
AGENDA

Rogue Valley Metropolitan Planning Organization Technical Advisory Committee



Date: Wednesday, January 12, 2022

Time: 1:30 p.m.

Location: Join Zoom Meeting

<https://us06web.zoom.us/j/87853899924?pwd=V1lrMlNTW5LY1cvdk9FSTNtNC81Zz09>

Meeting ID: 878 5389 9924

Passcode: 848212

Phone #: 253 215 8782

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

1	Call to Order / Introductions / Review Agenda	Chair
Consent Agenda		
2	Review / Approve Minutes	Chair
Attachment	#1 RVMPO TAC Meeting Draft Minutes 12/08/2021	
Action Items		
3	Amendments to the 2021–2024 Transportation Improvement Program (TIP)	Ryan MacLaren
Background	<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">Adjust Project in TIP: OR66 over RR bridge & E. Main St. over I-5 bridge (Ashland) (KN21180) <p>The 21-day public comment period and public hearing was advertised on or before Monday, January 3, 2022 in the <i>Medford Mail Tribune</i>, and information is currently available on the RVMPO website.</p>	
Attachment	<p>#2 TIP Amendments</p> <p>#3 TIP CRM</p> <p>#4 Location and Maps</p>	
Action Requested	Recommendation of approval to the Policy Committee	

Discussion Items		
4	Revised Application Form and Information	Karl Welzenbach
<i>Background</i>	With the proposed and accepted modifications to the application process, staff has developed a new set of application information.	
<i>Attachment</i>	#5 Revised application form #6 Updated Evaluation Measures #7 Updated Evaluation Scoresheet PDF (Excel)	
5	Public Comment	Chair
Regular Updates		
6	RVMPO Planning Update	Karl Welzenbach
7	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
8	Adjournment	Chair

- The next RVMPO TAC meeting will be **Wednesday, February 09, 2022 at 1:30 p.m.** Online.
- The next RVMPO Policy Committee meeting will be **Tuesday, January 25, 2022 at 2:00 p.m.** Online.
- The next RVMPO PAC meeting is will be **Tuesday, January 18, 2022, at 5:30 p.m.** Online.

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
December 8, 2021**



The following attended:

Voting Members	Organization	Phone Number
Karl Johnson	Ashland PW	448-5587
Matt Samitore	Central Point PW	664-3321 x205
Mike Upston	Eagle Point PL	826-4212
Matt Brinkley	Medford PL	774-2381
Alex Georgevitch, Chair	Medford PW	774-2114
Joe Slaughter	Phoenix PW	951-1971
Kristen Maze	Talent PL	535-1566 x1010
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, Vice Chair	RVTD PL	608-2429
Josh LeBombard	DLCD (Quorum)	414-7932
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	Phone Number
Michael Montero	PAC	
James Philip	Jackson County	

1. Call to Order / Introductions / Review Agenda 00:00–02:40

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

2. Review / Approve Minutes 02:40–03:37

02:55 | Ian Horlacher moved to approve the November 10, 2021 RVMPO TAC Meeting Minutes as presented. Seconded by Mike Kuntz.

No further discussion.

Motion passed by voice vote with 10 yes's and 1 abstained.

Action Items

3. Amendment to the 2021-2024 Transportation Improvement Program (TIP) 03:37 – 08:13

07:07 | Ian Horlacher moved to recommend approval of the amendment as presented. Seconded by Charles Bennett.

No further discussion.

Motion passed unanimously by voice vote.

4. Project Selection Discussion 08:13 – 01:14:30

18:50 | Recommendation from Justin Shoemaker: *Instead of having a hard minimum of the CMAQ funds have a recommendation of a million dollars for any project that will follow the federal process.*

22:02 | Proposed change to language on the first recommendation: Restrict application for CMAQ funding for project that cost a minimum and any project submitted under that amount will be held under greater scrutiny by the TAC.

23:42 | Comment from Paige West: *The responsibility of the TAC should be clearer, and any applications with multiple jurisdictions should be signified in some way, with all jurisdictions in agreement.*

34:32 | Comment from Charles Bennet: *The prospectus being filled out can be considered a preliminary prospectus.*

36:45 | A consensus was reached on the first two bullet points with the agreed upon changes.

52:05 | A consensus was reached to remove bullet point six, and include a paragraph that includes the roles and responsibilities of the TAC.

0107

01:10:55 | *Joe Slaughter moved to direct staff to forward the recommendations to the Policy Committee as discussed. Seconded by Mike Kuntz.*

No further discussion.

Motion passed unanimously by voice vote

Discussion Items

5. Public Comment 01:14:30 – 01:14:38

No Comments.

Regular Updates

6. MPO Planning Update 01:14:38 – 01:18:40

Provided by Karl Welzenbach regarding the TIP Timeline, and newly passed Transportation Bill.

7. Other Business / Local Business 01:18:40–01:23:13

Updates from ODOT, RVTB, and Central Point

8. Adjournment

2:54 p.m.

Scheduled Meetings

RVMPO TAC | January 12, 2022 | 1:30 p.m.

RVMPO Policy Committee | December 28, 2021 | 2:00 p.m.

RVMPO PAC | December 21, 2021 | 5:30 p.m.



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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

DATE: January 3, 2022
TO: RVMPO 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, January 25, 2022 to consider adoption of the proposed TIP amendments. A press release for the 21-day public comment period and public hearing was sent on or before January 3rd to the Medford Tribune, and information is currently available on the RVMPO website. Information on the projects is enumerated, below:

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

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

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
OR66 over RR bridge & E. Main St. over I-5 bridge (Ashland)	Overlay bridge driving surfaces on two bridges, including new railing to improve safety for the traveling public.	n/a	Exempt (40 CFR § 93.126 Table 2) - reconstructing bridges no new lanes			Planning								\$ -
				21180	2019	Design	\$ 448,650	HB2017	\$ 51,350	ODOT	\$ 500,000			\$ 500,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				21180	2022	Construction	\$ 4,486,500	HB2017	\$ 513,500	ODOT	\$ 5,000,000			\$ 5,000,000
						Other					\$ -			\$ -
					Total FFY21-24		\$ 4,935,150		\$ 564,850		\$ 5,500,000	\$ -		\$ 5,500,000

Status: **Approved**

CMR Transaction

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

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

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

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

Program 4: Program 5: Program 6:

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

Change 1: Unanticipated Reason 1: 101 Adding scope

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

Change 3: Reason 3:

Current Scope: Deck overlays and deck repairs

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

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

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

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

Describe Schedule Change: No Schedule Change

Justification for Schedule Change: N/A

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

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

Status: **Approved**

CMR Transaction

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

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

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

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

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

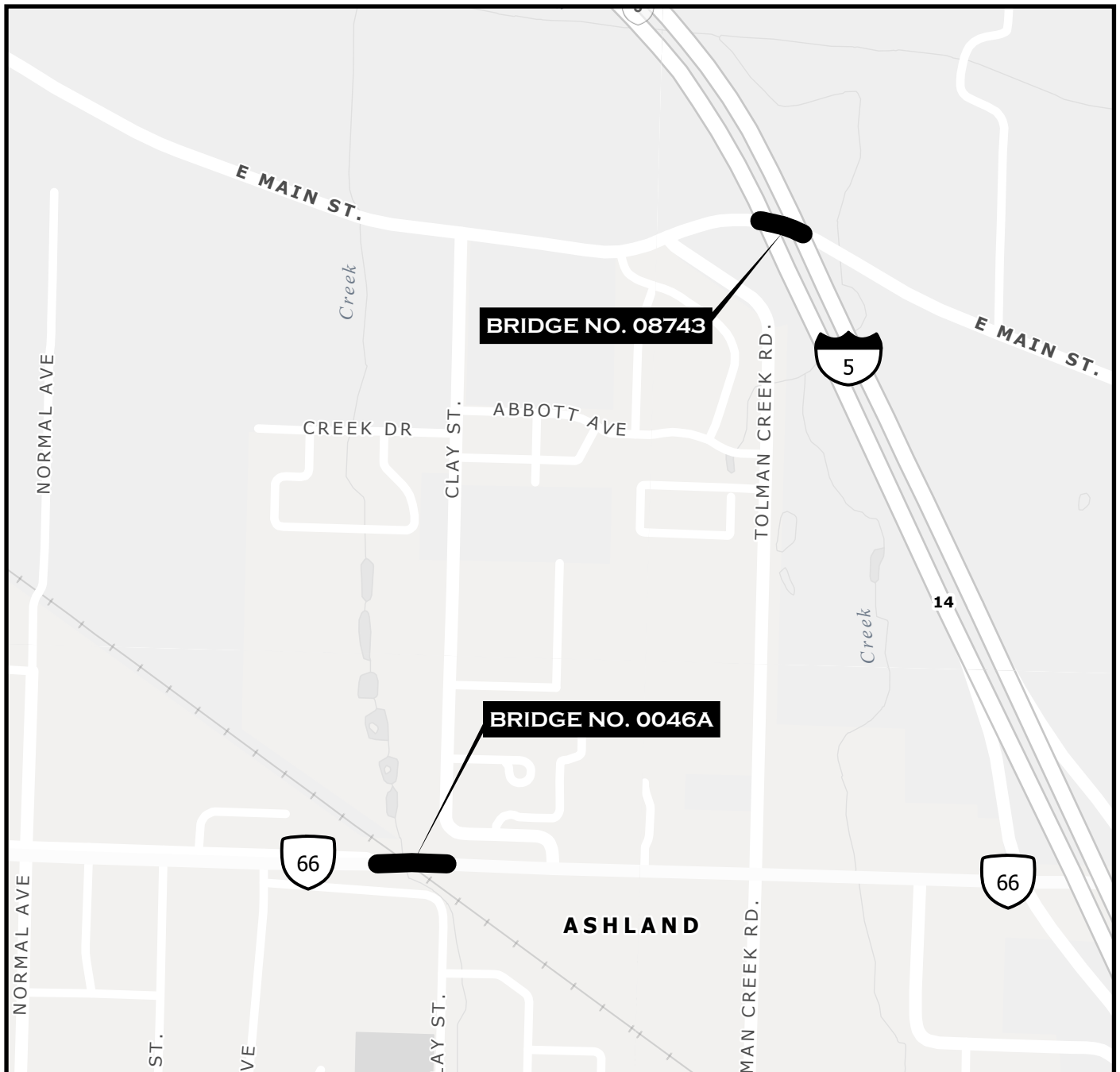
Justification for Budget Change: DAP Estimate exceeded project budget.

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

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

STIP PROJECT LOCATION

ODOT REGION 3



ACT: Rogue Valley ACT

COUNTY: Jackson

CITY: Ashland

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

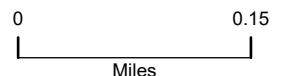
KEY NO. 21180

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



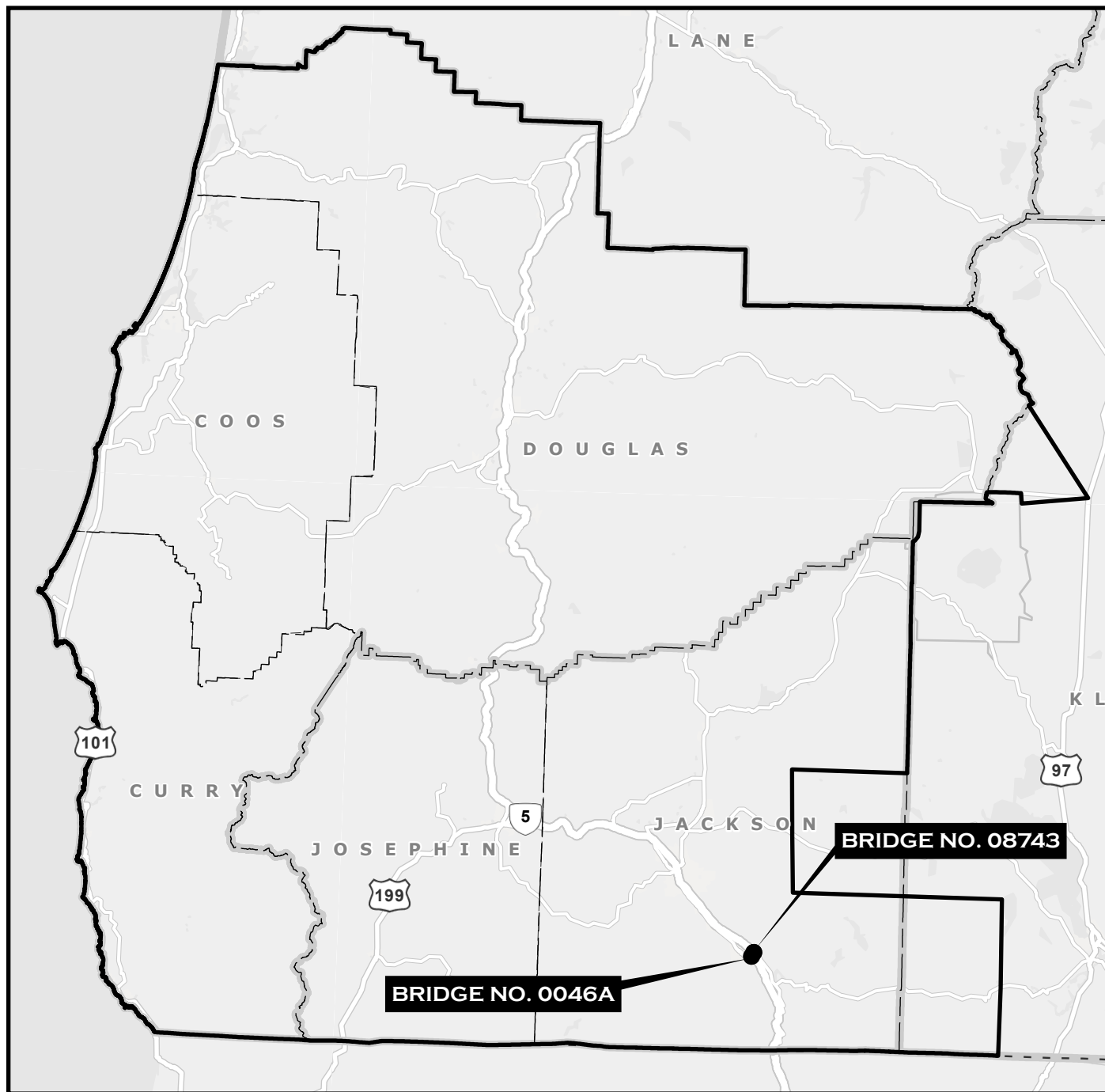
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GIS UNIT | GIS NO. 23-52
odotmaps@odot.state.or.us

DATE: 10/20/2021

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STIP PROJECT VICINITY

ODOT REGION 3



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

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



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RVMPO Evaluation Measures

Goals and Project Funding Criteria-Table

Items in red will be part of CMAQ funding evaluation unless specifically disqualified (adds capacity, maintains existing facility/service)				
	2045 RTP Goal	FAST Act MPO Requirements	Evaluation Criteria	How Measured
1: <i>Mobility</i>	Plan for, develop and maintain a balanced multi-modal transportation system to address existing and future needs.	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.	1. Safety or security issue addressed; Accident/injury reduction	Describe safety problem, and how project would reduce number and severity of crashes. Use ARTS Crash Reduction Factor List (If project demonstrates air quality benefit it will be evaluated for CMAQ.)
			2. Congestion relief/reduce delay	Level of Service improvement; idle time reduced. HDV may be calculated separately. (To qualify for CMAQ project must provide cost-effective congestion mitigation that provides an air quality benefit. If project adds capacity, it will not be considered for CMAQ.).
			3. Promote connectivity (more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet greenhouse emission requirements.
	Optimize safety and security of the transportation system.	Increase accessibility and mobility. Increase safety of the transportation system. Increase security of the transportation system.	4. AADT	Provide latest traffic count data
2: <i>Community Vitality & Livability</i>	Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment and enhances quality of life.	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth and economic development.	1. Benefit/impact on senior, disabled, low-income, or minority populations	Does the project impact protected populations based on RVMPO Environmental Justice Plan
			2. Benefit to freight movement, commercial traffic	Does the project promote or support an increase in housing along transit routes. (If VMT reduction can be directly linked)
				Is the project located in a downtown, activity center, designated TOD or other mixed-use (residential/employment) area? Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship
	Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.		Describe the benefit to movement of commercial vehicles. (If project reduces truck VMT or emissions – esp. pre 1986 trucks – project will be evaluated for CMAQ).
3: <i>Transportation Options</i>	Use incentives and other strategies to reduce reliance on single-occupant vehicles.	Increase accessibility and mobility.	1. Encourage/support SOV reduction; Reduce auto dependence.	Does the project reduce SOV use; what elements of project contribute?
				Describe how the project will increase use of alternative modes. Utilize Adopted diversion factor worksheet for identifying number of bike/ped trips
				Provide total length of qualifying bicycle lane.
				Provide total length of qualifying sidewalks
				Identify Level of Stress (utilizing ODOTs Chapter 14 Analysis procedure for multi-modal projects)
4: <i>Resource Conservation</i>	Maximize efficient use of transportation infrastructure for all users and modes.	Promote efficient system management and operation.	1. Address/mitigate environmental impacts	Describe project’s benefit to natural environment. Does project include conservation features (ex. permeable surface)
			2. Air quality benefit, long term including NOX and VOC.	If there are air quality benefit in addition to responses provided to RED-TEXT criteria, describe. Emission reductions and cost/benefit analysis will be done based on responses provided to items in red. Numbers supplied or staff-generated for Mobility item 4 will be used in this analysis.
			3. Reduce greenhouse gas emissions (CO) ₁	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? (It’s anticipated that projects contributing to the Alternative Measures will reduce GHG emissions.)
	Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.	4. Use emerging/new technology	Describe technology to be incorporated into project.
			5. Preserves existing transportation asset	How does the project extend the life of facility without the construction of new facilities? Does the project refurbish existing facility? (If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)
			6. Reduce VMT	Reduction formula based on project type.
			7. Improve system efficiency	Describe efficiency: Facility able to handle greater ADT without expansion; Improve other transportation function with smaller investment; reduced operational costs; other?
			8. Lifespan	Useful life of investment. For roadway projects, uniform lifespan applies as determined by predominate material used: concrete = 30 yrs; asphalt = 20 yrs; bike lanes = 20 yrs.
			9. Other public, private funding sources (leverage)	List overmatch, other funds

(1) Greenhouse gas emissions can be reduced by reducing congestion, increasing operational efficiency, supporting alternative modes reducing use of combustion vehicles, and shifting to lower-carbon fuels (<http://www.deq.state.or.us/eq/committees/lowcarbon.htm>).

RVMPO Project Evaluation, 2024 - 2027						Reduce number & severity of crashes		Improve level of service; Reduce idle time		Improve existing network, fill service gap		Underserved populations		Improve freight movement, commercail traffic		Reduce reliance on motor vehicle or single-occupant vehicle		Promote Transit/bike/ped		Level of Traffic Stress		Efforts exceeding requirements to benefit natural environment		Benefits beyond those identified in CMAQ analysis		Reduce CO emissions (urban form, lower-carbon fuel, reduce gas vehicle use)		Introduce technology new to RVMPO area; Implement ITS Plan		Preserves function of existing transportation asset		Estimated annual VMT reduction		Grant dollars expended per mile reduced		Handle greater ADT w/out expansion or improve system efficiency/capacity at lower cost		Useful life of investment		Projects w/lower federal share may	
App #	Agency	Project Name/Description	Total Cost	Amount Requested	Functional Class	Mobility				Community Vitality/Livability			Transporation Options				Resource Conservation																								
						Safety	Congest Reduct	Connec-tivity	Total Mobility	Under-served Pop (1)	Freight (2)	Total Livability	SOV Reduct	Encourage Alt. Mode	LOTS	Total Transpo Options	Mitigate Enviro Impacts	AQ Benefit (3)	GHG Reduct (4)	New Tech	Increase Facility Lifespan	VMT Reduction		Efficiency	Lifespan (years) (5)	Leverage (Federal Share)	Total Resource Conservtn														
																						Miles/Yr	Grant \$/Mile																		
1								0			###				####											#DIV/0!			#DIV/0!	0											
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0 = No identifiable link to criteria

1 = Low, Does little to fulfill criteria

2 = Medium, Contributes to criteria

3 = High, Strongly supports criteria

1. Based on Transportation Needs Assessment for Tradtionally Underserved Populations and Title VI & Env. Justice Plan 1 = Minor population impact, investment located within Title VI & EJ Plan mapped population area 2 = Moderate population impact, investment located within/along an Area of Concern (in Needs Assessment) 3 = Significant population impact, project addresses identified need in Needs Assessment
2. Assumes one truck/day @ each station (21*365); Trucks stop for 10 hrs. rest
3. Air Quality --Benefit considers: Emission reductions beyond those identified in CMAQ analysis; Cost effectiveness of air quality improvement (based on VMT reduction and population served); and Overall results of CMAQ analysis
4. Greenhouse Gas Reduction -- Benefit considers: Support for efficient urban form (downtowns and activity centers, compact and mixed-use development, transportation options); Reduced combustion vehicle use; and Shift to lower-carbon fuel. Scoring as follows: 1 = Addresses one of three category criteria 2 = Addresses two of three category criteria 3 = Addresses all three category criteria
5. Per TAC agreement (Oct. 10, 2011) road project lifespan determined by material used. Predominately concrete project = 30 year; asphalt = 20 years; bicycle lanes=20 years; concrete sidewalk 30 years