



**AGENDA**  
**Rogue Valley Metropolitan Planning Organization**  
Technical Advisory Committee

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**Date: Wednesday, February 8, 2023    Time: 1:30 p.m.**

**Join In-Person**

**Location:** Jefferson Conference Room  
RVCOG, 155 N 1<sup>st</sup> Street,  
Central Point

**Transit:** Served by RVTB Route #40

**Contact:** RVCOG: 541-423-1375

**Website:** [www.rvmopo.org](http://www.rvmopo.org)

**Or via Zoom**

**Meeting ID:** 839 1156 3493

**Passcode:** 992197

**Phone #:** +1 669 900 6833

**Zoom Link:**

<https://us06web.zoom.us/j/83911563493?pwd=aGZLRzBiUnYraklGUU5Zelg4bm14UT09>

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

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**1. Call to Order / Introductions / Review Agenda**

**Chair**

**Consent Agenda**

**2. Review / Approve Minute**

**Chair**

Attachment: [#1 RVMPO TAC Meeting Draft Minutes 01/11/2022](#)

**Action Items**

**3. Election of Officers**

**Karl Welzenbach**

**Background:** Each year the TAC selects a new Chair and Vice-Chair. They will serve a term of one year.

**Attachments:** [#2 Bylaws](#)

**Action Requested:** *Election of new officers*

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**4. Dues**

**Karl Welzenbach**

**Background:** Each year the MPO assesses dues for each member jurisdiction. Dues are assessed at the rate of \$0.16 per capita.

**Attachments:** [#3 RVMPO Dues](#)

**Action Requested:** *Recommendation of Approval*

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**5. Amendment to the 2021-2024 TIP**

**Ryan MacLaren**

**Background:** The TAC is being requested to make a recommendation on the proposed amendments to the 2021-24 TIP.

- Add Project to TIP: NB Highland Dr to Barnett Rd (KN 23416)

The 21-day public comment period and public hearing was sent on or before Monday, February 6, 2023, in the *Rogue River Press* and the *Grants Pass Courier* and information is currently available on the RVMPD website.

**Attachments:** [#5 TIP Amendment Memo](#) [#6 Letter with Background](#)  
[#7 New Project CMR](#) [#8 Map](#)

**Action Requested:** *Recommendation to the Policy Committee*

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**6. 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.

**For those interest in pursuing a project: Please have information ready to be discussed**

**Attachments:** [#9 Fact Sheet](#) [#10 Small Urban/Rural Criteria](#)  
[#11 Suballocations](#) [#12 Application](#)

**Action Requested:** *Recommendation to the Policy Committee*

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**7. RIASE Grant Letter of Support**

**Karl Welzenbach**

**Background:** ODOT is asking for a letter of support for the next federal RAISE Grant to extend the existing OR99 Glenwood to Coleman Project, scheduled for construction in 2024. The goal is to extend it farther north of the expected terminus of Matt Loop, just across from Harry and David's facilities.

**Attachments:** [#13 Letter of Support](#) [#14 Map](#)

**Action Requested:** *Recommendation to the Policy Committee*

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**Discussion Items**

**8. Bike Map Update**

**Karl Welzenbach**

**Background:** An Update on the Bike/Ped Map

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**9. Public Comment**

**Chair**



**AGENDA**  
**Rogue Valley Metropolitan Planning Organization**  
Technical Advisory Committee

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## Regular Updates

**7. RVMPO Update**

**Karl Welzenbach**

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**8. Other Business / Local Business**

**Chair**

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

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**9. Adjournment**

**Chair**

### Scheduled Meetings

RVMPO TAC	March 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 Metropolitan Planning Organization**  
Technical Advisory Committee

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**Date: Wednesday, January 11, 2023**

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Johnson	Ashland PW	448-5587
Matt Samitore	Central Point PW	664-3321 x205
Mike Upston	Eagle Point PL	826-4212
Joe Slaughter	Phoenix PW	951-1971
Kristen Maze	Talent PL	535-1566 x1010
Charles Bennet	Jackson County PL	774-65
Justin Shoemaker	ODOT	774-6376
Ian Horlacher	ODOT	774-6399
Paige West, Vice Chair	RVTD PL	608-2429
Sean Eisma	RVTD PL	779-5821
Josh LeBombard	DLCD	414-7932
<b>Alternate Members</b>	<b>Organization</b>	<b>Phone Number</b>
James Philip	Jackson County R&P	
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Welzenbach	RVCOG	423-1360
Kelsey Sharp	RVCOG	423-1375
Rowan Fairfield	RVCOG	423-1382
<b>Interested Parties</b>	<b>Organization</b>	
Mike Montero	RVMPO PAC	
Jennifer Boardman	ODOT	

**RVMPO TAC Minutes – Wednesday, January 11, 2023**

[Agenda Packet](#)

[Meeting Audio](#)

**1. Call to Order at 1:31 / Introductions / Review Agenda 00:00 – 01:40**

Quorum: Ashland, Central Point, Eagle Point, Phoenix, Talent, Jackson County, ODOT, RVTD



## SUMMARY MINUTES

### Rogue Valley Metropolitan Planning Organization

#### Technical Advisory Committee

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#### 2. Review / Approve Minutes **01:40 – 02:28**

- 01:36** Mike Upston moved to approve the November 09, 2022 RVMPO TAC Meeting Minutes as presented. Seconded by Sean Eisma.  
No further discussion.  
Motion passed unanimously by voice vote.

### Discussion Items

#### 3. Carbon Reduction Program Funding **02:28 – 18:44**

#### 4. Fund Exchange **18:44 – 29:50**

#### 5. Public Comment **29:50 – 30:09**

*No Comments*

### Regular Updates

#### 6. MPO Planning Update **30:09 – 32:41**

*MPO update provided by Karl Welzenbach regarding staffing changes, Census, and UPWP and election of chair and vice chair next month.*

#### 7. Other Business / Local Business **31:41 – 28:55**

*Updates from Jackson County, Phoenix, and ODOT*

#### 8. Adjournment

2:07 p.m.

##### Scheduled Meetings

RVMPO TAC	February 8, 2023	1:30 p.m.
RVMPO PAC	January 17, 2023	5:30 p.m.
RVMPO Policy Meeting	January 24 28, 2023	2:00 p.m.

### Section 3. Voting Privileges

- a. Each member shall be entitled to one vote on all issues presented at regular and special meetings at which the jurisdiction is present.

## Article IV

### Meetings

#### Section 1. Regular Meetings

- a. The committee shall hold its regular meeting on the second (2<sup>nd</sup>) Wednesday of each month.

#### Section 2. Special Meetings

- a. Special meetings may be called by the chair, vice-chair or MPO transportation staff on two days notice.
- b. The person or persons calling such special meeting shall fix the time and place for holding of such meeting.

#### Section 3. Conduct of Meetings

- a. Official action may be taken by the committee when a quorum is present.
- b. A quorum shall exist when the majority of member jurisdictions are present. Member jurisdictions are one individual from each of the following: cities of Medford, Central Point, Phoenix, Jacksonville, Talent, Ashland, Eagle Point; Jackson County; Rogue Valley Transportation District; and ODOT Rogue Valley Area Office.
- c. The voting on all questions coming before the MPO Technical Advisory Committee shall be by vote. Any member may ask for "Super Majority" (two thirds of voting members plus one) roll call vote if consensus (unanimity) cannot be reached on an MPO decision item/issue. The ayes and nays shall be entered in the minutes of such meeting.
- d. All meetings shall be conducted in accordance with Roberts' Rule of Order.

## Article V

### Officers and Duties

#### Section 1. Officers

- a. The officers of the committee shall be a chair and vice-chair to be elected at the February meeting.

## Section 2. Term of Office

- a. The officers shall hold office for a period of one year, beginning at the close of the February meeting.

## Section 3. Duties

- a. The chair shall preside at all meetings and is entitled to vote on all issues.
- b. The vice-chair shall perform all duties of the chair in the chair's absence.

## Section 4. Planning Program Manager

The RVCOG's Planning Program Manager shall be a non-voting, ex-officio member of the committee. The program manager shall be responsible for staff support of the committee, including minute taking and record keeping.

# **Article VI**

## **Subcommittees**

### Section 1. Subcommittees

- a. Subcommittees as needed shall be appointed by the chair.
- b. The members of subcommittees shall serve until the work of the subcommittees is completed, or until their successors have been elected or appointed.
- c. Subcommittees must have at least one member who is a member of the full committee.
- d. The chair and the Planning Program Manager shall serve as ex-officio members of all subcommittees.
- e. The committee, by a majority vote, may dissolve subcommittees or remove individual members with or without cause.

### Section 2. Subcommittee Meetings

- a. Meetings of each subcommittee may be called by its chair, by the chair of the TAC by any two subcommittee members or by MPO transportation staff on two days notice. A majority of the members of each subcommittee shall constitute a quorum, and an act of the majority of the quorum present at the meeting shall constitute the act of the subcommittee.



# Rogue Valley Metropolitan Planning Organization

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

DATE: February 28, 2023  
TO: RVMPO Technical Advisory Committee  
FROM: Karl Welzenbach, Planning Program Manager  
SUBJECT: FY 2023-24 RVMPO Dues Recommendations

This memo addresses the setting of RVMPO member dues. Staff are seeking a recommendation on the dues for the coming year.

## RVMPO Member Dues

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in February of 2013. The rate, \$0.16 per capita, would generate a total of \$32,589 for the 2023-24 fiscal year.

Table 1 below summarizes population and proposed dues for each jurisdiction. Population estimates are from the December 15, 2022 estimates from Portland State University.

Table 1: RVMPO 2023-24 Dues					
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2023-24 Dues	FY2022-23 Dues	Dues Increase
Ashland	21,642	\$0.16	\$3,463	\$3,377	\$86
Central Point	19,785	\$0.16	\$3,166	\$3,001	\$165
Eagle Point	9,968	\$0.16	\$1,595	\$1,500	\$95
Jacksonville	3,100	\$0.16	\$496	\$486	\$10
Medford	88,357	\$0.16	\$14,137	\$13,298	\$839
Phoenix	4,019	\$0.16	\$643	\$746	-\$103
Talent	5,851	\$0.16	\$936	\$1,045	-\$109
Jackson County*	50,962	\$0.16	\$8,154	\$6,863	\$1,291
Total	203,684		\$32,589	\$30,316	\$2,273

RVCOG staff utilized Portland State University population estimates for the incorporated areas for 2022.

\* Population determined by increasing the unincorporated RVMPO population by the PSU growth rate for Jackson County between 2020 and 2022. This rate is 0.9%, counted twice to account for no adjustment made for FFY 2020-2021.



Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations, and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

Table 2 summarizes anticipated use of FY2023-24 member dues.

<b>Table 2: Summary</b>	<b>2023-24</b>	<b>2022-23</b>
Policy Committee Dues, Travel; State, Regional, National	\$13,036	\$12,126
UPWP Work Activities Support	\$19,554	\$18,190
Total	\$32,589	\$30,316



# 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 03, 2023  
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, February 28, 2023 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 February 6<sup>th</sup> to the Rogue River Press, Grants Pass Daily Courier, and information is currently available on the RVMPO website. Information on the projects is enumerated, below:

### A. Add Project to TIP: *NB Highland Dr to Barnett Rd (KN 23416)*

Description: Design for a future Construction project to widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.

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														
NB Highland Dr to Barnett Rd	Design for a future Construction project to widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.	n/a	Exempt (40 CFR § 93.126 Table 2) - Hazard elimination program.			Planning					\$ -			\$ -
				23416	2023	Design	\$ 838,976	IIJA	\$ 96,024	ODOT	\$ 935,000			\$ 935,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
						Other					\$ -			\$ -
					Total FFY21-24		\$ 838,976		\$ 96,024		\$ 935,000	\$ -		\$ 935,000



**Darrin Neavoll**  
**Region Manager**

3500 NW Stewart Parkway  
Roseburg, OR 97470  
Telephone (541) 957-3518

**DATE:** January 26, 2023

**TO:** McGregor “Mac” Lynde  
Delivery & Operations Division Administrator

**FROM:** Darrin Neavoll  
Region 3 Manager

**SUBJECT:** Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the NB Highland Dr. to EB Barnett Rd. Dual Right Turn Lane project.

**Requested Action:**

Request approval to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the NB Highland Dr. to EB Barnett Rd. Dual Right Turn Lane project, located in Jackson County.

The funding for this new project will come from Region 3 Fix-It savings.

**Project to add:**

NB Highland Dr. to Barnett Rd. Dual Right Turn Lane (K:TBD)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	2023	\$0	\$935,000
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	NA	\$0	\$0
Other	NA	\$0	\$0
<b>TOTAL</b>		<b>\$0</b>	<b>\$935,000</b>

**Background:**

I-5 southbound exit 27 experiences heavy congestion on weekdays during peak travel times. This excess vehicle demand extends from the southbound exit onto northbound Highland Dr. and continues with eastbound turning traffic onto Barnett Road. The congestion is creating safety and vehicular flow problems on I-5. ODOT Region 3, in collaboration with the City of Medford, analyzed traffic operations to identify solutions within the Interstate 5 (“I-5”) Exit 27 (South Medford) Interchange Management Study Area supported by Alternative Mobility Targets for the South Medford Interchange. Adding a dual right turn lane from Highland to Barnett was the preferred option out of that analysis to reduce traffic queues and congestion.

The purpose of this project is to widen the existing single right turn lane on Highland NB to Barnett Road EB to add a dual right turn (two 12' lanes with 3' shoulder) and a 12' curb tight shared use path. The length of the dual right turn lane will match the length of the existing single

right turn. Widening for the dual right begins after the existing structure carrying Highland over Bear Creek and continues to the intersection of Barnett Road. The structure carrying Highland over Larson Creek will need to be widened approximately 13'. A triangular island will be added between the dual right and thru travel lanes on the SE Corner to shorten pedestrian crossing distance and provide an area for signs and signal poles.

Region 3 is requesting to fund a PE only (shelf) phase for the 2021 – 2024 STIP. Construction funding will be identified during the 2024 – 2027 STIP cycle.

**Options:**

With approval, ODOT will add this project to the 2021 – 2024 STIP and begin design work.

Without approval, ODOT will not add the project to the STIP and will continue to work with the city of Medford on adding the project.

**Attachments:**

Attachment 1 – Vicinity and Location Maps

Attachment 2 – Approved CMR

**Copies to:**

Darrin Neavoll  
Eli Oberlander

Sarah Thompson

Naomi Birch

Jerry Marmon

# New Project Request

Region 3 STIP Management Team – Updated 07/2022

**Threshold:** A New Project Request form must be submitted for R3 STIP Management Team (SMT) approval for a new project using previously allocated funds.

**Instructions:** Complete required information for new project. Submit a copy to the R3 Financial Plan Coordinator (Naomi Birch) and to Sarah Thompson at least one-week before the R3 SMT meeting each month.

**Process:** Requests will be reviewed and submitted to the SMT for approval. The Financial Plan Coordinator will update the Highway Program Office and PCS and retain the original forms. Copies of the approved request will be provided to the requester. Requester is responsible for updating project team, project file, and all other project tracking systems.

Project Name: NB Highland Dr to Barnett Rd Dual Right Turn Lane

Work Type: Operations

Request Date: 11/7/22

PL/PM: Elijah Oberlander

AM: Jerry Marmon

Let Date: 24'-27' STIP

MPO Project: RVMPO

**Financial Coordinator Review:** Naomi Birch needs to review all CMRs for additional funds before they are submitted for SMT review. Check the box below indicating that Naomi has reviewed your funding requests.



Naomi Has Reviewed Funding Requests

*Naomi Comments:* Funding will come from Region 3 fix-it savings

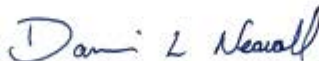
Funding Source	PE	ROW	Utilities	Construction	Other	Local	Total
Region 3 Fix-It	935000						935000
							0
							0
Project Budget	935000	0	0	0	0	0	935000
Program Year	2023						

**Project Description including MP and Hwy:**

This request is to fund a PE only (Shelf) project for the 21'-24' STIP. This project proposes widening the existing single right turn lane on Highland NB to Barnett Road EB to a dual right turn (two 12' lanes with 3' shoulder) and a 12' curb tight shared use path.

  
Jerry MARMON (Nov 16, 2022 15:37 PST)

11/16/2022



11/17/2022

Area Manager (signature/date)

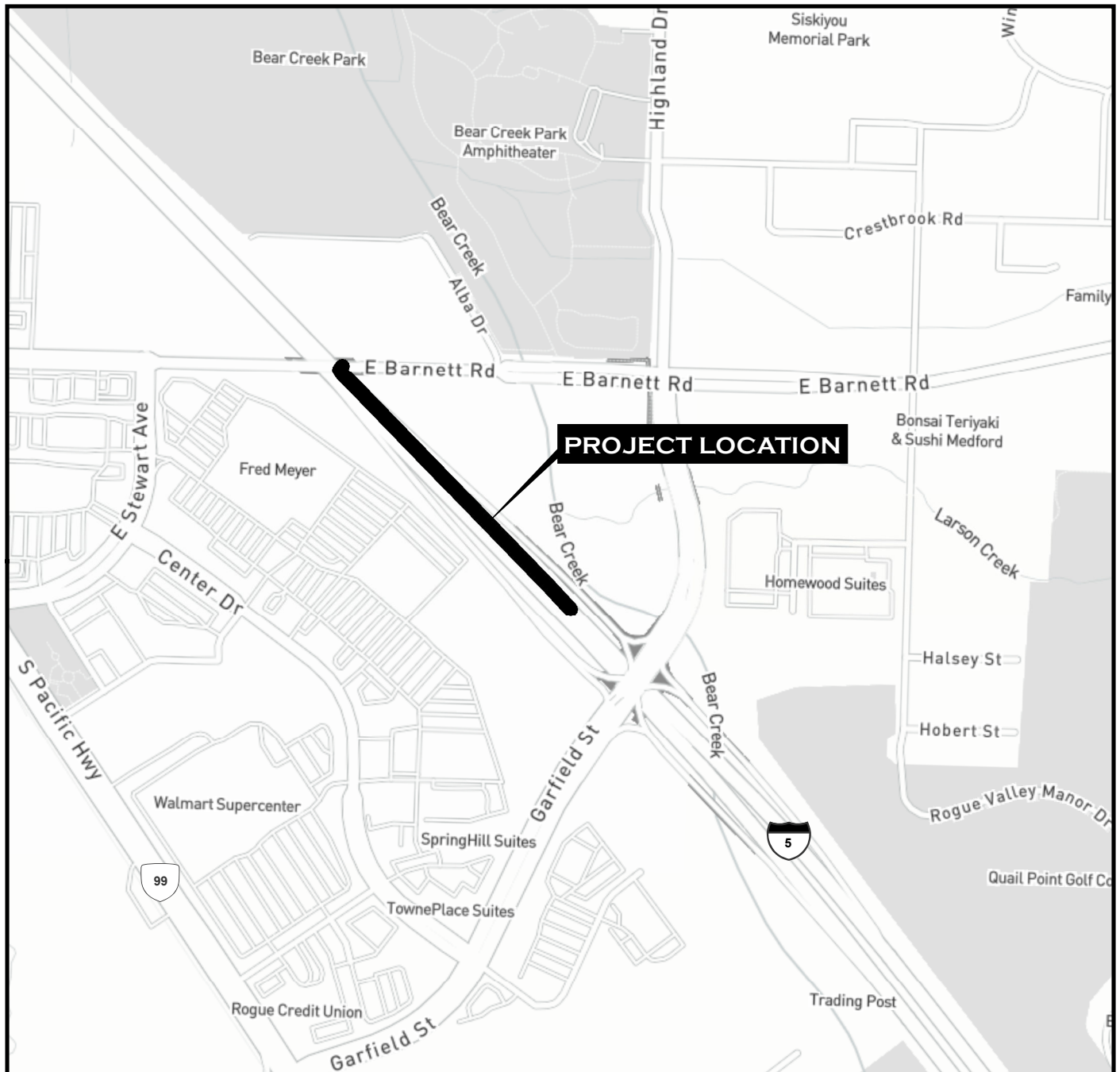
Region Manager (signature/date)

Planning Manager (signature/date)



# STIP PROJECT LOCATION

## ODOT REGION 3



**ACT:** Rogue Valley ACT

**COUNTY:** Jackson

**CITY:** Medford

### NB HIGHLAND DR - BARNETT RD DUAL RIGHT TURN LANE

### KEY NO. TBD

#### STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

#### BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT  
 ODOTMaps@odot.state.or.us  
 GIS NO. 23-52

**DATE:** 11/16/2022

## 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 (CO<sub>2</sub>) 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 21<sup>st</sup> 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](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
<b>Oregon</b>	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



***Rogue Valley  
Metropolitan Planning Organization***

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**Regional Transportation Planning**

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

February 28, 2023

The Honorable Pete Buttigieg  
Secretary  
United States Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Buttigieg:

I write today to support the Oregon Department of Transportation's (ODOT) application for RAISE 2023 funding for the OR99: Glenwood to Matt Loop project (or termini beyond).

Between Glenwood and Matt Loop, OR99 is an urban corridor with high volumes of vehicular, pedestrian, bicycle, and transit traffic. This urban section of OR99 features non-existent bike lanes, nearly non-existent sidewalks, and is adjacent to economically distressed residential neighborhoods.

There is a clear need on this section of OR99 to reduce barriers to opportunity by providing better connections for nearby residents to employment centers, essential services, and other key community facilities. Unfortunately, a number of pedestrians have been killed in this area in the last several years, and this section of OR99 was in the path of the September 2020 Almeda Fire, which destroyed entire blocks of homes.

ODOT is requesting RAISE grant funding to expand an existing project on OR99 that will improve the roadway, add sidewalks, add bike lanes, improve drainage, and provide for continuous two way left turn lane and pedestrian beacons. ODOT's proposed improvements for OR99 will provide safer connections for residents to the greater Rogue Valley region to bike, walk, roll, or take transit. Investing in this project is an investment in promoting equity, increasing safety, and aiding in disaster recovery.

I am pleased to support this grant application consistent with all applicable rules and regulations. Thank you for your consideration.

Sincerely,

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Mike Quilty  
RVMPO Chair



# Oregon 99: Proposed 2023 RAISE Grant Extension

