



## AGENDA

### Rogue Valley Metropolitan Planning Organization Public Advisory Council

**Date:** Tuesday, January 21, 2020

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

**Location:** Jefferson Conference Room  
RVCOG, 155 N. 1<sup>st</sup> Street, Central Point  
*Transit:* served by RVTB Route #40

**Contact:** Office Specialist, (541) 423-1375  
RVMPPO website: [www.rvmppo.org](http://www.rvmppo.org)

1	Call to Order / Introductions / Review Agenda	Chair
2	Review / Approve Minutes	Chair
Attachment	#1   <a href="#">RVMPO PAC Draft Minutes 2019 11 19</a>	
Action Items		
3	Review and Recommendation on Jackson County Substitute Project	Mike Kuntz
Background	Jackson County had applied for CMAQ funds to pave a portion of the Expo Parking Lot. This project was deemed by ODOT and FHWA as not eligible to receive CMAQ funds. The county has decided to withdraw its application and is, as allowed under MPO policy, submitting a substitute project for approval by the Policy Committee	
Attachments	#1   Jackson County Presentation on Substitute Project	
Action Requested	Recommendation to Policy Committee regarding Jackson County’s request	
Presentations		

4	BUILD Grant Application	Alex Georgevitch
Background	These grants called the Better Utilizing Investments to Leverage Development (BUILD) are competitive federal grants which local governments and states may apply for infrastructure grants. The City of Medford was the only successful applicant in the state of Oregon.	
Attachments	To be distributed at meeting	
Discussion Items		
5	Area Strategies Pilot Program	Art Anderson
Background	The Oregon Transportation Commission (OTC) which oversees the Area Commissions for Transportation have decided to undertake a review of the existing role of the ACTS and has set up a pilot program in Lane County to develop an Area Strategy to be adopted by the local ACT.	
Attachments	#2   Area Strategies Pilot Guidelines	
Regular Updates   Standing Items		
6	MPO Planning Update	Karl Welzenbach
7	Other Business	Chair
8	Next Meeting The next PAC meeting is scheduled for March 17, 2020 at 5:30 p.m. at RVCOG.	Chair
9	Adjournment	Chair

- The next RVMPO PAC meeting is scheduled for **Tuesday, March 17, 2020, at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.**
- The next RVMPO Policy Committee meeting will be **Tuesday, January 28, 2020 at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO TAC meeting will be **Wednesday, February 12, 2020 at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.



# **Summary Minutes** **Rogue Valley MPO Public Advisory Council** *November 19, 2019*

The following attended:

Involvement Area	Appointee	Phone Number
Central Point	Jennifer Boardman	630-0387
Medford (West)	Haley Cox	971-241-3058
Phoenix	George “Ike” Eisenhower	512-1053
Central Point	Larry Martin	664-3778
Jacksonville	Ron Holthusen	944-5040
Medford (East)	Mark Ernest	899-8080
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
Senior	Robin Lee	773-7185
Staff		
RVCOG	Ryan MacLaren	423-1338
RVCOG	Karl Welzenbach	423-1360
RVCOG	Andrew Axel	423-1375
Interested Parties		
Mike Kuntz	Jackson County Roads	774-6228
Karl MacNair	City of Medford	774-2115
Ian Horlacher	ODOT R <sub>3</sub>	423-1362

**RVMPO PAC Agenda Packet: [November 19, 2019](#)**

**Full meeting recording: [2019-11-19 RVMPO PAC Meeting Audio](#)**

**1. Call to Order / Introductions/ Review Agenda 00:00–01:24**

**2. Review / Approve Minutes | 1:37 – 1:46**

*Motion to approve minutes by Edgar Hee. Second by George “Ike” Eisenhower.*

*No further discussion.*

*The motion carried unanimously by voice vote.*

**3. Public Comment | 1:53**

*No public comment.*

***Action Items***

**4. Presentation on Project Applications for inclusion in the 2021-2024 Transportation Improvement Program (TIP) | 2:03**

**2:54** | Karl Welzenbach, RVCOG, Provided explanation regarding the process.

**4:02** | Presentation by Karl MacNair, City of Medford.  
*Alley Paving, Stevens St.*

**20:15** | Information and discussion regarding permeable asphalt (Alley Paving).

**22:35** | Presentation Mike Kuntz, Jackson County Roads.  
*Clay St., Crew Rd., Expo Parking.*

**46:32** | Information and discussion regarding paving at Expo.

**47:54** | Information on dust mitigation strategy.

**53:05** | Hand out RVMPO Discretionary Funding 2022-2024  
*Medford and Jackson County applied for funding.*

**55:03** | Travel survey (obtained through Policy Committee) described how information is gathered for the survey.

**58:57** | Description of RVMPO Discretionary Funding 2022-2024.

**1:00:14** | **Accept RVMPO Discretionary Funding 2022-2024.**



*Motion by Edgar Lee to accept the RVMPO Discretionary Funding 2022-2024. Second by Ron Holthusen*

*No further discussion.*

*The motion carried unanimously by voice vote.*

## ***Discussion Items***

### **5. Discussion regarding Transportation Management Areas | 1:00:54**

*Further discussion about area growth and transit funding ensued.*

*Add to worklist to identify impact to RVTD and JCT.*

## ***Regular Updates***

### **6. MPO Planning Update | 1:23:44**

*Introduce Andrew Axel as new Office Specialist.*

### **~~7. Other Business~~**

**8. Next Meeting:** *The next PAC meeting is January 21, 2020 at 5:30 p.m. at RVCOG*

**9. Meeting Adjourned | 6:55 p.m.**

#### **Scheduled Meetings:**

RVMPO PAC | Tuesday, January 21, 2020 @ 5:30 pm

RVMPO TAC | Wednesday, November 13, 2019 @ 1:30 p.m.

RVMPO Policy Committee | Tuesday, December 3, 2019 @ 2:00 p.m.

# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

---

A partnership project with the City of Medford to create a safe and efficient east-side “regional” arterial.



# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

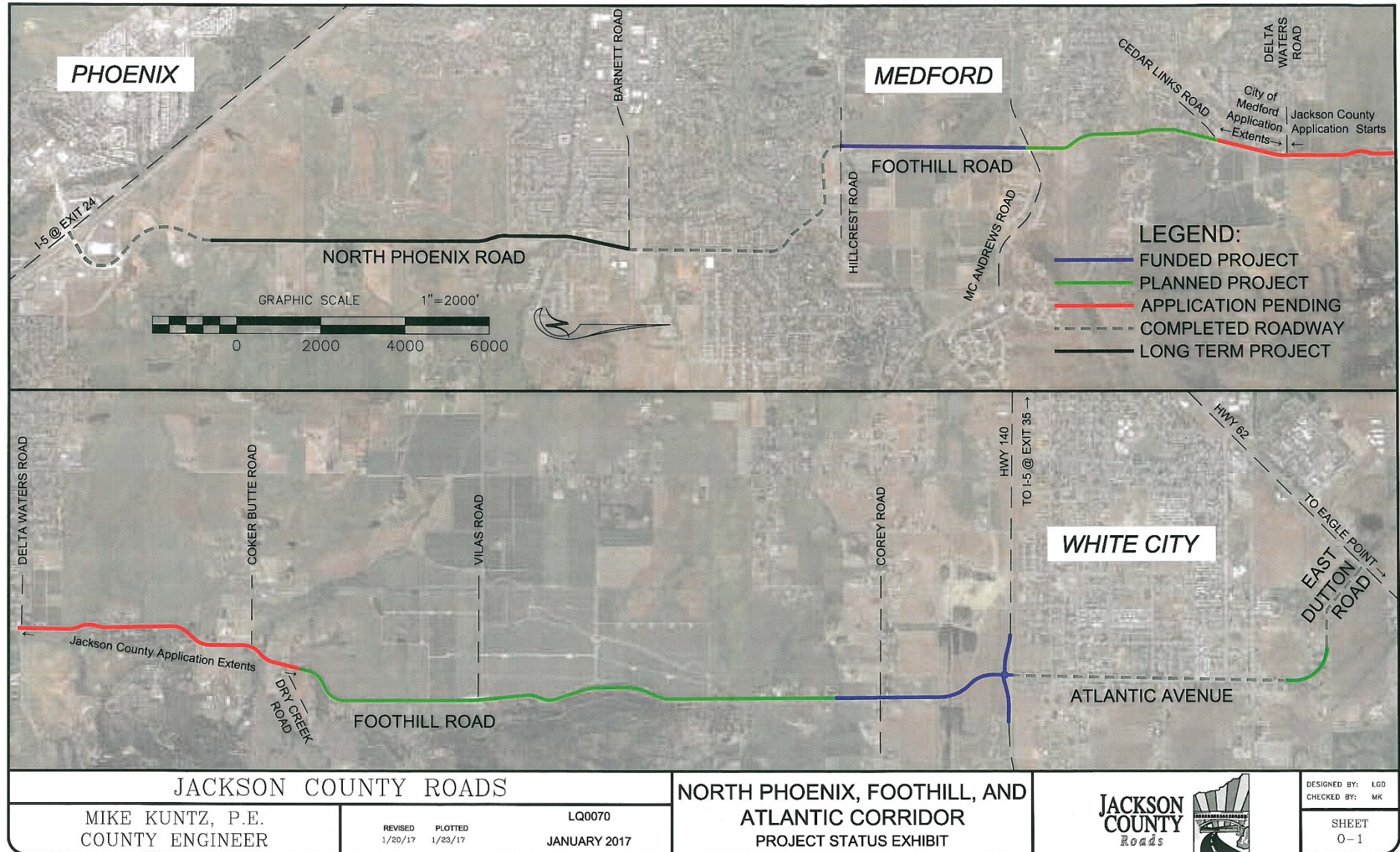
---

**Problem:** Foothill Road is currently a very sub-standard facility to carry current and future traffic

- Lack of N-S arterial routes in the valley
  - I-5 being used as a local road
  - No good detour for emergencies
- Poor vertical and horizontal alignment
- Little or no shoulders – very unforgiving road
- Increasing ADT's (currently 8100 N. of Coker Butte Rd.)
- High crash rate



# Foothill Road





# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

---



01/23/2017 14:37



# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

---





# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

---





# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

---





# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

---

## Project Summary

- 6800 feet long
- Add 7-foot shoulders (shared shoulder/bike lane)
- Left-turn lanes at Devils Garden Rd., Coker Butte Rd. and Dry Creek Rd. intersections
- Improve alignment at selected locations to address sub-standard vertical and horizontal curves (45 mph design speed)

**End Project**



Foothill Rd

Foothill Rd

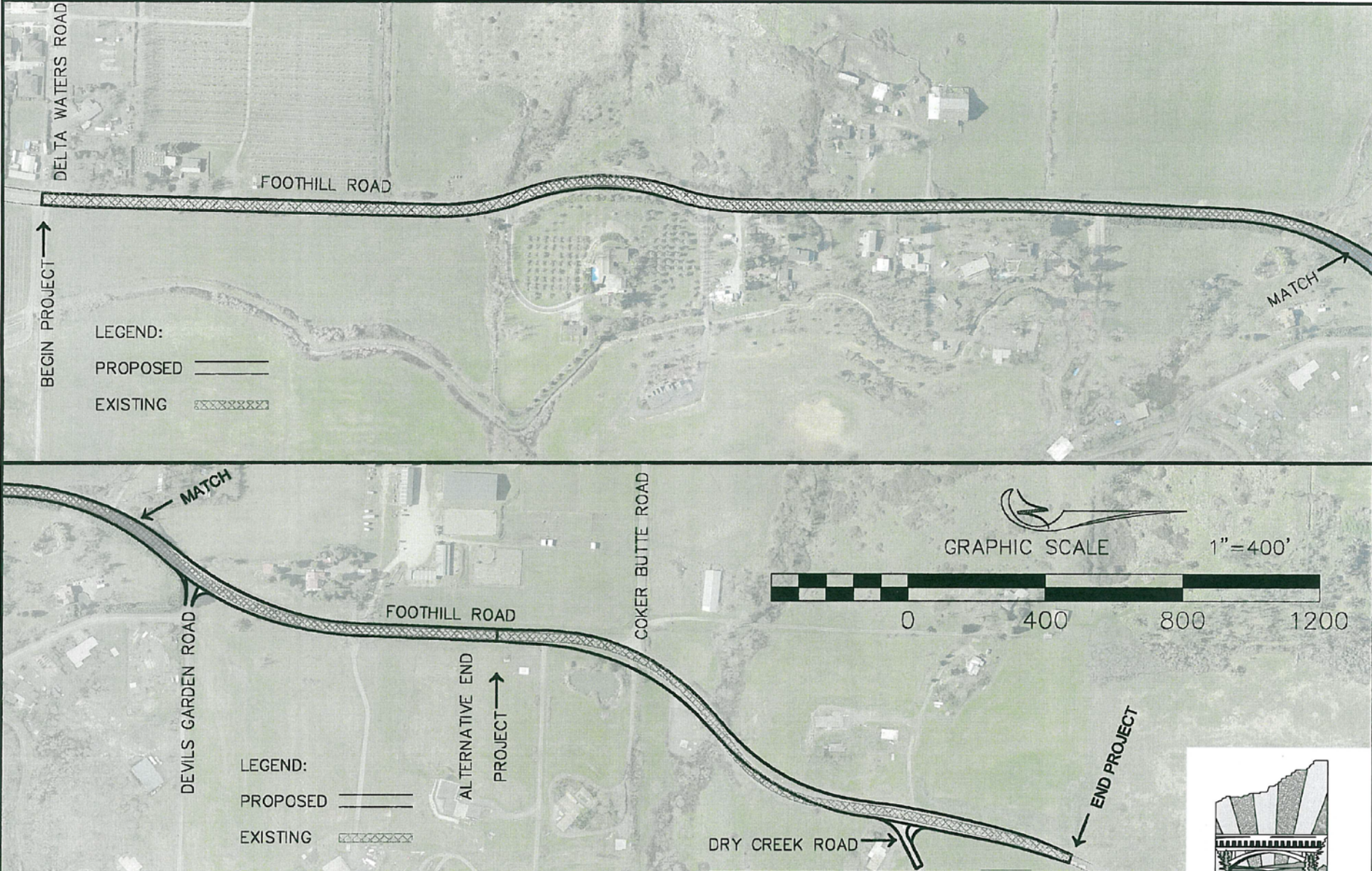
Delta Waters Rd

Delta Waters Rd



**Begin Project**





**JACKSON COUNTY ROADS**

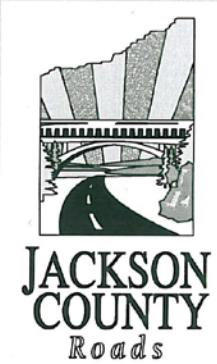
---

MIKE KUNTZ, P.E.  
COUNTY ENGINEER

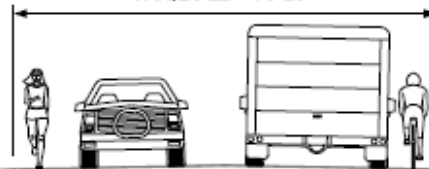
DRAWN BY: LGD  
CHECKED BY: JWP  
SHEET: EX-1

**FOOTHILL ROAD REHAB**

PROJECT OVERVIEW  
Aerial Exhibit

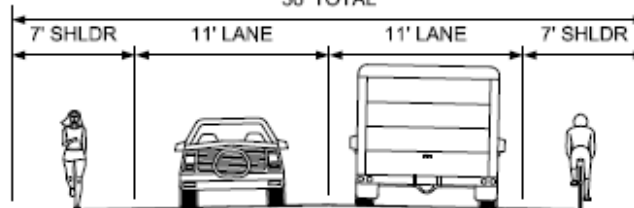


EXISTING ROADWAY WIDTH  
VARIES 22'± TO 28'±



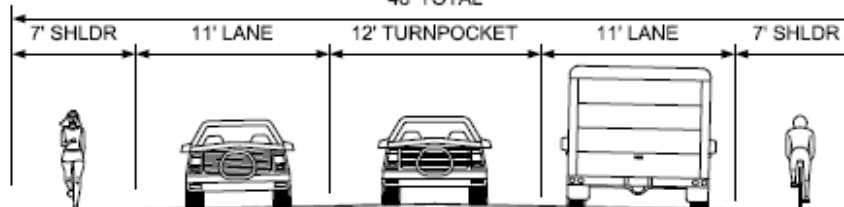
EXISTING ROADWAY

36' TOTAL



PROPOSED ROADWAY  
WIDENING

48' TOTAL



PROPOSED ROADWAY  
WITH TURNPOCKET

JACKSON COUNTY ROADS

MIKE KUNTZ, P.E.  
COUNTY ENGINEER

DRAWN BY: LGD  
CHECKED BY: JWP  
SHEET: EX-2

FOOTHILL ROAD REHAB

TYPICAL SECTION  
EXHIBIT



**JACKSON  
COUNTY**  
Roads

# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

---

## Budget and Funding

(current dollars)

CMAQ Awarded	\$ 755,652
STBG Awarded	\$1,255,652
County Match (10.27%)	\$ 287,430
Additional CMAQ Request	\$ 645,000
Additional Match (10.27%)	\$ 73,823
Over-Match	\$ 281,177
Total Project Cost:	\$3,298,734



# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

---

## Safety Summary

- 34 reported crashes over the last 5 years (2011 - 2015).
  - 12 at intersections (many rear-end accidents waiting for a left-turn)
  - 20 run off the road and 2 other
  - 18 injury and 15 PDO
  - One fatality
- The proposed project *should* address 30 of the 34 reported crashes
  - 10 of the intersection crashes *likely* prevented if left turn lanes were present.
  - 7-foot shoulders and better alignment *may* have prevented the 20 run off the road crashes.

# Foothill Road

## *(Delta Waters Rd. to Dry Creek Rd. Section)*

---

### New Criteria

- LTS = 2, based on 45 MPH rural facility with 7-foot shoulders.
- Emission Reductions:

Project Year	Daily Reduction in Trips	Avg Trip Distance (miles)		
2022	17	4		
Net Reduction in VMT:		68	miles	
Emissions Reductions				
CO (kg/day)	PM2.5 (kg/day)	PM10 (kg/day)	NOx (kg/day)	VOCs (kg/day)
0.2302	0.0007	0.0026	0.0179	0.0127

# Foothill Road

*(Delta Waters Rd. to Dry Creek Rd. Section)*

---



Questions?



# Area Strategies Pilot Guidelines

---

## Introduction

These guidelines were created as a preliminary conceptual guide for Area Commissions on Transportation (ACTs) to pilot the development of area strategies with support from ODOT staff. Area Strategies will be living documents created and maintained by ACTs that articulate regional transportation priorities from a statewide approach, serving to further inform the advisory role ACTs provide to the Oregon Transportation Commission (OTC). Piloting is needed to inform further refinement of these guidelines, where lessons-learned can be utilized to address questions related to facilitation of area strategy development and defining appropriate timeframes for reevaluating strategies. If piloting efforts are deemed successful by the Transportation System Leadership Council (TSLC), these guidelines will become a dynamic document to be refined as further insights and lessons are learned from area strategy development throughout Oregon. It is recognized that there are unique needs and political context within each of the ACTs that area strategies will need to address, however, these guidelines are purposefully designed to be broadly applicable across all ODOT regions.

The intent of these guidelines is to provide a framework to be used within and potentially across Areas to find agreement on key system priorities, helping ACTs to define what is most important in their Area given limited funding. The process is not intended to duplicate local or regional planning efforts or to create a comprehensive needs list, but rather should result in the development of a list of prioritized key strategic investments, regardless of jurisdictional boundaries. An Area Strategy can be used to inform legislative leaders and the OTC around future funding packages, as well as inform funding priorities for current and future STIP cycles. Other potential benefits include the opportunity to identify and clarify critical priorities in need of planning and preliminary work, clarification of critical priorities for future grant requests, increased transparency and promoting cross-Area and regional engagement.

## Overall Objectives

Area strategies should reflect:

- Regional, system-wide (within the Area) or statewide significance
- A corridor based approach to investment decisions
  - System-wide benefits by addressing gaps in networks, prioritizing key connections, and improving overall statewide system efficiency
  - Reflecting regional priorities, which may include across ACT and regional boundaries
  - Supported via existing data, studies or analysis, with clear benefits (both quantifiable and qualitative)
- Consistency with adopted State and local plans. Examples include:
  - *Oregon Transportation Plan & Mode/Topic Plans (Ex: Oregon Highway Plan)*
  - Transportation System plans (TSP)
  - Regional Transportation Plans (RTP)
  - State facility plans: Corridor Plans, Access Management Plans, Interchange Area Management Plans, etc.

- Investment Strategies and programmatic objectives should be consistent with the seven goals of the *Oregon Transportation Plan (OTP)*:
  1. Mobility and Accessibility
  2. Management of the System
  3. Economic Vitality
  4. Sustainability
  5. Safety and Security
  6. Funding the Transportation System
  7. Coordination, Communication and Cooperation

## Strategic Investment Categories, Programs and Benefits

### Highway Modernization Category

Strategies within this category should primarily concentrate on state-highways, but may also include off-highway and off-system improvements addressing a known problem affecting the statewide highway system (see OHP policy 2B). Emphasis should be principally placed on high-priority projects identified in State and local planning documents. Capital improvements within this category should have a long term service-life consistent with a 20-year planning outlook and goals of the OTP and OHP, for example, selected projects should evaluate how they are or are not consistent with the *Oregon Statewide Transportation Strategy* which outlines many potential strategies aimed at reducing greenhouse gas (GHG) emissions.

The majority of projects highlighted in an area strategy should also be referenced in local plans, such as TSPs or RTPs, however it is recognized that in some cases there are studies or recent findings that can inform area strategy development as well. There is also an opportunity for area strategies to identify emerging transportation issues yet to be discussed in local plans, where strategies might call for additional studies or refinement plans to help inform area priorities.

- **Planning Guidance & Inputs:**
  - *Oregon Highway Plan*
  - Local TSPs & RTPs
  - State Facility Plans
- **Primary Benefits of Potential Investments:**
  - Safety
  - Improve Mobility/Reliability
  - System Management & Efficiency
  - Economic Vitality

### Non-Highway Modernization Category

Strategies in the Non-Highway Modernization category focus primarily on pedestrian and bicycle, multimodal and transit priorities that address a known problem affecting regional or statewide transportation systems. Mainly concentrating on capital investments, strategies should generally focus on corridor-wide improvements meeting program-level goals such as closing critical gaps in the network, or improving transit reliability along a corridor. Statewide and Regionally significant

projects may also be included such as regional paths and trails, statewide bike routes, or high capacity transit projects such as light rail or BRT. Area strategies should also include a plan for addressing operation costs, particularly with transit improvements. Close coordination with local transit agencies and consistency with local Transit Development Plans is necessary to ensure area strategies reflect regional transit priorities.

- **Planning Guidance & Inputs (including but not limited to):**

- *Oregon Bicycle and Pedestrian plan*
- *Oregon Public Transportation Plan*
- Local TSPs & RTPs
- Transit Development Plans (TDP's)
- State Facility Plans

- **Primary Benefits of Potential Investments:**

- Safety
- Environmental Stewardship
- Health
- Multi-Modal Connections
- Mobility & Accessibility
- Economic Vitality
- Equity

## Operations Category

Strategies in the Operations category should focus on programmatic actions to specific areas or corridors where improved efficiency will have regional benefits or enhance overall statewide system performance. Analysis of the most current available Operations data should inform area priorities, highlighting systems, and/or corridors exhibiting common operational deficiencies that can benefit from a systematic operational approach rather than identifying individual site specific projects. Analysis may also be needed to quantify, to the extent practicable, the benefits of operational improvements to the statewide transportation system. Operational investments can be a cost-effective alternative to adding roadway lanes for example, while also offering a tool to reduce GHG emissions and improve safety both regionally and statewide.

- **Planning Guidance & Inputs:**

- *Oregon Highway Plan*
- Statewide ITS plan
- Local TSPs & RTPs
- State Facility Plans
- Data-driven project selection systems
- Statewide Operations Program Plan

- **Primary Benefits of Potential Investments:**

- Safety
- System Efficiency
- Management of the System
  - Intelligent Transportation Systems (ITS)

## Safety Category

Area strategies addressing safety should be consistent with the *Oregon Transportation Safety Action Plan (TSAP)*, including the State's vision of achieving no deaths or life-changing injuries on Oregon's transportation system by 2035. Analysis of the most current safety & crash data should inform area priorities, highlighting systems and/or corridors that can benefit from a systematic and programmatic approach to safety concerns rather than recommending specific projects. The aim is to achieve greater cumulative benefits on a corridor basis rather than with just an individual hot-spot approach. While an area strategy may include direction on strategic safety investments within the Area, inclusion as part of a strategy does not guarantee that a specific project will be selected thru the competitive selection process. As per the Oregon TSAP, the safety of all modes of transportation must be taken into consideration.

- **Planning Guidance & Inputs:**
  - *Oregon Transportation Safety Action Plan (TSAP)*
  - Local TSPs & RTPs
  - State Facility Plans
  - Data-driven project selection systems
- **Primary Benefits of Potential Investments:**
  - Safety
    - Reducing Fatalities and Serious Injuries

## Natural Hazards Category

Strategies in the Natural Hazards category focus primarily on seismic hazards and adaptation to natural hazards associated with extreme weather events. Data driven asset management systems can be used to identify systems and/or corridors warranting higher prioritization due to reoccurring climate stressors like extreme precipitation, sea-level rise, and extreme temperatures and wildfires.

Seismic hazards are discussed in more detail in *The Oregon Seismic Lifelines Evaluation, Vulnerability Synthesis, and Identification Report* which summarizes the seismic vulnerability of our statewide transportation system. It presents a list of tiered seismic lifeline routes that would serve a critical role in the event of a major seismic event and provide redundant access regionally and throughout the state. Area strategies aimed at resilience to seismic events should place high priority on seismic lifeline routes within their respective area. The focus in this category is again to develop a systematic and programmatic approach for critical corridors to address system resiliency, not identify specific projects.

- **Planning Guidance & Inputs:**
  - *Oregon Highway Plan*
  - *Oregon Seismic Lifelines Evaluation, Vulnerability Synthesis, and Identification*
  - Local TSPs & RTPs
  - State Facility Plans
  - Data-driven project selection systems

- **Primary Benefits of Potential Investments:**

- Sustainability
- Management of the System
- Mobility and Accessibility
- Economic Vitality

## Rail, Air and Marine Category

Strategies in this category should concentrate on improving the flow of commerce and promoting economic development by supporting connections between heavy rail, air and marine modes of transportation, and supporting a better integrated transportation system. The strategy could be comprised of both specific projects and more programmatic objectives as appropriate. Specific projects highlighted in area strategies should be derived from some type of planning process such as a local master plan, Transportation System Plan (TSP) or statewide modal plan..

One potential source of funding for such non-highway improvements is the Connect Oregon program, however other funding sources may be available. Connect Oregon is a competitive grant program that can be utilized to make investments in freight infrastructure and connections for the modes of transportation discussed above. Area Strategies can include key strategic investments that could be eligible for future Connect Oregon grant cycles such as a new multimodal freight facility or rehabilitation at a key regional airport or marine terminal.

- **Planning Guidance & Inputs:**

- *Oregon Freight Plan*
- *Oregon State Rail Plan*
- *Oregon Aviation Plan*
- Local TSPs & RTPs

- **Primary Benefits of Potential Investments:**

- Economic Vitality
- System Efficiency
- Mobility & Accessibility
- Management of the System