

AGENDA

Rogue Valley Metropolitan Planning Organization Technical Advisory Committee



Date: Wednesday, June 9, 2021

Time: 1:30 p.m.

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

OR

Join Zoom Meeting:

<https://us02web.zoom.us/j/83457502123?pwd=TXdHMVIUM25qQjNsK2xJdFplMU43Zz09>

Meeting ID: 834 5750 2123

Passcode: 133450

Phone #: 253 215 8782

Contact: Office Specialist, RVCOG: 541-423-1375
RVMPO website: www.rvmpos.org

Covid Requirements: Only if you are fully vaccinated (two full weeks after the final shot) you may remove your mask, however verification will be required.

1	Call to Order / Introductions / Review Agenda	Chair
Consent Agenda		
2	Review / Approve Minutes	Chair
<i>Attachment</i>	#1 RVMPO TAC Meeting Draft Minutes 05/12/2021	
Presentations		
3	24-27 STIP Enhance Highway Program	Mike Baker
<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 Introduction #3 PowerPoint Presentation	
Action Items		
4	Amendments to the 2021–2024 Transportation Improvement Program (TIP)	Ryan MacLaren
<i>Background</i>	<p>The TAC 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"> • Jackson County Curb Ramps; Phase 2 • Foothill Rd: Delta Waters to Dry Creek <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>Attachment</i>	#4 TIP Amendments #5 Additional Information for Jackson County Curb Ramps #6 Additional Information for Foothill Rd	
<i>Action Requested</i>	Recommendation of approval to the Policy Committee.	
Discussion Items		
5	Improvements to Project Selection Process	Karl Welzenbach
<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.	
6	Public Comment	Chair
Regular Updates		
7	RVMPO Planning Update	Karl Welzenbach
8	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
9	Adjournment	Chair

- The next RVMPO TAC meeting will be **Wednesday, July 14, 2021 at 1:30 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 PAC meeting is scheduled for **Tuesday, June 15, 2021, 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
May 12, 2021**



The following attended:

Voting Members	Organization	Phone Number
Karl Johnson	Ashland PW	488-5587
Matt Samitore	Central Point PW	664-3321 x205
Stephanie Holtey	Central Point PL	
Alex Georgevitch, Chair	Medford PW	774-2114
Charles Bennett	Jackson County PL	774-6115
Mike Kuntz	Jackson County R&P	774-6228
Justin Shoemaker	ODOT	774-6376
Ian Horlacher	ODOT	774-6399
Paige West	RVTD PL	608-2429
Josh LeBombard	DLCD (Quorum)	414-7932
Alternate Voting Members Present	Organization	Phone Number
Dick Converse	Talent	
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	Phone Number
Dan Roberts	ODOT	
Jasmine Harris	FHWA	

1. Call to Order / Introductions / Review Agenda 00:00–02:54

1:31 p.m. | *Quorum*: Ashland, Central Point, Eagle Point, Medford, Jackson County, ODOT, RVTD.

2. Review / Approve Minutes 02:54–03:57

03:06 | *Ian Horlacher moved to approve the April 14, 2021 RVMPO TAC Meeting Minutes as presented. Seconded by Paige West.*

No further discussion.

Motion carried unanimously by voice vote.

Action Items

3. Review and Recommend of the UPWP 03:57 – 12:37

11:18 | *Ian Horlacher moved to recommend approval for the by resolution of the UPWP. Seconded by Mike Kuntz.*

No further discussion.

Motion passed. 1 abstained.

4. Review and Recommendation of Dues 12:37 – 15:46

14:50 | *Mike Upston moved to recommend approval of the Dues as proposed. Seconded by Matt Samitore.*

An update after was requested and promised.

Motion passed unanimously by voice vote.

5. Amendments to the 2021-2024 Transportation Improvement Program (TIP) 15:46 – 24:06

23:34 | *Paige West moved to recommend approval of the amendments to 2021-2024 TIP. Seconded by Justin Shoemaker.*

No further discussion.

Motion passed unanimously by voice vote.

Discussion Items

6. Public Comment 24:06 – 27:09

Update from ODOT on Hwy140.

Regular Updates

7. MPO Planning Update 27:09 – 39:46

Provided by Karl Welzenbach regarding the Infrastructure Transportation Bill.

8. Other Business / Local Business 39:46–41:35

Updates provided by Central Point.

9. Adjournment

2:13 p.m.

Scheduled Meetings

RVMPO TAC | June 9, 2021 | 1:30 p.m.

RVMPO Policy Committee | May 25, 2021 | 2:00 p.m.

RVMPO PAC | May 18, 2021 | 5:30 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.

Timeframe	Activity
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

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

DATE: June 1, 2021
 TO: RVMPO Technical Advisory Committee
 FROM: Ryan MacLaren, Senior Planner
 SUBJECT: TIP Amendments

The TAC 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 1st 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	
Jackson County														
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		