
AGENDA

Rogue Valley Metropolitan Planning Organization Policy Committee



Date: Tuesday, March 22, 2022

Time: 2:00 p.m.

Location: Join Zoom Meeting

<https://us06web.zoom.us/j/88171400534?pwd=ckxWZjg5RmVrVzJ0N1VPYk5wQ2NDQT09>

Meeting ID: 881 7140 0534

Passcode: 530153

Phone #: +1 408 638 0968

Contact: Office Specialist, RVMCOG: 541-423-1375

RVMPO website: www.rvmopo.org

1	Call to Order / Introductions / Review Agenda	Chair
Consent Agenda		
2	Review / Approve Minutes	Chair
Attachment	#1 RVMPO Policy Committee Meeting Draft Minutes 02/22/2022	
PUBLIC HEARING		
Chair will read the public hearing procedures		
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">• Add Project to TIP: Jackson and Josephine County curb ramps, phase 3 (KN22571) <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	#2 TIP Amendments #3 Map	
Action Requested	Approval to the Policy Committee	

Action Items		
4	Review, Discussion, and Vote on Modified Project Selection Criteria	Karl Welzenbach
Background	At the direction of the Policy Committee, in order to better address this issue the TAC formed a subcommittee to review and, if necessary, revise the criteria utilized to rank project applications. This subcommittee met twice and thoroughly reviewed and made several revisions to the current criteria and criteria descriptions.	
Attachment	#4 Project Scoring Spreadsheet (Opens as a downloadable Excel) #5 Criteria Description Matrix	
Action Requested	Discussion and approval of the new criteria and matrix	
Discussion Items		
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 Policy Committee meeting will be **Tuesday, April 26, 2022, at 2:00 p.m.** Hybrid Online and In-Person.
- The next RVMPO TAC meeting will be **Wednesday, April 13, 2022 at 1:30 p.m.** Hybrid Online and In-Person.
- The next RVMPO PAC meeting is will be **Tuesday, April 19, 2022, at 5:30 p.m.** Hybrid Online and In-Person.

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 Policy Committee Meeting
February 22, 2022



The following attended:

Voting Members	Organization	Phone Number
Mike Quilty, Vice Chair	City of Central Point	664-7907
Jim Lewis, Chair	City of Jacksonville	899-7023
John Vial	City of Medford	774-2000
Eleanor Ponomareff	City of Talent	535-1566
Dave Dotterer	Jackson County	774-6118
Make Baker	ODOT	957-3658
Tonia Moro	RVTD	973-2063
Alternate Voting Members Present	Organization	Phone Number
Scott Fleury	City of Ashland	
Steve Lambert	Jackson County	
Paige West	RVTD	
Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	Phone Number
Mike Montero	RVMPO PAC	

RVMPO Policy Committee Meeting Agenda Packet: [February 22, 2022](#)

Full meeting recording: [2022-02-22 Audio](#)

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

2:01 p.m. | *Quorum: 6 Jurisdictions Represented*

2. Review / Approve Minutes 01:30 – 02:15

01:50 | *Dave Dotterer moved to approve the January 25, 2022 Policy Committee meeting minutes as presented. Seconded by Mike Quilty.*

No further discussion.

Motion carried unanimously by voice vote.

Action Items

3. Elections of Officers 02:15 – 11:03

02:41 | *Mike Quilty elected Jim Lewis for Chair of the RVMPO Policy Committee. Seconded by Dave Dotterrer*

No further nominations.

Motion passed unanimously by voice vote.

03:23 | *Jim Lewis elected Mike Quilty for Vice Chair for the RVMPO Policy Committee. Seconded by Dave Dotterrer.*

No further nomination.

Motion passed unanimously by roll call vote.

03:59 | *Discussion of By-laws and Super Majority.*

Discussion Items

4. Draft UPWP and Dues 11:03 – 15:49

No further discussion.

Motion passed unanimously by voice vote.

5. Public Comment 15:49 – 16:03

No Comments.

Regular Updates

6. RVMPO Planning Update 16:03 – 17:50

Provided by Ryan MacLaren regarding the Application process.

7. Other Business / Local Business 17:50 – 28:09

Updates from Jackson County and Central Point.

8. Adjournment

2:29 p.m.

RVMPO POLICY COMMITTEE

Scheduled Meetings

RVMPO Policy Committee | March 22, 2022 | 2:00 p.m.

RVMPO TAC | March 9, 2022 | 1:30 p.m.

RVMPO PAC | March 15, 2022 | 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: February 22, 2022
TO: RVMPO Policy Committee
FROM: Ryan MacLaren, Senior Planner
SUBJECT: TIP Amendments

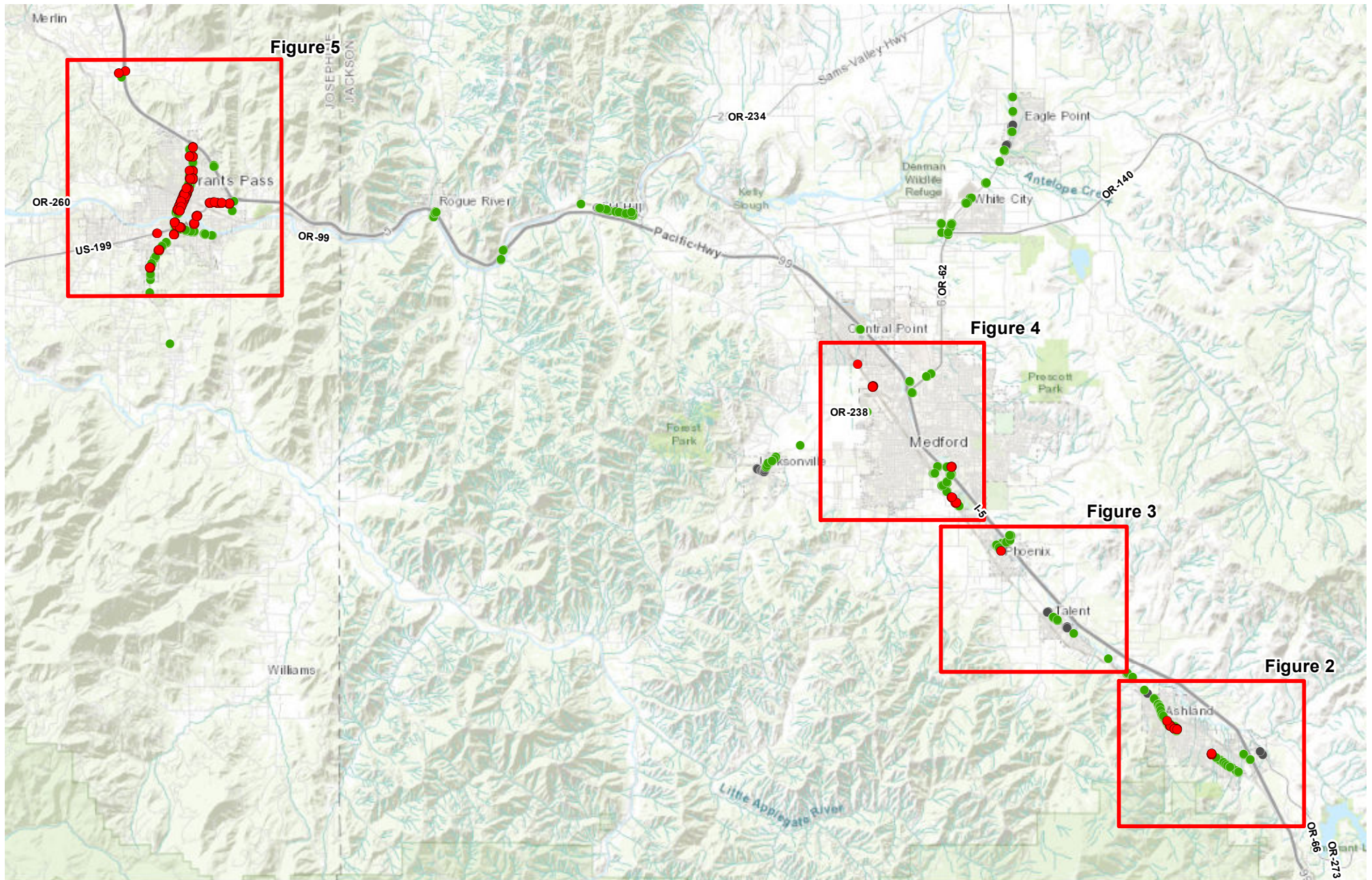
The Policy Committee is being asked to consider approval of the following amendment(s) to the 2021-2024 Transportation Improvement Program.

A press release for the 21-day public comment period and public hearing was sent on or before February 22nd to the Medford Tribune, and information is currently available on the RVMPO website. The RVMPO TAC & PAC have recommended approval of the amendment(s) listed. Information on the projects is enumerated, below:

A. Add Project to TIP: Jackson and Josephine County curb ramps, phase 3 (KN22571)

Description: Design for future construction of curb ramps to meet compliance with the Americans 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 and Josephine County curb ramps, phase 3	Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards	n/a	Exempt 93.126 (Table 2) Safety & Bike and Pedestrian Facilities.			Planning								\$ -
				22571	2022	Design	\$ 4,215,901	SW ADA	\$ 482,529	ODOT	\$ 4,698,430			\$ 4,698,430
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
						Other					\$ -			\$ -
					Total FFY21-24		\$ 4,215,901		\$ 482,529		\$ 4,698,430	\$ -		\$ 4,698,430

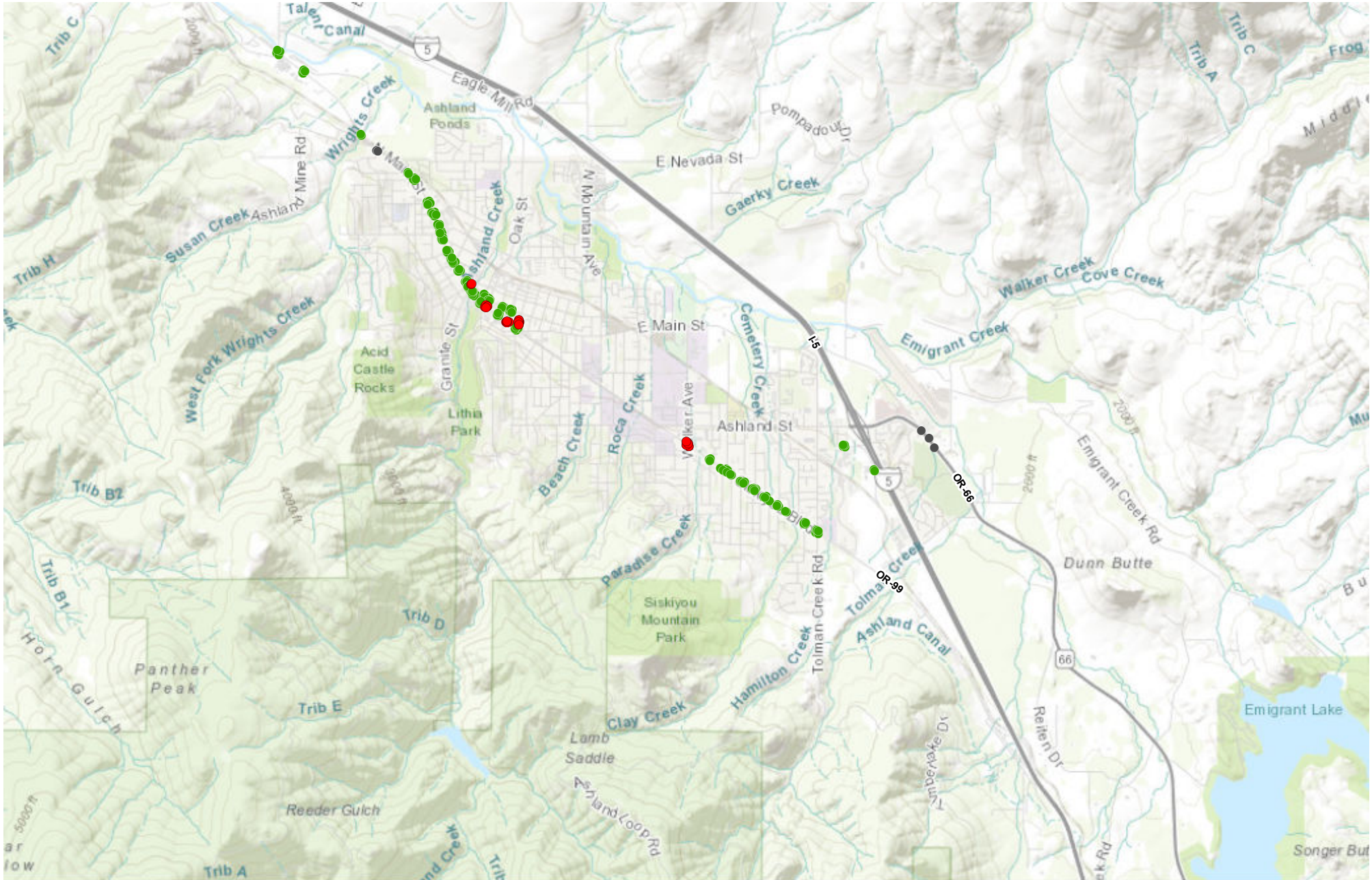


- 2024 - Package #1
- Ramps Included in another STIP Project Package
- STIP Settlement Ramps After 2024 Project



2024 - PACKAGE #1
FIGURE 1

DATA SOURCE: (ODOT, HDR)

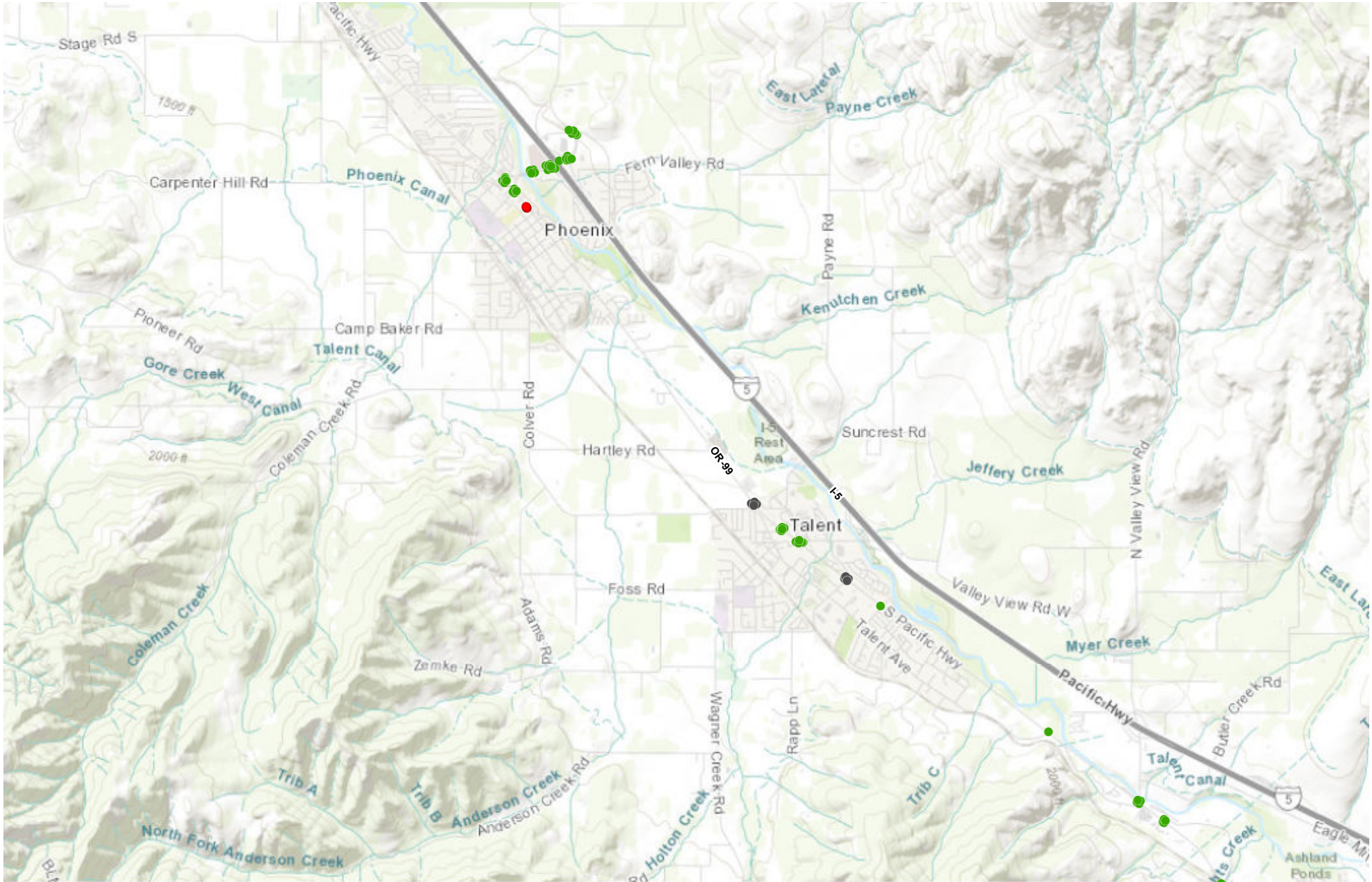


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2024 - PACKAGE #1
FIGURE 2

DATA SOURCE: (ODOT, HDR)

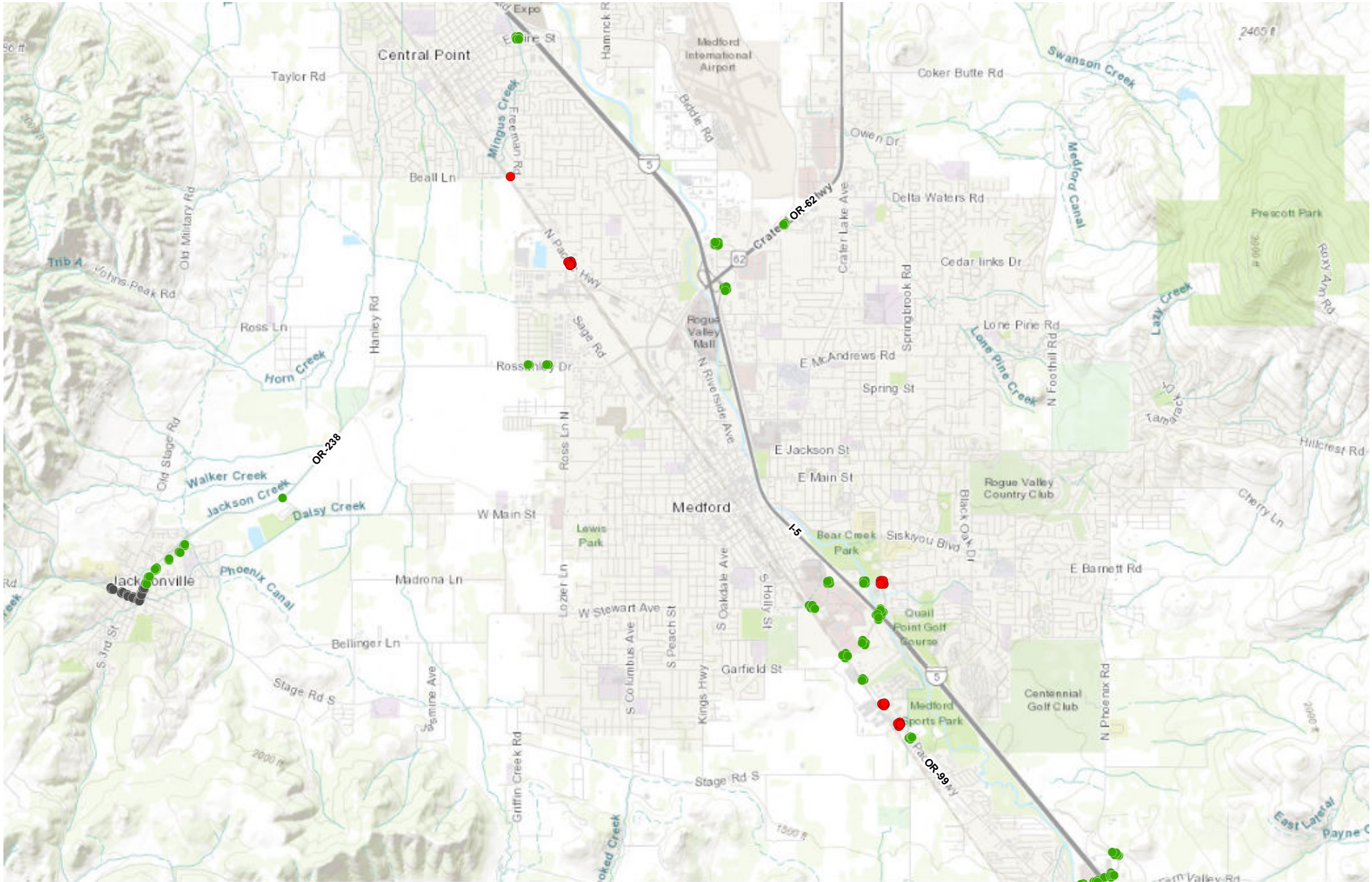


- 2024 - Package #1
- Ramps Included in another STIP Project Package
- STIP Settlement Ramps After 2024 Project



2024 - PACKAGE #1
FIGURE 3

DATA SOURCE: (ODOT, HDR)

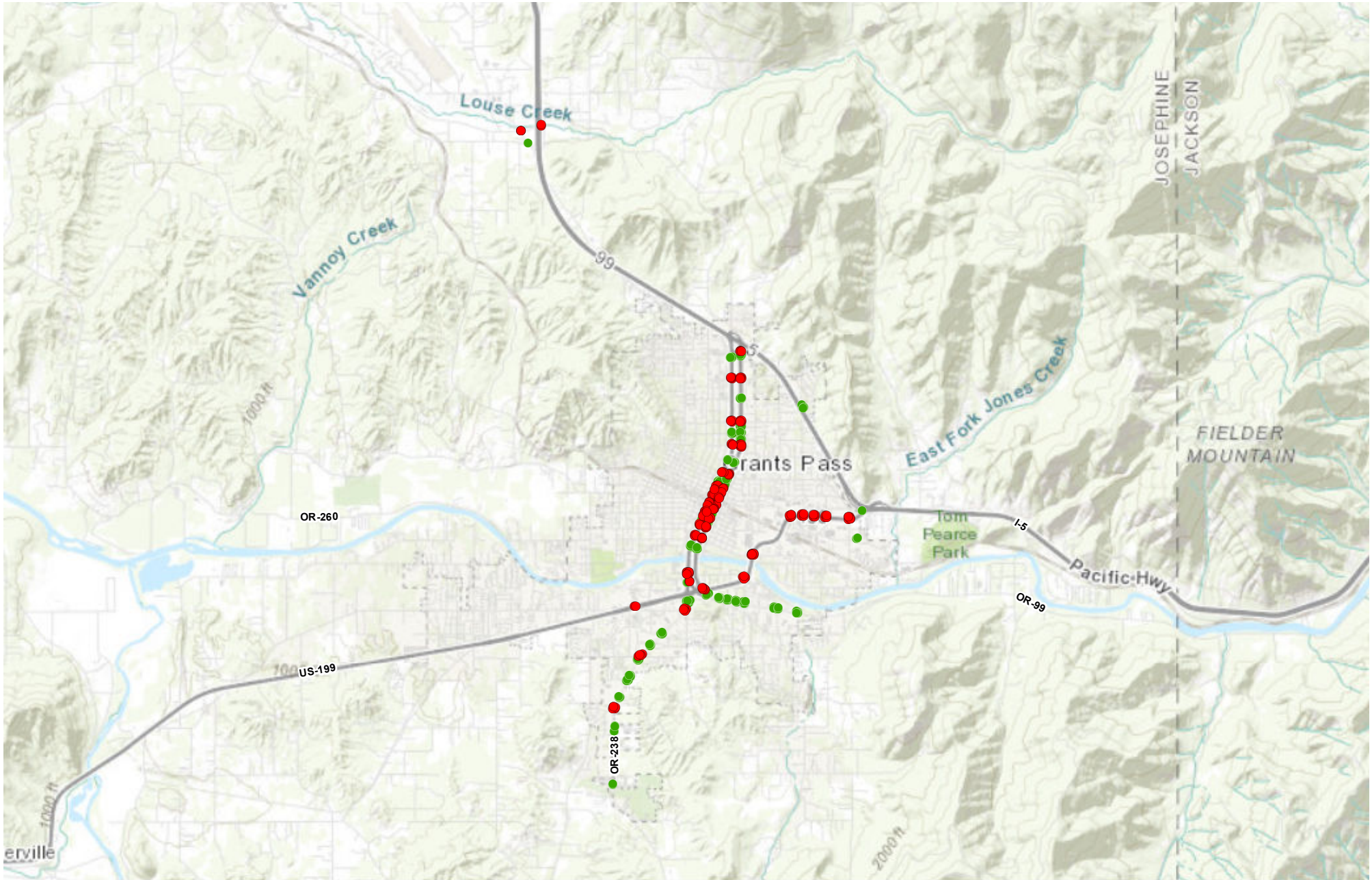


- 2024 - Package #1
- Ramps Included in another STIP Project Package
- STIP Settlement Ramps After 2024 Project



2024 - PACKAGE #1
FIGURE 4

DATA SOURCE: (ODOT, HDR)



2024 - PACKAGE #1
FIGURE 5

DATA SOURCE: (ODOT, HDR)



- 2024 - Package #1
- Ramps Included in another STIP Project Package
- STIP Settlement Ramps After 2024 Project



RVMPO Evaluation Measures – Goals and Project Funding Criteria

Items in blue will be part of CMAQ funding evaluation unless specifically disqualified (adds capacity, maintains existing facility/service)

As discussed at Feb 28 meeting subcommittee meetings

	RVMPO Goal	2021-2045 RTP Goal	MPO Requirements (23 CFR, Part 450.306)	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. (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 (ex: 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.	4. Population # served (ADT; pop/jobs w/in ½-mi)	Provide traffic count; estimate # jobs and population that will be served by this project. Objective is to show the number of people who will be served by the project. Staff will estimate population & employment using RVMPO model data. Numbers generated will be used to estimate VMT reduction and air quality benefit.
			Increase safety of the transportation system.		
			Increase security of the transportation system.		
2: <i>Community Vitality & Livability</i>	Continue to work toward more fully integrating transportation and land use planning.	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 to traditionally underserved populations (Low-Income, Minority, Seniors, Children, Limited English Proficiency)	Does the project invest in and/or provide benefit to an area identified in the Title VI and Environmental Justice Plan or the Transportation Needs Assessment for Traditionally Underserved Populations; or meet a need identified in the Needs Assessment?
				2. Support Alternative Measure 2: improve transit accessibility	Does the project promote alternate modes of transportation and/or promote transit improvements on or near an existing/planned transit route?
				Support Alternative Measures 5 and 6: Is project in or near an Activity Center	Is the project located in an Activity Center?. Assign point based on proximity to an Activity Center.
		Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	3. Benefit to freight movement, commercial traffic	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>	Increase integration and availability of transportation options.	Use incentives and other strategies to reduce reliance on single-occupant vehicles.		1. Encourage/support SOV reduction; Reduce auto dependence	Does the project reduce SOV use; what elements of project contribute?
				2. Support Alternative Measure 1: Is the project included in RVMPO Active Transportation Plan?	Assigns points depending on whether project is an identified route in the RVATP, with special consideration to whether it is identified as a Regional or Connector route and meets the RVATP aspirational LTS thresholds.
				3. Support Alternative Measure 3: increase bike facilities	Provide total length of bicycle facility, service to/within/between Activity Centers, and/or describe other improvement.
				4. Support Alternative Measure 4: increase sidewalks on collectors, arterials in Activity Centers	Provide total length of qualifying sidewalks/paths.
4: <i>Resource Conservation</i>	Incorporate environmental and energy conservation into the RVMPO planning process.	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>).