

AGENDA

Rogue Valley Metropolitan Planning Organization Technical Advisory Committee



Date: Wednesday, June 8, 2022

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://us06web.zoom.us/j/84085219670?pwd=YStNSDdhbGNiQ3VocUhqOm9yNGtUdz09>

Meeting ID: 840 8521 9670

Passcode: 781229

Phone #: 253 215 8782

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

1	Call to Order / Introductions / Review Agenda	Chair
Consent Agenda		
2	Review / Approve Minutes	Chair
Attachment	#1 RVMPO TAC Meeting Draft Minutes 05/11/2022	
Discussion Items		
3	Project Application Presentation	Applicants
Background	For each application process, applicants are required to give presentations to all three committees. All project applications will be posted on the website, link will be provided by close of business Friday, June 3, 2022.	
Attachment	#2 Evaluation Criteria Descriptions #3 Final Project Scoring Spreadsheet as a Downloadable Spreadsheet	
4	Available Funding	Applicants
Background	Attached is the document showing the current available funding.	
Attachment	#4 Funding and Requests	

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, July 13, 2022 at 1:30 p.m.** Hybrid in-person and online via Zoom.
- The next RVMPO Policy Committee meeting will be **Tuesday, June 28, 2022 at 2:00 p.m.** Hybrid in-person and online via Zoom.
- The next RVMPO PAC meeting is scheduled for **Tuesday, June 21, 2022, at 5:30 p.m.** Hybrid in-person and online via Zoom.

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 11, 2022**



The following attended:

Voting Members	Organization	Phone Number
Karl Johnson	Ashland PW	448-5587
Stephanie Holtey	Central Point PL	423-1031
Matt Samitore	Central Point PW	664-3321 x205
Mike Upston	Eagle Point PL	826-4212
Alex Georgevitch, Chair	Medford PW	774-2114
Kristen Maze	Talent PL	535-15660 x 1010
Mike Kuntz	Jackson County R&P	774-6228
Justin Shoemaker	ODOT	774-6376
Ian Horlacher	ODOT	774-6399
Paige West	RVTD PL	608-2429
Alternate Members	Organization	Phone Number
James Philip	Jackson County R&P	774-6228
Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Eric Memmott	RVCOG	423-1369
Interested Parties	Organization	Phone Number
Mike Montero	PAC	

[RVMPO TAC May 11, 2022 Agenda Packet](#)

[Meeting Audio 05/11/2022](#) Due to technical difficulties, the beginning of the recording is unavailable.

1. Call to Order / Introductions / Review Agenda

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

2. Review / Approve Minutes

Ian Horlacher moved to approve the April 13, 2022 RVMPO TAC Meeting Minutes as presented. Seconded by Mike Upston.

No further discussion.

Motion passed with one abstain.

Action Items

3. Talent's Conceptual Plan 00:00 – 18:05

16:10 | *Mike Upston motioned to recommend approval of signing the letter of recommendation. Seconded by Stephanie Holtey.*

No further discussion.

Motion passed unanimously by voice vote.

4. Amendment to the 2021-2024 Transportation Improvement Program 18:05 – 23:45

22:42 | *Matt Samitore moved to recommend approval of the amendment to the 2021-2024 TIP. Seconded by Mike Kuntz.*

No further discussion.

Motion passed unanimously by voice vote.

Discussion Items

5. Public Comment 23:45 – 25:45

Comments provided by Mike Montero.

Regular Updates

6. MPO Planning Update 25:45 – 28:24

Provided by Ryan MacLaren regarding the Ride the Rogue, and an update on TMA Status.

7. Other Business / Local Business 28:24 – 43:52

Updates from Central Point, Jackson County, and Medford. Talk of continuing the Hybrid format.

8. Adjournment

2:18 p.m.

Scheduled Meetings

RVMPO TAC | June 8, 2022 | 1:30 p.m.

RVMPO Policy Committee | May 24, 2022 | 2:00 p.m.

RVMPO PAC | May 17, 2022 | 5:30 p.m.

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>).



Rogue Valley MPO

Federal Funding Requests 2024-2027

Funds Available by Year

	CMAQ Savings Actual	CMAQ Savings Applied	2025	2026	2027	Total
STBG (pre-RVTD allotment)			\$2,689,293	\$2,735,710	\$2,735,710	\$8,160,713
STBG			\$1,989,293	\$2,035,710	\$2,035,710	\$6,060,713
CMAQ	\$3,636,140	\$3,500,000	\$1,126,435	\$1,126,435	\$1,126,435	\$6,879,305
COVID						\$1,094,623
Total			\$3,115,728	\$3,162,145	\$3,162,145	\$14,034,641

STBG/CMAQ Totals

	Available	Requested	Remaining
STBG Total	\$6,060,713	\$7,373,032	-\$1,312,319
CMAQ Total	\$6,879,305	\$9,439,301	-\$2,559,996
COVID Relief	\$1,094,623	\$0	\$1,094,623

STBG/CMAQ Requests

Jurisdiction	Project Name	STBG		CMAQ		COVID Relief		Grand Total Requested	Grand Total Remaining
		Available Funds: \$6,060,713		Available Funds: \$6,879,305 (Savings Applied)		Available Funds: \$1,094,623			
		Total Requested	Total Remaining	Total Requested	Total Remaining	Total Requested	Total Remaining		
Ashland	Clay St.	\$ -	\$ 6,060,713	\$ 928,948	\$ 5,950,357	\$ -	\$ 1,094,623	\$ 928,948	\$ 13,105,693
Central Point	10th Street: Bike and Pedestrian	\$ 496,344	\$ 5,564,369	\$ 3,501,698	\$ 2,448,659	\$ -	\$ 1,094,623	\$ 3,998,042	\$ 9,107,651
Jackson County	Foothill Rd. Delta to Dry Creek	\$ 2,900,000	\$ 2,664,369	\$ 2,900,000	\$ (451,341)	\$ -	\$ 1,094,623	\$ 5,800,000	\$ 3,307,651
Jackson County	Eagle Mill	\$ 628,110	\$ 2,036,259	\$ -	\$ (451,341)	\$ -	\$ 1,094,623	\$ 628,110	\$ 2,679,541
Medford	Delta Waters Rd	\$ -	\$ 2,036,259	\$ 1,794,600	\$ (2,245,941)	\$ -	\$ 1,094,623	\$ 1,794,600	\$ 884,941
Medford	Street Sweeper	\$ -	\$ 2,036,259	\$ 314,055	\$ (2,559,996)	\$ -	\$ 1,094,623	\$ 314,055	\$ 570,886
Medford	Table Rock Rd	\$ 2,691,900	\$ (655,641)	\$ -	\$ (2,559,996)	\$ -	\$ 1,094,623	\$ 2,691,900	\$ (2,121,014)
Talent	Creel Road Greenway	\$ 656,678	\$ (1,312,319)	\$ -	\$ (2,559,996)	\$ -	\$ 1,094,623	\$ 656,678	\$ (2,777,692)
Totals		\$ 7,373,032	\$ (1,312,319)	\$ 9,439,301	\$ (2,559,996)	\$ -	\$ 1,094,623	\$ 16,812,333	\$ (2,777,692)