



AGENDA

Rogue Valley Metropolitan Planning Organization Public Advisory Council

Date: Tuesday, January 18, 2022

Time: 5:30 p.m.

Location: Join Zoom Meeting

<https://us06web.zoom.us/j/81467144964?pwd=RkJVQ0xUMkNQQlNXWVBqREZRTngxZz09>

Meeting ID: 814 6714 4964

Passcode: 838868

Phone #: 253 215 8782

Contact: Office Specialist, (541) 423-1375

RVMPO website: www.rvmpos.org

1	Call to Order / Introductions / Review Agenda	Chair
2	Review / Approve Minutes	Chair
<i>Attachment</i>	#1 RVMPO PAC Draft Minutes 12/21/2021	
3	Public Comment <i>*Three-minute limit for each speaker</i>	Chair
Action Items		
4	Amendments to the 2021–2024 Transportation Improvement Program (TIP)	Ryan MacLaren
<i>Background</i>	<p>The PAC is being asked to review the adoption of amendments to the 2021–2024 Transportation Improvement Program (TIP) to include the following project(s):</p> <ul style="list-style-type: none">Adjust Project in TIP: OR66 over RR bridge & E. Main St. over I-5 bridge (Ashland) (KN21180) <p>The 21-day public comment period and public hearing was advertised on or before Monday, January 3, 2022 in the <i>Medford Mail Tribune</i>, and information is currently available on the RVMPO website.</p>	

<i>Attachment</i>	#2 TIP Amendments #3 TIP CRM #4 Location and Maps	
<i>Action Requested</i>	Recommendation of approval to the Policy Committee	
Discussion Items		
5	Revised Application Form and Information	Karl Welzenbach
<i>Background</i>	With the proposed and accepted modifications to the application process, staff has developed a new set of application information.	
<i>Attachment</i>	#5 Revised application form #6 Updated Evaluation Measures #7 Updated Evaluation Scoresheet PDF (Excel)	
Regular Updates Standing Items		
6	MPO Planning Update	Karl Welzenbach
7	Other Business	Chair
8	Next Meeting <i>The next PAC meeting is scheduled for February 15, 2022 at 5:30 p.m.</i>	Chair
9	Adjournment	Chair

- The next RVMPO PAC meeting is scheduled for **Tuesday, February 15, 2022, at 5:30 p.m.**
- The next RVMPO Policy Committee meeting will be **Tuesday, January 25, 2022 at 2:00 p.m.**
- The next RVMPO TAC meeting will be **Wednesday, February 09, 2022 at 1:30 p.m.**



Summary Minutes
Rogue Valley MPO Public Advisory Council
December 21, 2021

The following attended:

Involvement Area	Appointee	Phone Number
Ashland	Mary Wooding	482-1066
Central Point	Larry Martin	664-3778
Jacksonville	Ron Holthusen	944-5040
Special Interest	Appointee	Phone Number
Bike\Ped	Edgar Hee, Vice Chair	734-4872
Freight Industry	Mike Montero, Chair	779-0771
Public Health	Michael Polich	608-3802
Non-voting Members	Appointee	Phone Number
Staff		
RVCOG	Karl Welzenbach	423-1360
Interested Party		

RVMPO PAC Agenda Packet: [December 21, 2021](#)

Meeting Recordings: [12/21/2021](#)

1. Call to Order / Introductions/ Review Agenda 00:00 – 01:17

5:30 p.m.

2. Review / Approve Minutes 01:17 – 01:50

01:31 | *Ron Holthusen motioned to approve the November 16, 2021 meeting minutes as presented. Seconded by Mary Wooding.*

No further discussion.

Motion passed by voice vote.

3. Public Comment 01:50 – 02:00

No Comments

Action Items

4. Amendments to the 2021-2024 Transportation Improvement Program (TIP) 02:00 – 04:35

04:09 | *Edgar Hee motioned to recommend approval of the amendments as presented. Seconded by Michael Polich.*

No further discussion.

Motion passed by voice vote.

Regular Updates

5. Project Selection Process 04:35 – 37:56

16:35 | Question from Michael Polich: *What will happen if a smaller jurisdiction does not have the staff to have join the workshop? Does every jurisdiction have someone knowledgeable to bring this information back to the planners?*

There are not many consulting firms in this valley that cities can use unfortunately. Each city did get a quarter million from the MPO in Covid-19 relief funds that can be used for anything transportation related, which can be used as match on any project, or to hire a consultant if needed.

Regular Updates

6. MPO Planning Update 37:56 – 46:19

Provided by Karl. Updates on the new Transportation Bill and the upcoming UPWP.

7. Other Business 46:19 – 55:29

8. **Next Meeting:** *The next PAC meeting is December 21, 2021 at 5:30 p.m.*

9. Meeting Adjourned

Scheduled Meetings:

RVMPAC PAC | Tuesday, January 18, 2022 @ 5:30 p.m.

RVMPAC TAC | Wednesday, January 12, 2022 @ 1:30 p.m.

RVMPAC Policy Committee | Tuesday, December 28, 2021 @ 2:00 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: January 3, 2022
TO: RVMPO Public Advisory Council
FROM: Ryan MacLaren, Senior Planner
SUBJECT: TIP Amendments

The PAC is being asked to make recommendations to the Policy Committee on the proposed TIP amendments described below and on the following pages. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, January 25, 2022 to consider adoption of the proposed TIP amendments. A press release for the 21-day public comment period and public hearing was sent on or before January 3rd to the Medford Tribune, and information is currently available on the RVMPO website. Information on the projects is enumerated, below:

A. Adjust Project in TIP: OR66 over RR bridge & E. Main St. over I-5 bridge (Ashland) (KN21180)

Description: Add project scope, increase the Construction Phase by \$2M funded from Fix-It SW Bridge Program savings.

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														
OR66 over RR bridge & E. Main St. over I-5 bridge (Ashland)	Overlay bridge driving surfaces on two bridges, including new railing to improve safety for the traveling public.	n/a	Exempt (40 CFR § 93.126 Table 2) - reconstructing bridges no new lanes			Planning								\$ -
				21180	2019	Design	\$ 448,650	HB2017	\$ 51,350	ODOT	\$ 500,000			\$ 500,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				21180	2022	Construction	\$ 4,486,500	HB2017	\$ 513,500	ODOT	\$ 5,000,000			\$ 5,000,000
						Other					\$ -			\$ -
					Total FFY21-24		\$ 4,935,150		\$ 564,850		\$ 5,500,000	\$ -		\$ 5,500,000

Status: **Approved**

CMR Transaction

Request Date: 9/22/2021 CMR Number: 21180-01 Project Lead (TPM/RE-CP): Oberlander, Elijah

Project Name: OR66 over RR bridge & E. Main St. over I-5 bridge (Ashland)

KN: 21180 Region: 3 Area: Rogue Valley Project Delivery Phase: DAP

Funding Program 1: HB2017 BridgeSeismic Program 2: LOCAL Program 3:

Program 4: Program 5: Program 6:

STIP Amendment: Full Approval Authority: Delivery & Operations Administr MPO Amendment: ☒ Yes ☐ NoIGA Amendment: ☒ Yes ☐ No A & E Contract Amendment: ☐ Yes ☒ No Reset Baseline Project: ☐ Yes ☒ No

Change 1: Unanticipated Reason 1: 101 Adding scope

Change 2: Avoidable Reason 2: 301 Project estimate exceeds project budget

Change 3: Reason 3:

Current Scope: Deck overlays and deck repairs

Describe Scope Change: Adding Guardrail Replacement on E. Main St. and bridge rail retrofit on Greensprings highway over CORP.

Justification for Scope Change: Existing guardrail is not MASH compliant and a full replacement is recommended based on the Technical Guidance in RD18-01(B). The Bridge rail retrofit is the preferred option since full bridge rail replacement is not practical due to cost/benefit ratio.

Describe the Risk of not Approving the Scope Change: Project will not pass DAP milestone without DE for substandard guardrail and a DE is not warranted. A DE for the bridge rail without the retrofit is not warranted due to the low cost of upgrade.

	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open - 008	1/7/2019	1/7/2019	PS&E Submittal - 551	4/18/2022	4/18/2022
PDT Kick-off - 018	3/3/2021	3/3/2021	Bid Opening - 560	6/9/2022	6/9/2022
Project Initiation Phase Complete - 050	9/17/2021	9/17/2021	Forecasted 1st Note 735	8/15/2022	8/15/2022
DAP Phase Complete - 325	10/29/2021	10/29/2021	Forecasted 2nd Note 790	1/10/2023	1/10/2023
ROW EA Open - 470			Forecasted 3rd Note 796	10/24/2023	10/24/2023

Describe Schedule Change: No Schedule Change

Justification for Schedule Change: N/A

Describe the Risk of not Approving the Schedule Change: N/A

	Phase Total Estimated Cost	Requested Budget	Change
Planning	\$0	\$0	\$0
Preliminary Engineering	\$500,000	\$635,000	\$135,000
Right of Way	\$0	\$0	\$0

Status: **Approved**

CMR Transaction

Request Date: 9/22/2021 CMR Number: 21180-01 Project Lead (TPM/RE-CP): Oberlander, Elijah

Project Name: OR66 over RR bridge & E. Main St. over I-5 bridge (Ashland)

KN: 21180 Region: 3 Area: Rogue Valley Project Delivery Phase: DAP

Utility Relocation	\$0	\$0	\$0
Construction	\$3,000,000	\$5,000,000	\$2,000,000
Other	\$0	\$0	\$0
Total:	\$3,500,000	\$5,635,000	\$2,135,000

Describe Budget Change (Break down the change by Funding Program): Adding CN and PE funds from the bridge program. Jackson County will contribute \$50k to the project.

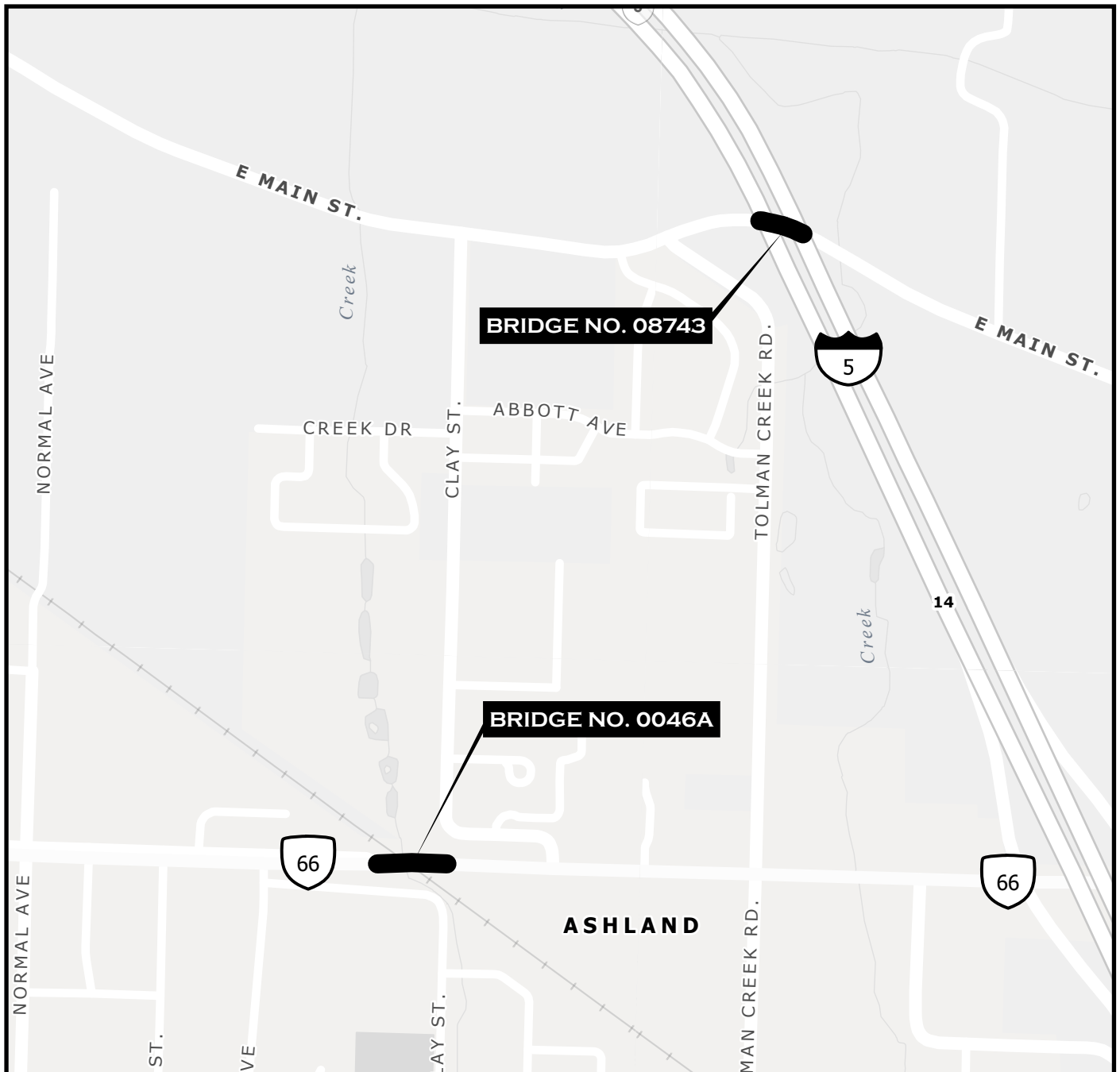
Justification for Budget Change: DAP Estimate exceeded project budget.

Describe the Risk of not Approving the Budget Change: Project will not pass DAP milestone.

	<u>Signatures</u>	<u>Dates</u>		<u>Signatures</u>	<u>Dates</u>
Funding Program Manager:	Hartman, Bert	10/15/2021	Additional Signator:		
STIP Coordinator:	Birch, Naomi	10/13/2021	Additional Signator:		
Area Manager:	Anderson, Art	10/8/2021	Additional Signator:		
Project Sponsor:	Griffin, Jeremiah	10/12/2021	Additional Signator:		
Tech Center Manager:	Thompson, Mark	10/12/2021	Additional Signator:		
Region Manager:	Neavoll, Darrin	10/14/2021	Additional Signator:		
Additional Signator:			Additional Signator:		

STIP PROJECT LOCATION

ODOT REGION 3



ACT: Rogue Valley ACT

COUNTY: Jackson

CITY: Ashland

OR-66 OVER RR BRIDGE & E MAIN OVER I-5 BRIDGE (ASHLAND)

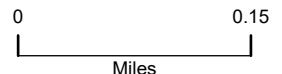
KEY NO. 21180

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



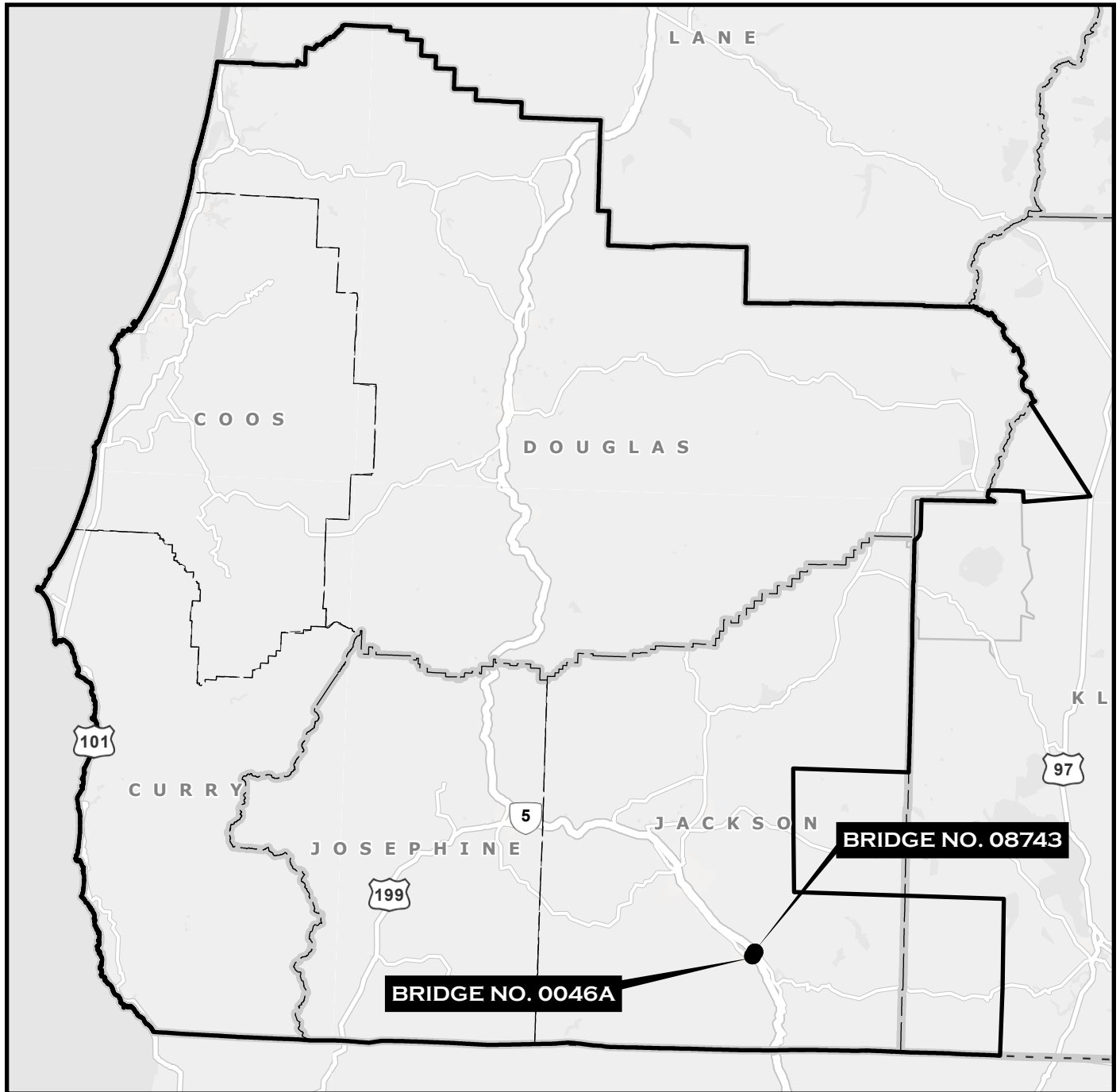
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odotmaps@odot.state.or.us

DATE: 10/20/2021

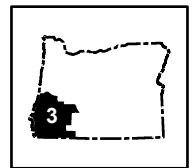
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STIP PROJECT VICINITY

ODOT REGION 3



OR-66 OVER RR BRIDGE & E MAIN OVER I-5 BRIDGE (ASHLAND)
KEY NO. 21180



STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



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DATE: 10/20/2021

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RVMPO Evaluation Measures

Goals and Project Funding Criteria-Table

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

	2045 RTP Goal	FAST Act MPO Requirements	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. Use ARTS Crash Reduction Factor List (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.).
			3. Promote connectivity (more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet greenhouse emission requirements.
	Optimize safety and security of the transportation system.	Increase accessibility and mobility.	4. AADT	Provide latest traffic count data
		Increase safety of the transportation system. Increase security of the transportation system.		
2: <i>Community Vitality & Livability</i>	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/impact on senior, disabled, low-income, or minority populations	Does the project impact protected populations based on RVMPO Environmental Justice Plan
			2. Benefit to freight movement, commercial traffic	Does the project promote or support an increase in housing along transit routes. (If VMT reduction can be directly linked)
				Is the project located in a downtown, activity center, designated TOD or other mixed-use (residential/employment) area? Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship
	Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.		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>	Use incentives and other strategies to reduce reliance on single-occupant vehicles.	Increase accessibility and mobility.	1. Encourage/support SOV reduction; Reduce auto dependence.	Does the project reduce SOV use; what elements of project contribute?
				Describe how the project will increase use of alternative modes. Utilize Adopted diversion factor worksheet for identifying number of bike/ped trips
				Provide total length of qualifying bicycle lane.
				Provide total length of qualifying sidewalks
				Identify Level of Stress (utilizing ODOTs Chapter 14 Analysis procedure for multi-modal projects)
4: <i>Resource Conservation</i>	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/eq/committees/lowcarbon.htm>).

RVMPO Project Evaluation, 2024 - 2027						Reduce number & severity of crashes		Improve level of service; Reduce idle time		Improve existing network, fill service gap		Underserved populations		Improve freight movement, commercail traffic		Reduce reliance on motor vehicle or single-occupant vehicle		Promote Transit/bike/ped		Level of Traffic Stress		Efforts exceeding requirements to benefit natural environment		Benefits beyond those identified in CMAQ analysis		Reduce CO emissions (urban form, lower-carbon fuel, reduce gas vehicle use)		Introduce technology new to RVMPO area; Implement ITS Plan		Preserves function of existing transportation asset		Estimated annual VMT reduction		Grant dollars expended per mile reduced		Handle greater ADT w/out expansion or improve system efficiency/capacity at lower cost		Useful life of investment		Projects w/lower federal share may	
App #	Agency	Project Name/Description	Total Cost	Amount Requested	Functional Class	Mobility				Community Vitality/Livability			Transporation Options				Resource Conservation																								
						Safety	Congest Reduct	Connec-tivity	Total Mobility	Under-served Pop (1)	Freight (2)	Total Livability	SOV Reduct	Encourage Alt. Mode	LOTS	Total Transpo Options	Mitigate Enviro Impacts	AQ Benefit (3)	GHG Reduct (4)	New Tech	Increase Facility Lifespan	VMT Reduction		Efficiency	Lifespan (years) (5)	Leverage (Federal Share)	Total Resource Conservtn														
																						Miles/Yr	Grant \$/Mile																		
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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. Based on Transportation Needs Assessment for Tradtionally Underserved Populations and Title VI & Env. Justice Plan 1 = Minor population impact, investment located within Title VI & EJ 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
2. Assumes one truck/day @ each station (21*365); Trucks stop for 10 hrs. rest
3. 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
4. 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
5. 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