



Date: Wednesday, January 24, 2023 Time: 2:00 p.m.

Join In-Person

Location: Lewis Conference Room
 RVCOG, 155 N 1st Street,
 Central Point

Transit: Served by RVTD Route #40

Contact: RVCOG: 541-423-1375

Website: www.rvmppo.org

Or via Zoom

Meeting ID: 892 3659 3969

Passcode: 866351

Phone #: +1 346 248 7799

Zoom Link:

[https://us06web.zoom.us/j/89236593969?](https://us06web.zoom.us/j/89236593969?pwd=OXBUSkdtVFVFeIR6dHFJMG9rNmpuZz09)

[pwd=OXBUSkdtVFVFeIR6dHFJMG9rNmpuZz09](https://us06web.zoom.us/j/89236593969?pwd=OXBUSkdtVFVFeIR6dHFJMG9rNmpuZz09)

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. 48 HOURS ADVANCE NOTICE IS PREFERABLE, AND WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS

1. Call to Order / Introductions / Review Agenda

Chair

Consent Agenda

2. Review / Approve Minute

Chair

Attachment: [#1 RVMPO Policy Committee Meeting Draft Minutes 11/22/2022](#)

Discussion Items

4. Carbon Reduction Program Funding

Karl Welzenbach

Background: Included in the recently passed federal transportation bill, the Infrastructure, Investment and Jobs Act (IIJA) is a new program fund called the Carbon Reduction Program Fund. These funds, although allocated to the urbanized areas, will be administered by the Oregon DOT. Included for your information with this agenda packet are the final project selection criteria and the draft application form. The annual available amount for the Medford Urbanized area is \$414,000.

Attachments: [#2 Fact Sheet](#) [#3 Small Urban/Rural Criteria](#)
[#4 Suballocations](#) [#5 Application](#)

4. Fund Exchange

Karl Welzenbach

Background: Due to a shortfall in state gasoline tax revenues and an increase in required matching amounts to federal funds from the IIJA, the State DOT has decided to reduce the availability of funds for fund exchange. Each small MPO will now have available only \$250,000 to exchange for STBG funds.



6. Public Comment

Chair

Regular Updates

7. RVMPO Update

Karl Welzenbach

8. Other Business / Local Business

Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

9. Adjournment

Chair

Scheduled Meetings		
RVMPO TAC	February 8, 2023	1:30 p.m.
RVMPO PAC	February 21, 2023	5:30 p.m.
RVMPO Policy Meeting	February 28, 2023	2:00 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.

Summary Minutes
Rogue Valley MPO Policy Committee Meeting
November 22, 2022



The following attended:

Voting Members	Organization	Phone Number
Mike Quilty, Chair	City of Central Point	664-7907
Eleanor Ponomareff	City of Talent	535-1566
Jerry Marmon, Vice Chair	ODOT	774-6535
Alternate Voting Members Present	Organization	Phone Number
Scott Fleury	City of Ashland	
John Vial	City of Medford	
Steve Lambert	Jackson County	
Mike Baker	ODOT	
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Kelsey Sharp	RVCOG	423-1375
Erik Memmott	RVCOG	423-1369
Yazeed Alrashdi	RVCOG	423-1378
Interested Parties	Organization	Phone Number
Mike Montero	RVMPO PAC	
Darrin Neavoll	ODOT	
Sean Eisma	RVTD	

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

Full meeting recording: [2022-11-22 Audio](#)

1. Call to Order / Introductions / Review Agenda 00:00 – 00:48

2:04 p.m. | *Quorum: 6 Jurisdictions Represented*

2. Review / Approve Minutes 00:48 – 01:20

00:55 | *Scott Fleury moved to approve the October 25, 2022 Policy Committee meeting minutes as presented. Seconded by Jerry Marmon.*

No further discussion.

Motion carried unanimously by voice vote.

Public Hearing

3. Amendment to the 2021-2024 Transportation Improvement Program (TIP) 01:46 – 09:39

Chair Mike Quilty opened the Public Hearing.

No public comments received.

The Public Hearing was closed.

09:03 | *John Vial moved to approve the 2021-24 TIP amendments as presented. Seconded by Scott Fleury.*

No further discussion.

Motion passed unanimously by voice vote.

Discussion Items

4. Public Comment 09:39 – 10:55

Updates On RVACT

Regular Updates

5. RVMPO Planning Update 10:55 – 20:20

Provided by Karl Welzenbach regarding the Census numbers, fund exchange, staffing updates.

6. Other Business / Local Business 20:20 – 39:12

Updates from Medford, Jackson County, and ODOT.

7. Adjournment

2:46 p.m.

Scheduled Meetings

RVMPO Policy Committee | December 27, 2022 | 2:00 p.m.

RVMPO TAC | December 10, 2022 | 1:30 p.m.

RVMPO PAC | December 14, 2022 | 5:30 p.m.

CARBON REDUCTION PROGRAM (CRP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.234 B*	\$1.258 B*	\$1.283 B*	\$1.309 B*	\$1.335 B*

*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Statutory Citation

- § 11403; 23 U.S.C. 175

Funding Features

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and **[NEW]** Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

Suballocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
 - *Urbanized areas with an urbanized area population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
 - *Urban areas with population at least 5,000 and no more than 49,999*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
 - *Areas with population of less than 5,000*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
 - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - a public transportation project eligible under 23 U.S.C. 142;
 - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
 - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);

- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

Program Features

Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to— [§ 11403; 23 U.S.C. 175(d)]
 - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
 - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to—
 - support efforts—and identify projects and strategies—to support the reduction of transportation emissions;
 - at the State’s discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
 - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]

- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to—
 - reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;
 - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to—
 - review the State’s process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
 - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit:
https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm

Carbon Reduction Program

Small Urban and Rural Program; Project Eligibility Criteria

Eligible projects will:

- Reduce transportation greenhouse gas emissions
- Meet FHWA Carbon Reduction Program eligibility criteria,
- Be deliverable with federal funding,
- Support an existing statewide, regional, or local plan,
- Provide required local match, and
- Strive to meet Justice40 goals that 40% of benefits accrue to disadvantaged communities

Selection Criteria:

Eligible projects will be evaluated on the following criteria;

1. **Climate Benefits (60 pts)** – Does the project effectively reduce emissions from transportation?
 - a. Will the project result in a direct reduction of transportation emissions, or will the project lead to mode shift or the use of less carbon intensive transportation options? *Projects that can show a more direct or a highly probable reduction (rather than potential reduction) will receive more points. Projects that incorporate carbon reduction strategies during construction only or as a minor component of a larger project will be considered for those components only. ODOT will consider funding these projects if they are part of pilot programs that will lead to systemic changes in the agency's project delivery process. The agency must explain why the larger project budget is not sufficient to incorporate these components without CRP funding.*
 - b. Explain when emissions reductions from the project will occur. Will emissions reductions happen quickly or be achieved over a longer time frame? Will the emission reductions be monitored and reported? *Projects that deliver the reductions sooner and that show benefit over a longer time frame will receive more points.*
2. **Local Support and Engagement (10 pts)** – What is the level of community commitment and support for the project? *Please attach or link relevant supporting documentation and plan citations. Letters of support from local jurisdictions, community groups, and other local agencies may also be used as supporting documentation.*
 - a. What community engagement efforts informed development or identification of the project? Is support demonstrated from relevant partners?
 - b. How will the community know the desired outcomes were achieved?
3. **Equity (10 pts)** – Does this project mitigate impacts from emissions or reduce barriers and increase benefits to historically disadvantaged communities? Geographic and demographic considerations, individual project elements, and Justice40 benefits will be considered. *Please attach or link any relevant supporting documentation and plans. ODOT Social Equity Map and other tools are available.*

- a. Does the project provide benefit to communities identified by Justice40 criteria? How will this project provide benefits to historically disadvantaged community members?
4. **Opportunities and Innovation (10 pts)** – Will this project provide for new opportunities to reduce emissions, include innovative components, expand multimodal or micro-mobility options, or target parts of the sector that have been slower to decarbonize?
 - a. Does this funding create opportunities for future investments and actions that expand the initial emissions reduction benefits? Does the project or application build off or support other effective carbon reduction projects?
 - b. Will this project create or encourage emissions reductions beyond what are already expected through existing plans, projects and funding opportunities?
5. **Project Readiness (10 pts)** – Does the agency have a plan for implementation, construction and/or maintenance of the project?
 - a. Does the applicant and local jurisdiction guarantee any required staff time, operations, and maintenance for the project after completion?
 - b. What is the certainty from a cost and risk perspective? Are there uncertainties including, but not limited to; right of way acquisition; bridge, structure, or rail impacts; environmental review; utility relocation or drainage modifications; supply chain; and overall feasibility?

23USC175(e)- Table 19

	Urbanized Area	Population	Sub-allocation
Oregon	Albany	56,997	\$153,394
	Bend	83,794	\$225,511
	Corvallis	62,433	\$168,023
	Grants Pass	50,520	\$135,962
	Longview	2,354	\$6,335
	Medford	154,081	\$414,671
	Walla Walla	8,825	\$23,750
	Total	419,004	\$1,127,646