



Date: Wednesday, February 21, 2023 Time: 5:30 p.m.

Join In-Person

Location: Jefferson Conference Room
RVCOG, 155 N 1st Street,
Central Point

Transit: Served by RVTD Route #40

Contact: RVCOG: 541-423-1375

Website: www.rvmopo.org

Or via Zoom

Meeting ID: 845 5381 3671

Passcode: 830485

Phone #: +1 346 248 7799

Zoom Link:

<https://us06web.zoom.us/j/84553813671?pwd=ZFVOVmY5L1EyRVhzWDI1ckdVcnltZz09>

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. 48 HOURS ADVANCE NOTICE IS PREFERABLE, AND WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS

1. Call to Order / Introductions / Review Agenda

Chair

Consent Agenda

2. Review / Approve Minute

Chair

Attachment: [#1 RVMPO TAC Meeting Draft Minutes 01/11/2022](#)

Action Items

3. Election of Officers

Karl Welzenbach

Background: Each year the PAC selects a new Chair and Vice-Chair. They will serve a term of one year.

Attachments: [#2 Bylaws](#)

Action Requested: *Election of new officers*

5. Amendment to the 2021-2024 TIP

Ryan MacLaren

Background: The PAC is being requested to make a recommendation on the proposed amendments to the 2021-24 TIP.

- Add Project to TIP: NB Highland Dr to Barnett Rd (KN 23416)

The 21-day public comment period and public hearing was sent on or before Monday, February 6, 2023, in the *Rogue River Press* and the *Grants Pass Courier* and information is currently available on the RVMPO website.

Attachments: [#5 TIP Amendment Memo](#) [#6 Letter with Background](#)

[#7 New Project CMR](#) [#8 Map](#)

Action Requested: *Recommendation to the Policy Committee*



6. Carbon Reduction Program Funding

Karl Welzenbach

Background: Included in the recently passed federal transportation bill, the Infrastructure, Investment and Jobs Act (IIJA) is a new program fund called the Carbon Reduction Program Fund. These funds, although allocated to the urbanized areas, will be administered by the Oregon DOT. Included for your information with this agenda packet are the final project selection criteria and the draft application form. The annual available amount for the Medford Urbanized area is \$414,000.

For those interest in pursuing a project: Please have information ready to be discussed

Attachments: [#9 Fact Sheet](#) [#10 Small Urban/Rural Criteria](#)
[#11 Suballocations](#) [#12 Application](#)

Action Requested: *Recommendation to the Policy Committee*

7. RIASE Grant Letter of Support

Karl Welzenbach

Background: ODOT is asking for a letter of support for the next federal RAISE Grant to extend the existing OR99 Glenwood to Coleman Project, scheduled for construction in 2024. Th goal is to extend it farther north of the expected terminus of Matt Loop, just across from Harry and David's facilities.

Attachments: [#13 Letter of Support](#) [#14 Map](#)

Action Requested: *Recommendation to the Policy Committee*

Discussion Items

8. Bike Map Update

Karl Welzenbach

Background: An Update on the Bike/Ped Map

9. Public Comment

Chair

Regular Updates

7. RVMPO Update

Karl Welzenbach

8. Other Business / Local Business

Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

9. Adjournment

Chair



AGENDA

Rogue Valley Metropolitan Planning Organization

Public Advisory Council

Scheduled Meetings		
RVMPO TAC	March 8, 2023	1:30 p.m.
RVMPO PAC	March 21, 2023	5:30 p.m.
RVMPO Policy Meeting	February 28, 2023	2:00 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



SUMMARY MINUTES
Rogue Valley Metropolitan Planning Organization
Public Advisory Council

Date: Tuesday, January 17, 2023

Voting Members	Organization	Phone Number
Mary Wooding	Ashland	482-1066
Jennifer Boardman	Central Point	630-0387
Larry Martin	Central Point	664-3778
Kayla Mauriello	Medford (East)	307-421-5254
Ron Holthusen	Jacksonville	944-5040
Special Interest	Organization	Phone Number
Edgar Hee	Bike/Ped	734-4872
Mike Montero	Freight	779-0771
Robin Lee	Senior	773-7185
Non-Voting Member	Organization	Phone Number
Ian Horlacher	ODOT	423-1362
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	
Dalia Silva	United Way	

RVMPO PAC Minutes – Tuesday, January 17, 2023

[Agenda Packet](#)

[Meeting Audio](#)

1. Call to Order at 5:30 / Introductions / Review Agenda 00:00 – 01:44

Quorum: 6 Total Members

2. Review / Approve Minutes 01:44 – 02:19

02:03 Marry Wooding moved to approve the November 15, 2022 RVMPO PAC Meeting Minutes as presented. Seconded by Kayla Mauriello.
No further discussion.
Motion passed unanimously by voice vote.

2. Public Comments 02:19 – 02:55



Discussion Items

4. Carbon Reduction Program Funding **02:55 – 15:40**

5. Fund Exchange **15:40 – 38:07**

6. Public Comment **38:07 – 38:23**

No Comments

Regular Updates

7. MPO Planning Update **38:23 – 44:25**

MPO update provided by Karl Welzenbach regarding the Census and possible surveys going in the future.

8. Other Business / Local Business **44:25 – 28:55**

9. Adjournment

6:14 p.m.

Scheduled Meetings

RVMPO TAC	February 8, 2023	1:30 p.m.
RVMPO PAC	February 21, 2023	5:30 p.m.
RVMPO Policy Meeting	January 24, 2023	2:00 p.m.

BYLAWS
ROGUE VALLEY COUNCIL OF GOVERNMENTS (RVCOG)
METROPOLITAN PLANNING ORGANIZATION (MPO)
PUBLIC ADVISORY COUNCIL (PAC)

Article I

Name

This council shall be known as the Public Advisory Council of the Rogue Valley Metropolitan Planning Organization (RVMPO).

Article II

Purpose

The Public Advisory Council serves as a community forum to exchange information, convey input from the public, and ascertain public opinion on transportation planning activities of the RVMPO.

Section 1. Duties of the Public Advisory Council

- a. Represent the interests of citizens within the respective Citizen Involvement Areas delineated in the Citizen Involvement Areas Map, or topical area of interest, as defined in the RVMPO Public Participation Plan.
- b. Serve as a communication link between the public and RVMPO regarding transportation planning activities.
- c. Provide feedback to RVMPO staff during the development and implementation of the Regional Transportation Plan, the Metropolitan Transportation Improvement Program and air quality conformity activities.
- d. Provide recommendations to the MPO Policy Committee.

Article III

Membership - Voting

Section 1. Membership of the Council

- a. The Council consists of representatives from Citizen Involvement Areas within the RVMPO and special interests as delineated in this section. There are nine (9) Citizen Involvement Areas with two (2) members possible from each area, representing a population of up to 25,000. When a Citizen Involvement Area population exceeds 25,000, an additional position shall be created with additional positions upon each incremental population increase of 25,000. Any area with more than the specified number of members as of the date these bylaws are adopted may retain those members until their terms are completed. Seven (7) additional positions are available, one (1) for each of the following special interests: freight industry, mass transit, minority citizens, low-income citizens, senior citizens, public health, and bicycle/pedestrian.
- b. Members of the Council must reside, own property or operate a business within the Citizen Involvement Area that they represent, or within the MPO boundary if representing a special interest group.
- c. Public Advisory Council members will be approved by the MPO Policy Committee.

Section 2. Appointment and Tenure of Council Membership

- a. Vacancies in an office shall be publicly announced. Potential members shall submit a statement of interest, and when more than one citizen applies to serve on the Council, the selection shall be based on maintaining a broad cross section of interests. MPO staff and PAC members may solicit to groups or individuals to fill membership vacancies. Prior to any public announcement of a vacancy, the Council can recommend reappointment of a sitting member.
- b. Selection of council members shall be conducted through RVMPO's established application process, meeting the nondiscrimination requirements of Title VI of the Civil Rights Act of 1964 and Executive Order 12898.
- c. The term of office on the Council shall begin the day the member is appointed and shall continue for two years, except that such term of office shall terminate immediately upon:
 - Relocation outside the RVMPO or outside the Citizen Involvement Area which the member represents; or,
 - Unexcused absence from three regularly scheduled, consecutive meetings.

Section 3. Voting Privileges

- a. Each member who is present at regular or special meetings shall be entitled to one vote on all issues presented.

Article IV

Meetings

Section 1. Regular Meetings

- a. The Council shall hold its regular meeting on the third Tuesday of each month. No meeting shall be held during the month of December.

Section 2. Special Meetings

- b. Special meetings may be called by RVMPO's Planning Program Manager's designated staff on seven (7) days notice.
- c. The person calling such special meeting shall fix the time and place for holding of such meeting.

Section 3. Conduct of Meetings

- a. Official action may be taken by the Council when a quorum is present.
- b. A quorum shall exist when a majority of appointed members are present.
- c. The voting on all questions coming before the MPO Public Advisory Council shall be by voice vote and decided by a simple majority of members present. The ayes and nays shall be entered in the minutes of such meeting. If a motion on question fails, deliberation shall continue until a motion or definitive action is offered and passed.

Article V

Officers and Duties

Section 1. Officers

- a. The officers of the Council shall be a Chair and Vice-Chair to be elected by the Council at the first meeting of the calendar year.

Section 2. Term of Office

- a. The officers shall hold office for a period of one (1) year.

Section 3. Duties of Officers

- a. The Chair shall preside over the meeting.
- b. In the absence of the Chair, the Vice Chair shall perform all Chair duties.

Section 4. RVMPO Planning Program Manager

- a. The RVMPO's Planning Program Manager shall be an ex-officio, non-voting member of the Council. The program manager shall be responsible for staff support of the Council, including minute taking and record keeping.

Article VI

Amendments to Bylaws

Section 1.

- a. These bylaws may be amended or repealed or new bylaws may be adopted by a supermajority vote of two thirds of the members of the Council present at any regular or special meeting called for that purpose. Written notice of proposed amendments shall be given to the membership of the Council at least thirty (30) days prior to the date of the meeting at which the bylaws are to be considered. Any objections to the proposed amendments shall be forwarded to RVMPO's Planning Program Manager.
- b. Amendments to the bylaws shall become effective upon approval by the MPO Policy Committee.

Approved by the RVMPO Policy Committee:



Jim Lewis, Chair

21 MAY 21

Date



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: February 03, 2023
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, February 28, 2023 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 February 6th to the Rogue River Press, Grants Pass Daily Courier, and information is currently available on the RVMPO website. Information on the projects is enumerated, below:

A. Add Project to TIP: NB Highland Dr to Barnett Rd (KN 23416)

Description: Design for a future Construction project to widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.

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														
NB Highland Dr to Barnett Rd	Design for a future Construction project to widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.	n/a	Exempt (40 CFR § 93.126 Table 2) - Hazard elimination program.			Planning					\$ -			\$ -
				23416	2023	Design	\$ 838,976	IIJA	\$ 96,024	ODOT	\$ 935,000			\$ 935,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
						Other					\$ -			\$ -
					Total FFY21-24		\$ 838,976		\$ 96,024		\$ 935,000	\$ -		\$ 935,000



Darrin Neavoll

Region Manager

3500 NW Stewart Parkway

Roseburg, OR 97470

Telephone (541) 957-3518

DATE: January 26, 2023

TO: McGregor "Mac" Lynde
Delivery & Operations Division Administrator

FROM: Darrin Neavoll
Region 3 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the NB Highland Dr. to EB Barnett Rd. Dual Right Turn Lane project.

Requested Action:

Request approval to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the NB Highland Dr. to EB Barnett Rd. Dual Right Turn Lane project, located in Jackson County.

The funding for this new project will come from Region 3 Fix-It savings.

Project to add:

NB Highland Dr. to Barnett Rd. Dual Right Turn Lane (K:TBD)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	2023	\$0	\$935,000
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	NA	\$0	\$0
Other	NA	\$0	\$0
TOTAL		\$0	\$935,000

Background:

I-5 southbound exit 27 experiences heavy congestion on weekdays during peak travel times. This excess vehicle demand extends from the southbound exit onto northbound Highland Dr. and continues with eastbound turning traffic onto Barnett Road. The congestion is creating safety and vehicular flow problems on I-5. ODOT Region 3, in collaboration with the City of Medford, analyzed traffic operations to identify solutions within the Interstate 5 ("I-5") Exit 27 (South Medford) Interchange Management Study Area supported by Alternative Mobility Targets for the South Medford Interchange. Adding a dual right turn lane from Highland to Barnett was the preferred option out of that analysis to reduce traffic queues and congestion.

The purpose of this project is to widen the existing single right turn lane on Highland NB to Barnett Road EB to add a dual right turn (two 12' lanes with 3' shoulder) and a 12' curb tight shared use path. The length of the dual right turn lane will match the length of the existing single

right turn. Widening for the dual right begins after the existing structure carrying Highland over Bear Creek and continues to the intersection of Barnett Road. The structure carrying Highland over Larson Creek will need to be widened approximately 13'. A triangular island will be added between the dual right and thru travel lanes on the SE Corner to shorten pedestrian crossing distance and provide an area for signs and signal poles.

Region 3 is requesting to fund a PE only (shelf) phase for the 2021 – 2024 STIP. Construction funding will be identified during the 2024 – 2027 STIP cycle.

Options:

With approval, ODOT will add this project to the 2021 – 2024 STIP and begin design work.

Without approval, ODOT will not add the project to the STIP and will continue to work with the city of Medford on adding the project.

Attachments:

Attachment 1 – Vicinity and Location Maps

Attachment 2 – Approved CMR

Copies to:

Darrin Neavoll
Eli Oberlander

Sarah Thompson

Naomi Birch

Jerry Marmon

New Project Request

Region 3 STIP Management Team – Updated 07/2022

Threshold: A New Project Request form must be submitted for R3 STIP Management Team (SMT) approval for a new project using previously allocated funds.

Instructions: Complete required information for new project. Submit a copy to the R3 Financial Plan Coordinator (Naomi Birch) and to Sarah Thompson at least one-week before the R3 SMT meeting each month.

Process: Requests will be reviewed and submitted to the SMT for approval. The Financial Plan Coordinator will update the Highway Program Office and PCS and retain the original forms. Copies of the approved request will be provided to the requester. Requester is responsible for updating project team, project file, and all other project tracking systems.

Project Name: NB Highland Dr to Barnett Rd Dual Right Turn Lane

Work Type: Operations

Request Date: 11/7/22

PL/PM: Elijah Oberlander

AM: Jerry Marmon

Let Date: 24'-27' STIP

MPO Project: RVMPO

Financial Coordinator Review: Naomi Birch needs to review all CMRs for additional funds before they are submitted for SMT review. Check the box below indicating that Naomi has reviewed your funding requests.



Naomi Has Reviewed Funding Requests

Naomi Comments: Funding will come from Region 3 fix-it savings

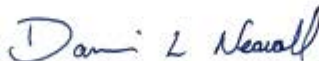
Funding Source	PE	ROW	Utilities	Construction	Other	Local	Total
Region 3 Fix-It	935000						935000
							0
							0
Project Budget	935000	0	0	0	0	0	935000
Program Year	2023						

Project Description including MP and Hwy:

This request is to fund a PE only (Shelf) project for the 21'-24' STIP. This project proposes widening the existing single right turn lane on Highland NB to Barnett Road EB to a dual right turn (two 12' lanes with 3' shoulder) and a 12' curb tight shared use path.


Jerry MARMON (Nov 16, 2022 15:37 PST)

11/16/2022



11/17/2022

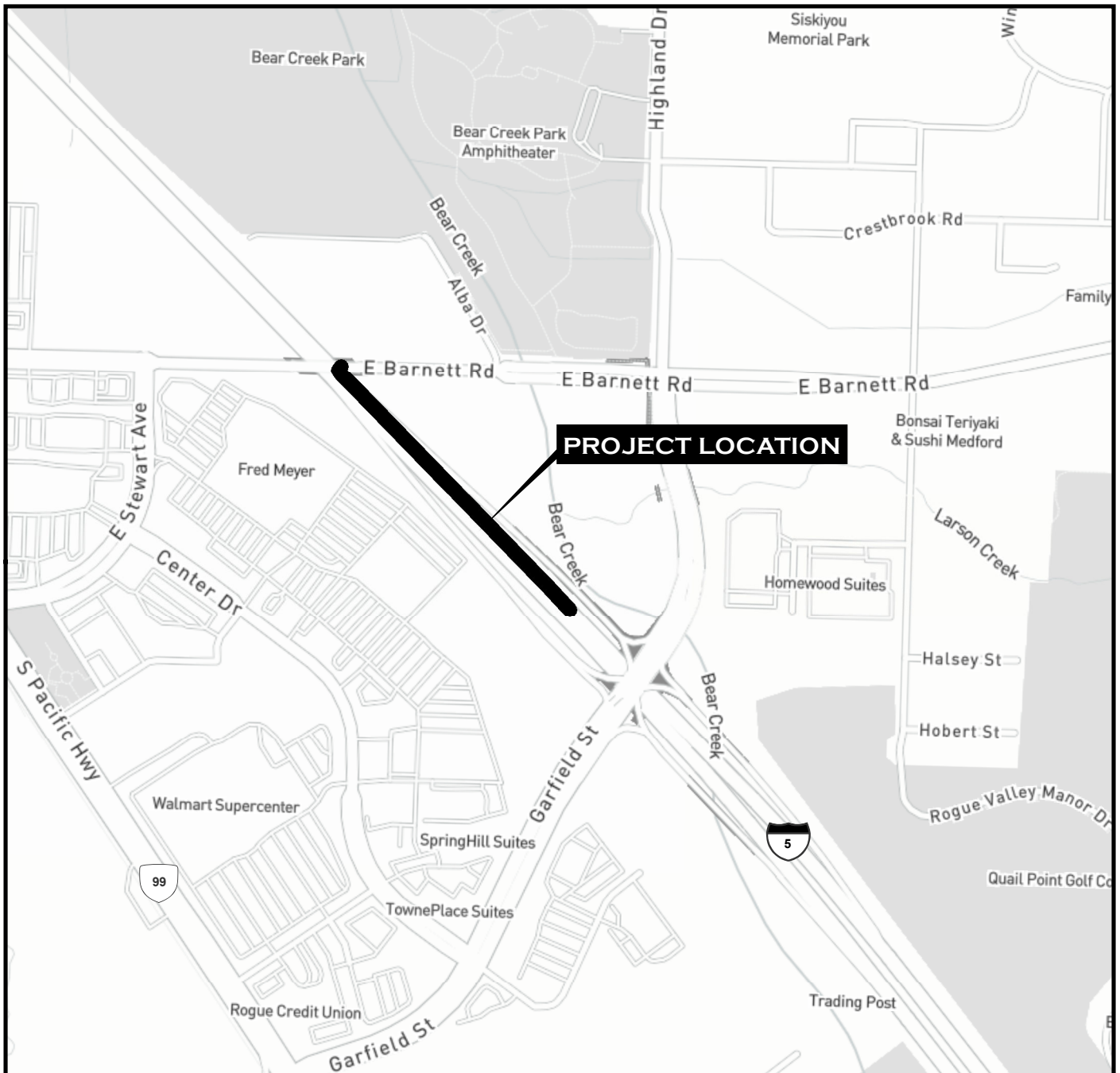
Area Manager (signature/date)

Region Manager (signature/date)

Planning Manager (signature/date)

STIP PROJECT LOCATION

ODOT REGION 3



ACT: Rogue Valley ACT

COUNTY: Jackson

CITY: Medford

NB HIGHLAND DR - BARNETT RD DUAL RIGHT TURN LANE

KEY NO. TBD

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
 ODOTMaps@odot.state.or.us
 GIS NO. 23-52

DATE: 11/16/2022

CARBON REDUCTION PROGRAM (CRP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.234 B*	\$1.258 B*	\$1.283 B*	\$1.309 B*	\$1.335 B*

*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Statutory Citation

- § 11403; 23 U.S.C. 175

Funding Features

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and **[NEW]** Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

Suballocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
 - *Urbanized areas with an urbanized area population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
 - *Urban areas with population at least 5,000 and no more than 49,999*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
 - *Areas with population of less than 5,000*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
 - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - a public transportation project eligible under 23 U.S.C. 142;
 - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
 - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);

- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

Program Features

Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to— [§ 11403; 23 U.S.C. 175(d)]
 - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
 - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to—
 - support efforts—and identify projects and strategies—to support the reduction of transportation emissions;
 - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
 - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]

- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to—
 - reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;
 - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to—
 - review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
 - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit:
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm

Carbon Reduction Program

Small Urban and Rural Program; Project Eligibility Criteria

Eligible projects will:

- Reduce transportation greenhouse gas emissions
- Meet FHWA Carbon Reduction Program eligibility criteria,
- Be deliverable with federal funding,
- Support an existing statewide, regional, or local plan,
- Provide required local match, and
- Strive to meet Justice40 goals that 40% of benefits accrue to disadvantaged communities

Selection Criteria:

Eligible projects will be evaluated on the following criteria;

1. **Climate Benefits (60 pts)** – Does the project effectively reduce emissions from transportation?
 - a. Will the project result in a direct reduction of transportation emissions, or will the project lead to mode shift or the use of less carbon intensive transportation options? *Projects that can show a more direct or a highly probable reduction (rather than potential reduction) will receive more points. Projects that incorporate carbon reduction strategies during construction only or as a minor component of a larger project will be considered for those components only. ODOT will consider funding these projects if they are part of pilot programs that will lead to systemic changes in the agency's project delivery process. The agency must explain why the larger project budget is not sufficient to incorporate these components without CRP funding.*
 - b. Explain when emissions reductions from the project will occur. Will emissions reductions happen quickly or be achieved over a longer time frame? Will the emission reductions be monitored and reported? *Projects that deliver the reductions sooner and that show benefit over a longer time frame will receive more points.*
2. **Local Support and Engagement (10 pts)** – What is the level of community commitment and support for the project? *Please attach or link relevant supporting documentation and plan citations. Letters of support from local jurisdictions, community groups, and other local agencies may also be used as supporting documentation.*
 - a. What community engagement efforts informed development or identification of the project? Is support demonstrated from relevant partners?
 - b. How will the community know the desired outcomes were achieved?
3. **Equity (10 pts)** – Does this project mitigate impacts from emissions or reduce barriers and increase benefits to historically disadvantaged communities? Geographic and demographic considerations, individual project elements, and Justice40 benefits will be considered. *Please attach or link any relevant supporting documentation and plans. ODOT Social Equity Map and other tools are available.*

- a. Does the project provide benefit to communities identified by Justice40 criteria? How will this project provide benefits to historically disadvantaged community members?
- 4. **Opportunities and Innovation (10 pts)** – Will this project provide for new opportunities to reduce emissions, include innovative components, expand multimodal or micro-mobility options, or target parts of the sector that have been slower to decarbonize?
 - a. Does this funding create opportunities for future investments and actions that expand the initial emissions reduction benefits? Does the project or application build off or support other effective carbon reduction projects?
 - b. Will this project create or encourage emissions reductions beyond what are already expected through existing plans, projects and funding opportunities?
- 5. **Project Readiness (10 pts)** – Does the agency have a plan for implementation, construction and/or maintenance of the project?
 - a. Does the applicant and local jurisdiction guarantee any required staff time, operations, and maintenance for the project after completion?
 - b. What is the certainty from a cost and risk perspective? Are there uncertainties including, but not limited to; right of way acquisition; bridge, structure, or rail impacts; environmental review; utility relocation or drainage modifications; supply chain; and overall feasibility?

23USC175(e)- Table 19

	Urbanized Area	Population	Sub-allocation
Oregon	Albany	56,997	\$153,394
	Bend	83,794	\$225,511
	Corvallis	62,433	\$168,023
	Grants Pass	50,520	\$135,962
	Longview	2,354	\$6,335
	Medford	154,081	\$414,671
	Walla Walla	8,825	\$23,750
	Total	419,004	\$1,127,646



***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

February 28, 2023

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write today to support the Oregon Department of Transportation's (ODOT) application for RAISE 2023 funding for the OR99: Glenwood to Matt Loop project (or termini beyond).

Between Glenwood and Matt Loop, OR99 is an urban corridor with high volumes of vehicular, pedestrian, bicycle, and transit traffic. This urban section of OR99 features non-existent bike lanes, nearly non-existent sidewalks, and is adjacent to economically distressed residential neighborhoods.

There is a clear need on this section of OR99 to reduce barriers to opportunity by providing better connections for nearby residents to employment centers, essential services, and other key community facilities. Unfortunately, a number of pedestrians have been killed in this area in the last several years, and this section of OR99 was in the path of the September 2020 Almeda Fire, which destroyed entire blocks of homes.

ODOT is requesting RAISE grant funding to expand an existing project on OR99 that will improve the roadway, add sidewalks, add bike lanes, improve drainage, and provide for continuous two way left turn lane and pedestrian beacons. ODOT's proposed improvements for OR99 will provide safer connections for residents to the greater Rogue Valley region to bike, walk, roll, or take transit. Investing in this project is an investment in promoting equity, increasing safety, and aiding in disaster recovery.

I am pleased to support this grant application consistent with all applicable rules and regulations. Thank you for your consideration.

Sincerely,

Mike Quilty
RVMPO Chair

Oregon 99: Proposed 2023 RAISE Grant Extension

