; additional fund appropriations are dependent on performance-based criteria being met.
 - * The TAC will recommend approval of the amendment to the Policy Committee with the caveat that clarification of presently available funding (i.e. four years' worth, or the full ten years' worth) be provided by ODOT to the RVMPO Policy Committee prior to their consideration of the amendment.

14:18 | Alex Georgevitch moved that the TAC Committee recommend approval to the Policy Committee of the proposed amendment to the 2017-2042 RTP and 2018-2021 TIP as presented. Tom Humphrey seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

- NOTE: Per Mike Baker via text at the end of Agenda Item 10, only Preliminary Engineering (PE) funds are available now, or will be at some point over the coming year for the “Southern Oregon Seismic Triage” project; construction funds are not yet available.
 - In light of the above, the TAC believes that only PE funds for the project should be amended into the RTP and TIP at this time, not the full \$35 million.
 - Welzenbach did note that the “Southern Oregon Seismic Triage” amendment appears as 100% funded in the STIP, and STIP projects must be fiscally constrained.

No formal amendment to the above motion was made, but it is the TAC's opinion that the same financial constraint rules applied to jurisdictions should be applied to ODOT (i.e. only allowing PE funds to be amended into the project at this time, even if that will require a modification to the STIP). The TAC's request stands that ODOT provide complete information regarding the project's funding status to the RVMPO Policy Committee prior to their consideration of the amendment.

5. RVMPO UPWP | FY2018-2019 16:00 – 18:24

The draft RVMPO UPWP FY2018-2019 has been on the RVMPO website for well over 30 days and was reviewed by the TAC last month; a summary table had previously been provided at the February meeting. No further changes have been made to the document since those noted at the March 14 meeting.

17:48 | Ian Horlacher moved to recommend approval of the FY2018-2019 RVMPO UPWP to the Policy Committee. Paige West seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

6. Project Substitution for the Nevada Street Bridge 18:25 – 20:03

Action on this item is tabled due to ongoing discussion between ODOT and the City of Ashland. ODOT owns the Washington Street segment in the proposed project and has some additional project-related concerns to address with Ashland.

Discussion Items

7. Public Comment 20:04 – 20:13

None voiced.

Regular Updates

8. Updates on Currently Active Projects 20:14 – 29:29

The spreadsheet of funded projects was reviewed; all jurisdictions present provided updates, which will be incorporated and made available for May's meeting.

It was decided that this item would be addressed quarterly, rather than monthly, from now on; the TAC will provide project updates at their meetings in the same months that the list is reviewed by the RVMPO Policy Committee (February, May, August and November).

9. MPO Planning Update 29:30 – 53:49

- *Transportation Planning Rule (TPR)* | According to the new language in the TPR (and providing it is adopted near its current form), responsibility for TSPs and Alternative Measures will fall to the local jurisdictions and agencies rather than the MPO, although the MPO could act as a coordinator if there were unanimous agreement across the jurisdictions (with the caveat that the MPO would need to pay RVCOG or some other private company to execute the work).
 - Since the MPO would no longer be required to uphold Alternative Measure 7, a separate, inter-jurisdictional agreement would need to be reached to continue distributing 50% of the MPO's STBG funds to RVTD if that were desired by all parties.
 - Originally, Alternative Measures were put into place by the MPOs to assist them in trying to meet their VMT reduction standards; the RVMPO largely adopted the Measures in use by Lane County, which seemed to be effective. Under proposed revisions to the new TPR, three options related to the adoption of Alternative Measures would be offered: performance-based, VMT reduction or GHG reduction.
 - Jurisdictions/unincorporated county areas with populations of less than 5,000 would be exempt from Alternative Measures. Those with populations of fewer than 10,000 could choose to opt out. Those with populations of 10,000 or greater would be required to choose and participate in one of the three approaches to Alternative Measures noted in the bullet point above.
 - Some confusion surrounds the following two items: 1) whether a mix of jurisdiction-specific and MPO-wide Alternative Measures can be adopted and 2) whether federal funds can be used to execute work related to Alternative Measures.

- Further discussion of this item is tabled pending definitive changes to the TPR. It is possible that Matt Crall, DLCD's TGM Manager, may attend the May TAC meeting and would be able to provide helpful explanations/clarifications.
- *TPAU* | Welzenbach will send an email to gauge TAC interest (both MPOs) in a two-hour discussion/presentation by TPAU in July regarding the new activity-based model for southern Oregon.
- *Obligation Reports* | The 2016 "Annual Listing of Obligated Projects" has been finalized. MacLaren will email the 2017 report out for review, hopefully by this Friday, April 13. Comments should be directed to rmaclaren@rvcog.org within one week's time; if no comments are received, the report will be published as presented. Obligation reports do not require adoption by the Policy Committee.

10. Other Business / Local Business 53:50 – 58:05

RVTD / Paige West

- "Go By Bike Week" will take place in May; [details](#) available on RVTD website.
- Bike swap in Ashland this Saturday, April 14.
- Earth Day events in Ashland on April 21 for Earth Day.

11. Adjournment 58:06 – 58:11

2:30 p.m.

Scheduled Meetings

RVMPO Policy Committee | April 24, 2018 | 2:00 p.m.

RVMPO TAC | May 9, 2018 | 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 2, 2018
TO: RVMPO Technical Advisory Committee
FROM: Ryan MacLaren, Senior Planner
SUBJECT: TIP Amendment(s)

The TAC is being asked to make recommendations to the Policy Committee on the proposed TIP amendment(s) described below and on the following pages. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, May 22, 2018 to consider adoption of the proposed TIP amendment(s). The 21-day public comment period and public hearing will be advertised on or before April 25th 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: Foothill Rd: Delta Waters to Dry Creek (KN21029)

Description: Increase construction phase by \$1M in local funds from Jackson County.

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														
Foothill Rd: Delta Waters to Dry Creek	Widen to add shoulders and turn lanes at intersections, minor alignment changes.	858	Exempt - Table 2, Safety	21029	FFY2019	Design	\$ 141,082	STBG (L)	\$ 16,147	County	\$ 157,229			\$ 157,229
				21029	FFY2019	Design	\$ 105,792	CMAQ (L400)	\$ 16,147	County	\$ 121,939			\$ 121,939
				21029	FFY2020	Land Purchase	\$ 134,595	STBG (L)	\$ 15,405	County	\$ 150,000			\$ 150,000
				21029	FFY2020	Land Purchase	\$ 105,791	CMAQ (L400)	\$ 15,405	County	\$ 121,196			\$ 121,196
				21029	FFY2021	Construction	\$ 979,975	STBG (L)	\$ 112,163	County	\$ 1,092,138	\$ 500,000	County	\$ 1,592,138
				21029	FFY2021	Construction	\$ 544,069	CMAQ (L400)	\$ 112,163	County	\$ 656,232	\$ 500,000	County	\$ 1,156,232
					Total FFY18-21			\$ 2,011,304		\$ 287,430		\$ 2,298,734		

Items in red will be part of CMAQ funding evaluation unless specifically disqualified (adds capacity, maintains existing facility/service)

	RVMPO Goal	2013-2034 RTP Goal	MPO Requirements (23 CFR, Part 450.306)	Evaluation Criteria	How Measured
1: <i>Mobility</i>		Plan for, develop and maintain a balanced multi-modal transportation system to address existing and future needs.	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.	1. Safety or security issue addressed; Accident/injury reduction	Describe safety problem, and how project would reduce number and severity of crashes. (If project demonstrates air quality benefit it will be evaluated for CMAQ.)
				2. Congestion relief/reduce delay	Level of Service improvement; idle time reduced. HDV may be calculated separately. (To qualify for CMAQ project must provide cost-effective congestion mitigation that provides an air quality benefit. If project adds capacity, it will not be considered for CMAQ.)
		Optimize safety and security of the transportation system.	Increase accessibility and mobility.	3. Promote connectivity (ex: more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet greenhouse emission requirements.
			Increase safety of the transportation system.	4. Population # served (ADT; pop/jobs w/in ½-mi)	Provide traffic count; estimate # jobs and population that will be served by this project. Objective is to show the number of people who will be served by the project. Staff will estimate population & employment using RVMP O model data. Numbers generated will be used to estimate VMT reduction and air quality benefit.
2: <i>Community Vitality & Livability</i>	Continue to work toward more fully integrating transportation and land use planning.	Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment and enhances quality of life.	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth and economic development.	1. Benefit to traditionally underserved populations (Low-Income, Minority, Seniors, Children, Limited English Proficiency)	Does the project invest in and/or provide benefit to an area identified in the Title VI and Environmental Justice Plan or the Transportation Needs Assessment for Traditionally Underserved Populations; or meet a need identified in the Needs Assessment?
				2. Support Alternative Measure 2: improve transit accessibility	Is the project located along existing/planned transit route? Does the project promote or support an increase in housing along fixed route transit? Level of density w/in ¼ mile buffer of project area.
		Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	3. Support Alternative Measure 5: Increase % housing in Activity Centers. Support Alternative Measure 6: Increase % employment in Activity Centers.	Is the project located in an Activity Center? Link to map here . Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship.
				4. Benefit to freight movement, commercial traffic	Describe the benefit to movement of commercial vehicles. (If project reduces truck VMT or emissions – esp. pre 1986 trucks – project will be evaluated for CMAQ).
3: <i>Transportation Options</i>	Increase integration and availability of transportation options.	Use incentives and other strategies to reduce reliance on single-occupant vehicles.		1. Encourage/support SOV reduction; Reduce auto dependence	Does the project reduce SOV use; what elements of project contribute?
				2. Support Alternative Measure 1: increase transit, bike, ped mode share	Describe how the project will increase use of alternative modes.
				3. Support Alternative Measure 3: increase bike facilities	Provide total length of bicycle facility, service to/within/between Activity Centers, and/or describe other improvement.
				4. Support Alternative Measure 4: increase sidewalks on collectors, arterials in Activity Centers	Provide total length of qualifying sidewalks/paths.
4: <i>Resource Conservation</i>	Incorporate environmental and energy conservation into the RVMP O planning process.	Maximize efficient use of transportation infrastructure for all users and modes.	Promote efficient system management and operation.	1. Address/mitigate environmental impacts	Describe project's benefit to natural environment. Does project include conservation features (ex. permeable surface).
				2. Air quality benefit, long term including NOX and VOC.	If there are air quality benefit in addition to responses provided to RED-TEXT criteria, describe. Emission reductions and cost/benefit analysis will be done based on responses provided to items in red. Numbers supplied or staff-generated for Mobility item 4 will be used in this analysis.
				3. Reduce greenhouse gas emissions (CO) ₁	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? (It's anticipated that projects contributing to the Alternative Measures will reduce GHG emissions.)
		Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.	4. Use emerging/new technology	Describe technology to be incorporated into project.
				5. Preserves existing transportation asset	How does the project extend the life of facility without the construction of new facilities? Does the project refurbish existing facility? (If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)
				6. Reduce VMT	Reduction formula based on project type
				7. Improve system efficiency	Describe efficiency: Facility able to handle greater ADT without expansion; Improve other transportation function with smaller investment; reduced operational costs; other?
				8. Lifespan	Useful life of investment. For roadway projects, uniform lifespan applies as determined by predominate material used: concrete = 30 yrs; asphalt = 20 yrs; bike lanes = 20 yrs
				9. Other public, private funding sources (leverage)	List overmatch, other funds

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

RVMPD Project Evaluation, 2019 - 2021																																			
App #	Agency	Project Name/Description	Total Cost	Amount Requested	Functional Class	RVMPD Project Evaluation, 2019 - 2021																													
						Mobility										Community Vitality/Livability					Transportation Options					Resource Conservation									
						Safety	Congest Reduct	Connectivity	# Served (1)	Total Mobility	Under-served Pop (2)	Housing @ Transit Routes (3)	Mixed Use	Freight (4)	Total Livability	SOV Reduct	Encourage Alt. Mode	Bike	Ped	Total Trips/Options	Mitigate Extrem Impacts	AQ Benefit (\$)	GHG Reduct (t)	New Tech	Increase Facility Lifespan	VMF Reduction	Efficiency	Lifespan (years) (6)	Leverage (Federal Share)	Total Resource Conserved					
1	Ashland	E. Nevada Street Extension	\$5,489,000	\$1,961,600	Collector	0	2	3	Pop: Emp: (1)	5	1	0	0	0	1	2	3	2	3	10	1	2	2	0	0	1,684,238	\$ 1.16	0	20	35.7%	5	21			
2	Ashland	Washington Street Extension to Tolman Creek Road	\$1,590,000	\$1,500,000	Collector	2	2	3	Pop: Emp: (1)	7	1	1	2	2	6	1	2	1	1	5	2	0	1	0	0	202,575	\$ 7.40	2	20	94.3%	5	23			
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0 = No identifiable link to criteria.

1 = Low. Does little to fulfill criteria.

2 = Medium. Contributes to criteria.

3 = High. Strongly supports criteria.

1. RVMPD TAZ Data: Population, employment w/in 1/2-mile of improvement

2. Based on Transportation Needs Assessment for Traditionally Underserved Populations and Title VI & Env. Justice Plan

1 = Minor population impact, investment located within Title VI & E1 Plan mapped population area

2 = Moderate population impact, investment located within (along an) Area of Concern (in Needs Assessment)

3 = Significant population impact, project addresses identified need in Needs Assessment

3. RVTD pop., employment from Land Use Conditions Summary, RVTD District Boundary Assessment, Spring 2013

4. Assumes one truck/day @ each violation (217965); Trucks stop for 10 hrs. avg

5. Air Quality - Benefit considers: Emission reductions beyond those identified in CMAQ analysis; Cost effectiveness of air quality improvement (based on VMT reduction and population served); and Overall results of CMAQ analysis

6. Greenhouse Gas Reduction - Benefit considers: Support for efficient urban form (downtowns and activity centers, compact and mixed-use development, transportation options); Reduced combustion vehicle use; and Shift to lower-carbon fuel. Scoring as follows:

1 = Addresses one of three category criteria

2 = Addresses two of three category criteria

3 = Addresses all three category criteria

7. VMT reduction per TPR allowance of 10% VMT reduction for adding sidewalks and bike facilities in Activity Centers; assumed 5% VMT reduction in all other locations. Annual VMT Reduction = daily VMT reduction (Less ADT*TripDistance)*365.

8. Per TAC agreement (Oct. 10, 2011) road project lifespan determined by material used. Predominately concrete project = 30 year; asphalt = 20 years; bicycle lanes=20 years; concrete sidewalk 30 years

Agency	Project Name/Description	Project Rank by Total Score	CMAQ \$ Total*	CMAQ Qualification								CMAQ Program Priority	
				CO (Model UGB)				PM _{2.5} (RVMPD area)				Diesel Retrofit	Congestion Reduction
				kg Reduct/yr	\$/kg	kg Reduct X Lifespan	\$/ Reduct Lifespan	kg Reduct/yr	\$/kg	kg Reduct X Lifespan	\$/Reduct Lifespan		
Ashland	E. Nevada Street Extension	2	\$0	n/a	n/a	n/a	n/a	2,097	\$ 935	41,940	n/a	No	Yes
Ashland	Washington Street Extension to Tolman Creek Road	1	\$0	n/a	n/a	n/a	n/a	336	\$ 4,464	6,720	n/a	No	Yes



CMAQ Project Analysis

Project Name: E. Nevada Street Extension
Applicant: City of Ashland
Date of Analysis: February 21, 2018

Project Description

The E. Nevada St. extension project involves construction of a new 0.12 mile paved roadway, including a bridge, which links the existing terminus of E. Nevada St. and N. Mountain Ave., providing balance and mobility to the transportation system. Nevada St. is classified as an avenue in the City's Transportation System Plan. The project provides an additional route for local and regional multimodal east-west travel. The new project will include bicycle lanes, sidewalks, parkrow, providing connectivity to the Bear Creek Greenway and allow for a future transit route.

Analysis

Implementation of this project will impact PM_{10} emissions based on assuming a trip distance reduction and a mode shift. The analysis will examine reductions in PM_{10} . PM_{10} emission factors for paved roadways are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2017 – 2042 RTP.

Assumptions used in this analysis:

1. Volume (ADT) = 2,977 (based on 10/16/2013 TPAU analysis, predicted Peak Volume = 13% of ADT)
2. Trip Distance Reduction (miles) = 1.5 (estimated trip distance reduced: N. Mountain Avenue, E. Nevada Street to Siskiyou Boulevard)
3. Project Length (miles) = .12
4. Trip Length (miles) = 5.4 (average vehicle trip length in RVMPO)
5. Paved Road PM_{10} Production Rate = 0.00117 kg/mile (RVMPO AQCD 2017-2042 RTP, Page 29, Table 14)
6. Days of use = 365

PM_{10} Analysis

Daily Paved Road PM_{10} Production = (Project Length*0.00117*ADT) = 0.4179 kg
VMT Reduction #1 = (ADT*Trip Distance Reduction) = (2,977 x 1.5) = 4,465.5
VMT Reduction #2 = (ADT*5% bike/ped mode shift reduction*Trip Length) = 803.79
Daily PM_{10} Reduction = ((VMT Reduction #1 + #2)*0.00117 kg) = 6.1650 kg
Daily Benefit Reduction Less Production = (6.1650 kg - 0.4179 kg) = 5.7471 kg
 PM_{10} Annual Reduction = (5.7471 kg/day*365 days) = 2,097.69 kg



CMAQ Project Analysis

Project Name: Washington Street Extension to Tolman Creek Road
 Applicant: City of Ashland
 Date of Analysis: February 21, 2018

Project Description

This substitute project extends Washington Street from its current western terminus west of I-5 and south of Ashland Street directly west to connect with Tolman Creek Road. This project is consistent with the I-5/Ashland Street (Exit 14) IAMP Access Management Plan's Access Management Plan and Enhanced Local Street Network recommendations.

The proposed new street (Independent Way) will provide needed connectivity to this portion of the city and will have two-travel lanes, two parking lanes and sidewalks on each side buffered by landscaping. The project is currently at 60% design and the City will be submitting the Joint Permit Application to the Division of State Lands and Army Corps for approval of construction activities in Hamilton Creek for the fish friendly culvert crossing in January 2018.

Analysis

Implementation of this project will impact PM_{10} emissions based on assuming a trip distance reduction and a mode shift. The analysis will examine reductions in PM_{10} . PM_{10} emission factors for paved roadways are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2017 – 2042 RTP.

Assumptions used in this analysis:

1. Volume (ADT) = 1,460 (based on estimated daily trips reduced on Tolman Creek Road, Washington Street, and Ashland Street between Washington Street and Tolman Creek Road)
2. Trip Distance Reduction (miles) = 0.4 (estimated trip distance reduced: Washington Street to Ashland Street to Tolman Creek Road)
3. Project Length (miles) = .13
4. Trip Length (miles) = 5.4 (average vehicle trip length in RVMPO)
5. Paved Road PM_{10} Production Rate = 0.00117 kg/mile (RVMPO AQCD 2017-2042 RTP, Page 29, Table 14)
6. Days of use = 365

PM_{10} Analysis

Daily Paved Road PM_{10} Production = (Project Length*0.00117*ADT) = 0.2221 kg

VMT Reduction #1 = (ADT*Trip Distance Reduction) = (1,460 x 0.4) = 584

VMT Reduction #2 = (ADT*5% bike/ped mode shift reduction*Trip Length) = 394.2

Daily PM_{10} Reduction = ((VMT Reduction #1 + #2)*0.00117 kg) = 1.1445 kg

Daily Benefit Reduction Less Production = (1.1445 kg – 0.2221 kg) = 0.9224 kg

PM_{10} Annual Reduction = (0.9224 kg/day*365 days) = 336.676 kg

Ongoing RVMPO¹Projects 04-11-18

Attachment 4
(Agenda Item 7)

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)		Comments Received
				P	S	
Ashland	E. Nevada Street Extension	15-18	16,17,18	PL		Substitute project is being presented to the RVMPO for consideration.
				D		
				LP		
				UR		
				CN		
				OT		
Eagle Point	E. Main St./Stevens Rd. Improvements	15-18	16,17,18	PL	2	The Design Acceptance Package (preliminary plans and estimate) were completed August 2017 by OBEC Consultant Engineers. The joint DSL/ACOE permit application was completed for the roadside ditches. Right of Way amendment was approved by DOJ. Design is continuing for Advance Plans date of March 2018. Advertising currently scheduled in 2018, pending right of way resolution.
				D	1	
				LP	1	
				UR	0	
				CN	0	
				OT	0	
Jackson County	Rogue Valley Active Transportation Plan	15-18	16	PL	1	Negotiating scope and fee to get the project moving forward.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
Jackson County	Table Rock Rd.	15-18	16,18	PL	3	Construction has begun, mostly at night. Medford water and RVSS are installing new facilities south of Airport.
				D	3	
				LP	3	
				UR	3	
				CN	2	
				OT	0	
Medford	Foothill Rd. - Hillcrest to McAndrews	15-18	16,17	PL	3	Appraisals complete by April. ROW by late 2018.
				D	2	
				LP	2	
				UR	1	
				CN	1	

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				OT	0	Bid December 2018. Start spring 2019
RVCOG	Hybrid Vehicle	15-18	16	OT	3	Complete.
RVTD	Valley Feeder Pilot Project	15-18	16	OT		Applying for a technical assistance grant from the Shared Use Mobility Center who's been working on mobility on demand services.
Ashland	Chip Seal	18-21	20	PL	2	Funding designated for this October, once funding is received the project will begin.
				D	1	
				LP	0	
				UR	1	
				CN	1	
				OT	0	
Central Point	W. Pine St. Reconstruction - Glenn Way to Brandon Ave.	18-21	19,20	PL	1	Hoping before the end of third quarter on the IGA.
				D	1	
				LP	1	
				UR	1	
				CN	1	
				OT	1	
Eagle Point	S. Royal Ave. Improvements - Design & ROW	18-21	19	PL	1	Received some funding to begin design and planning.
				D	2	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
Jackson County	Foothill Rd. - Delta Waters to Dry Creek	18-21	19,20,21	PL	3	IGA is in the que. RFP has been started.
				D	1	
				LP	1	
				UR	1	
				CN	1	
				OT	0	

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Jackson County / ODOT	Bear Creek GW - Hwy 140 Shared-Use Path	18-21	19	PL	3	Looking for construction in 2019.
				D	2	
				LP	2	
				UR	1	
				CN	1	
				OT	0	
Phoenix	North Couplet Pedestrian Crossing	18-21	19	PL	2	Council is still evaluating lane configurations.
				D	1	
				LP	0	
				UR	1	
				CN	1	
				OT	0	

<u>Phase</u>	<u>Status</u>
PL= Planning	0 = N/A
D = Design	1 = Not Started
LP = Land Purchase	2 = In Process
UR = Utility Relocate	3 = Complete
CN = Construction	
OT = Other	