



# AGENDA

## Rogue Valley Metropolitan Planning Organization Public Advisory Council

**Date:** *Tuesday, June 15, 2021*

**Time:** *5:30 p.m.*

**Location:** *Join Zoom Meeting*

<https://us02web.zoom.us/j/87123691807?pwd=cjllQkhGelp0eTdXb01LNTJMQlZtQT09>

**Meeting ID: 871 2369 1807**

**Passcode: 017710**

**Phone #: 253 215 8782**

**Contact:** *Office Specialist, (541) 423-1375*

*RVMPO website: [www.rvmpos.org](http://www.rvmpos.org)*

<b>1</b>	<b>Call to Order / Introductions / Review Agenda</b>	<b>Chair</b>
<b>2</b>	<b>Review / Approve Minutes</b>	<b>Chair</b>
<i>Attachment</i>	#1   RVMPO PAC Draft Minutes <a href="#">05/18/2021</a>	
<b>3</b>	<b>Public Comment</b> <i>*Three-minute limit for each speaker</i>	<b>Chair</b>
<b>Presentations</b>		
<b>4</b>	<b>24-27 STIP Enhance Highway Program</b>	<b>Ian Horlacher</b>
<i>Background</i>	The Oregon Transportation Commission (OTC) has approved \$65 million for a competitive Enhance Highway Discretionary Program (Enhance Program) for the 2024-2027 Statewide Transportation Improvement Program (STIP). The Enhance Program will make operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy of Oregon. The funds will be distributed around the state to eligible projects that can make tangible improvements. The OTC has dedicated at least 30% of the funds to rural areas (outside MPO boundaries).	
<i>Attachment</i>	#2   <a href="#">Introduction</a> #3   <a href="#">PowerPoint Presentation</a>	

<b>Action Items</b>		
<b>5</b>	<b>Amendments to the 2021–2024 Transportation Improvement Program (TIP)</b>	<b>Ryan MacLaren</b>
<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"> <li>• Jackson County Curb Ramps; Phase 2</li> <li>• Foothill Rd: Delta Waters to Dry Creek</li> </ul> <p>The 21-day public comment period and public hearing was advertised on or before Tuesday, June 1, 2021, in the <i>Medford Mail Tribune</i>, and information is currently available on the RVMPO website.</p>	
<i>Attachments</i>	<p>#4   <a href="#">TIP Amendments</a></p> <p>#5   <a href="#">Additional Information for Jackson County Curb Ramps</a></p> <p>#6   <a href="#">Additional Information for Foothill Rd</a></p>	
<i>Action Requested</i>	Recommendation of approval to the Policy Committee.	
<b>Discussion Items</b>		
<b>6</b>	<b>Improvements to Project Selection Process</b>	<b>Karl Welzenbach</b>
<i>Background</i>	For the past two TIP cycles this MPO has selected/approved projects that have become problematic for both ODOT and the MPO. This is primarily due to cost estimates that have fallen short of actual project costs.	
<b>Regular Updates   Standing Items</b>		
<b>7</b>	<b>MPO Planning Update</b>	<b>Karl Welzenbach</b>
<b>8</b>	<b>Other Business</b>	<b>Chair</b>
<b>9</b>	<b>Next Meeting</b> <i>The next PAC meeting is scheduled for July 20, 2021 at 5:30 p.m. at RVCOG.</i>	<b>Chair</b>
<b>10</b>	<b>Adjournment</b>	<b>Chair</b>

- The next RVMPO PAC meeting is scheduled for **Tuesday, July 20, 2021, at 5:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting will be **Tuesday, June 22, 2021 at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO TAC meeting will be **Wednesday, July 14, 2021 at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.



**Summary Minutes**  
**Rogue Valley MPO Public Advisory Council**  
*May 18, 2021*

The following attended:

Involvement Area	Appointee	Phone Number
Ashland	Mary Wooding	482-1066
Central Point	Jennifer Boardman	630-0387
Central Point	Larry Martin	664-3778
Eagle Point	Mike Stanek	821-1804
Jacksonville	Ron Holthusen	944-5040
Special Interest	Appointee	Phone Number
Bicycle/Pedestrian	Edgar Hee, <b>Vice Chair</b>	734-4872
Freight Industry	Mike Montero, <b>Chair</b>	779-0771
Public Health	Michael Polich	608-3802
Staff		
RVCOG	Karl Welzenbach	423-1360
Interested Party		

**RVMPO PAC Agenda Packet:** [May 18, 2021](#)

**Meeting Recordings:** [05/18/2021](#)

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

*5:30 p.m.*

**2. Review / Approve Minutes 22:35 – 23:06** *Due to no quorum in beginning this item was moved.*

*22:42 | Mary Wooding motioned to approve the March 16, 2021 meeting minutes as presented. Seconded by Edgar Hee.*

*No further discussion.*

*Motion passed by unanimous voice vote.*

**3. Public Comment 03:02 – 03:23**

*No Comments*

***Action Items***

**4. Review and Recommendation of the UPWP 01:00 – 22:35**

**21:50** | *Ron Holthusen motioned to recommend approval of the UPWP as presented. Seconded by Mary Wooding.*

*No further discussion.*

*Motion passed by unanimous voice vote.*

**5. Review and Recommendation of Dues 23:06 – 25:40**

**24:58** | *Mary Wooding motioned to recommend approval of the Dues as presented. Seconded by Mikael Polich.*

*No further discussion.*

*Motion passed by unanimous voice vote.*

**6. Amendments to the 2021-2024 Transportation Improvement Program (TIP) 25:40 – 31:23**

**29:24** | *Ron Holthusen motioned to recommend approval of the Amendments to the 2021-2024 TIP. Seconded by Michael Polich.*

*No further discussion.*

*Motion passed by unanimous voice vote.*

***Regular Updates***

**7. MPO Planning Update 31:23 – 48:51**

*Provided by Karl.*

**8. Other Business 48:51 – 50:12**

**9. Next Meeting:** *The next PAC meeting is June 15, 2021 at 5:30 p.m.*

**11. Meeting Adjourned**

**Scheduled Meetings:**

RVMPO PAC | Tuesday, June 15, 2021 @ 5:30 pm

RVMPO TAC | Wednesday, June 9, 2020 @ 1:30 p.m.

RVMPO Policy Committee | Tuesday, May 25, 2020 @ 2:00 p.m.

## 2024-2027 STIP Highway Enhance Program

### Overview

The Oregon Transportation Commission (OTC) has approved \$65 million for a competitive Enhance Highway Discretionary Program (Enhance Program) for the 2024-2027 Statewide Transportation Improvement Program (STIP). The Enhance Program will make operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy of Oregon. The funds will be distributed around the state to eligible projects that can make tangible improvements. The OTC has dedicated at least 30% of the funds to rural areas (outside Metropolitan Planning Organization (MPO) boundaries.)

The OTC created this program because it believes that congestion is an issue that affects the entire state and the mobility of people and freight is critical to Oregon's economy. At the same time, the OTC is aware that Oregon has many long-standing unmet needs on the highway system, and the Enhance Program will support the Strategic Action Plan (SAP) priorities.

### Program Expectations

As with other STIP programs, effective communications among ODOT staff and with stakeholders is essential to have Enhance Program projects ready to fund in the 2024-2027 STIP. Regions should use this program introduction to begin conversations about possible projects with their ACTs and MPOs. Regions each have preferred procedures for how they communicate with their ACT; Regions should follow their preferred process and adapt as needed to ensure that the ACT, MPO, and other stakeholders can provide valuable input.

Project proposals must come from ODOT Region or central program staff (e.g. Fix-It program, Freight program, Commerce and Compliance, Public Transportation, etc.) Program staff should communicate with the affected Region about possible Enhance highway projects in the Region. Regions can then help communicate these possible projects to Area Commissions on Transportation (ACTs) and MPOs, who can help prioritize Enhance Program project ideas. Projects may receive recommendations from the ACTs, MPOs, local governments, tribes, and other stakeholder groups, but ultimately project proposals will be developed, selected, and submitted by ODOT staff. Regions may submit any letters of support with their project proposals, but these are not required.

It is important to remember that funding is limited and projects that best meet the criteria and intent of this program will be selected. The OTC intends for this limited program to make useful, strategic investments that address known needs and improve congestion or freight conditions. Region and central program staff should therefore use judgment and creativity regarding projects to propose. For example, Regions and programs should think strategically about potential projects to propose; if there are several good options, consider submitting a small variety of project proposals. A Region may have more chance of having a project selected if there are a couple different small and mid-sized project proposals submitted. A variety of projects will likely be needed to ensure that the \$65 million is allocated and the minimum 30% non-MPO target is met. However, Regions should not submit every possible project as the Enhance program is designed for targeted improvements and most of the money is not likely to go to one Region. Similarly, not all Regions may have an Enhance Program project selected this STIP cycle. Regions should also consider whether a proposed project can leverage other resources, such as local matching funds or federal funds already available. Projects that can leverage other funds to provide a more substantial benefit to the system may have an advantage.

In addition, the Governor’s Executive Order on Climate (20-04), requires that greenhouse gas emissions must be considered as part of project selection and the STIP decision making process. Climate and social equity are also identified as priorities in the SAP, and investment decisions need to optimize outcomes in these areas when possible. Project applications should identify the potential direct and indirect climate and social equity impacts of a project and detail appropriate mitigation strategies. The Climate Office will collect information on proposed Enhance projects and provide qualitative results and mitigation suggestions to support project scoping teams.

**Project Selection Process and Preliminary Schedule**

An Enhance Program project proposal form and contacts will be provided to ODOT Region and central program staff following this initial program introduction. Proposals will consist of the standard project business case form and a short additional form addressing Enhance Program criteria. Proposals must be developed by ODOT Region and central program staff, including project description, anticipated project benefits, and preliminary cost information. An internal cross-divisional Enhance Proposal Review Team (EPRT) will evaluate and rank the proposals to develop a 125% list totaling approximately \$80 million in projects. Region staff will also be responsible for completing the Climate Office GHG Index Survey for projects on the 125% list. Regions will provide the GHG Index Report to the scoping teams and back to the EPRT for consideration in final project scoping and selection.

Regions will bring this statewide 125% project list back to the ACTs and MPOs for any additional input that can help inform updated proposals, in the same manner as Regions do for other STIP projects. During the scoping process, Regions will develop more refined cost estimates, via the Cost Estimating Tool used for other programs. After scoping, Regions will submit updated proposals to the EPRT. This team will then rank the final project proposals and select the recommended projects to be included in the draft STIP.

The table below shows a preliminary schedule for the Enhance Program for the remainder of 2021 and early 2022. This shows the general outline and target timeline of the Enhance Program project selection process, but the schedule may be further refined, especially as regards the scoping process and subsequent steps. These could be adjusted, if needed, to better allow for identification of leverage and other opportunities.

<b>Timeframe</b>	<b>Activity</b>
Begin May 2021	ODOT announces Enhance Program
May-July	Regions seek input from ACTs, MPOs on possible projects
End Aug	Proposals Due
Early Sept	EPRT review to 125%
Sept-Nov	Scoping, Climate GHG Index Survey
Dec 2021-Jan 2022	Regions seek input from ACTs, MPOs on scoped projects
Early Feb	Updated proposals with cost information, Climate Survey results due
Feb-Mar	Final EPRT 100% selections Draft STIP

## Eligible Projects and Selection Criteria

### *Eligibility*

Eligible projects must:

- Address congestion relief or freight mobility,
- Be located on a state highway, and
- Be consistent with an existing statewide, regional, or local plan.

Multimodal elements should not be the primary focus of proposed projects, but these may be eligible for funding as part of a larger highway project. Projects that include only project planning, development, design, and preliminary engineering activities and do not include a construction phase are eligible, however, there is a higher emphasis on construction projects.

### *2024-2027 STIP Enhance Project Selection Criteria*

#### 1. Eligibility

Projects must be located on a state highway, be consistent with a plan, and provide benefits in one or both of the following outcome areas to be eligible for funding.

- Congestion relief—Reduce hours of delay on state highways, improve traffic flow/reliability, address a system bottleneck, and or improve the efficiency of the highway segment.
- Freight mobility—Reduce freight delay, address a known freight bottleneck, remove barriers or pinch points to improve movement on key freight corridors, address truck parking needs, or improve freight efficiency within or through regulatory facilities.

#### 2. Additional Benefits

In addition to the eligibility criteria above, projects will be evaluated in terms of their benefits in other important outcome areas. Projects need not provide benefits in all outcome areas.

- Safety—Reduce fatalities and serious injuries.
- Multimodal accessibility—Improve the ability to access key locations by non-automobile modes.
- Equity—Improve economic and social well-being for Black, Indigenous, People of Color (BIPOC), low-income Oregonians, and others who have been marginalized.
- Climate mitigation and adaptation and sustainability—Reduce or minimize negative impacts to climate and the environment, implement adaptation measures, or improve system sustainability.

### *Illustrative List of Types of Projects Eligible*

This list is provided to show examples of possible 2024-2027 STIP Enhance projects. It is not meant to list all possible types of projects.

- Auxiliary lanes
- Passing lanes
- Truck climbing lanes
- Truck parking
- Interchange improvements
- Intelligent transportation systems (ITS) and other applications of technology to improve safety, operations, and efficiency and reduce congestion
- Freight corridor improvements (including curve corrections, vertical clearance improvements, and other projects for over dimension trucks on key freight corridors)
- Intermodal freight connections (e.g. from roads to ports or railyards)





**Rogue Valley  
Metropolitan Planning Organization**

**Regional Transportation Planning**

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DATE: June 8, 2021  
 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, June 22, 2021 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 June 1<sup>st</sup> to the Medford Tribune, and information is currently available on the RVMPO website. Information on the projects is enumerated, below:

**A. Add Project to TIP: Jackson County Curb Ramps, Phase 2 (KN 22438)**

Description: Construct curb ramps to meet compliance with the American with Disabilities ACT (ADA) standards.

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														
Jackson County Curb Ramps, Phase 2	Construct curb ramps to meet compliance with the American with Disabilities ACT (ADA) standards.	n/a	Exempt 93.126 (Table 2) Safety & Bike and Pedestrian Facilities.			Planning								\$ -
				22438	2021	Design	\$ 1,633,326	SW ADA	\$ 186,941	ODOT	\$ 1,820,267		\$ 1,820,267	
				22438	2022	Land Purchase	\$ 574,711	SW ADA	\$ 65,778	ODOT	\$ 640,489		\$ 640,489	
						Utility Relocate					\$ -		\$ -	
				22438	2023	Construction	\$ 2,500,413	SW ADA	\$ 286,184	ODOT	\$ 2,786,597		\$ 2,786,597	
		Other					\$ -		\$ -					
				Total FFY21-24	\$ 4,708,450		\$ 538,903		\$ 5,247,353	\$ -		\$ 5,247,353		

**B. Adjust Project to TIP: Foothill Rd: Delta Waters to Dry Creek (KN 21029)**

Description: Increase Construction Phase by \$1,534,012 in local overmatch, add Utility Phase in the amount of \$10K using Federal CMAQ Funds from the Construction Phase..

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	
<b>Jackson County</b>														
Foothill Rd: Delta Waters to Dry Creek	Widen to add shoulders and turnlanes at intersection, minor alignment changes to reduce traffic congestion	858	Exempt (40 CFR § 93.126 Table 2) Air Quality - bicycle and pedestrian improvements	21029	2019	Design	\$ 940,425	STBG	\$ 107,636	Local	\$ 1,048,061			\$ 1,048,061
				21029	2019	Design	\$ 105,792	CMAQ	\$ 16,147	Local	\$ 121,939			\$ 121,939
				21029	2020	Land Purchase	\$ 134,595	STBG	\$ 15,405	Local	\$ 150,000			\$ 150,000
				21029	2020	Land Purchase	\$ 987,030	CMAQ	\$ 112,970	Local	\$ 1,100,000			\$ 1,100,000
				21029	2021	Utility Relocate	\$ 8,973	CMAQ	\$ 1,027	Local	\$ 10,000			\$ 10,000
				21029	2022	Construction	\$ 180,632	STBG	\$ 20,674	Local	\$ 201,306	\$ 2,233,421	Local	\$ 2,434,727
				21029	2022	Construction	\$ 297,770	CMAQ	\$ 34,081	Local	\$ 331,851	2233422	Local	\$ 2,565,273
						Total FFY21-24		\$ 2,655,217		\$ 307,940		\$ 2,963,157		