



Date: Wednesday, April 10, 2024

Time: 1:30 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: 876 0096 3358

Phone #: +1 253 215 8782

Zoom Link:
<https://us06web.zoom.us/j/87600963358>

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 Minutes

Chair

Attachment: [#1 RVMPO TAC Meeting Draft Minutes 03/13/2024](#)

Action Items

3. Amendment to the 2024-27 TIP

Ryan MacLaren

Background: The TAC is being asked to review of amendments to the 2024–2027 Transportation Improvement Program (TIP) to include the following project(s):

- Add Project to TIP: *Bus & bus facilities - SM urban RVTD FFY21 (KN23594)*
- Amend Project in TIP: *OR99/OR238/OR62: Big X Intersection (Medford) (KN 21676)*

The 21-day public comment period and public hearing was advertised on or before Monday, April 1, 2024 in the *Rogue Valley Times*, and information is currently available on the RVMPO website.

Attachments: [#2 TIP Amendments](#)

Action Requested: *Recommendation of Approval*



4. Title VI and Environmental Justice Update

Ryan MacLaren

Background: Federal regulations under 49 CFR Part 21 and 23 CFR 200 require all recipients of federal funds to comply with Title VI of the Civil Rights Act of 1964 and its subsequent federal acts, as shown under the Authorities section of this document. This plan gets updated every three years.

Attachment: [Draft Title VI and EJ](#)

Action Requested: Review and recommendation of approval of the Title VI and EJ Plan

5. 2024-2025 Unified Planning Work Program

Ryan MacLaren

Background: The Unified Planning Work Program (UPWP) is a plan developed annually by the RVMPO to describe its proposed work activities for the fiscal year, beginning July 1. The program describes how RVMPO uses federal, state and local planning funds to fulfill federal and state metropolitan planning requirements.

Attachment: [Draft UPWP](#)

Action Requested: Review and recommendation of approval of the 2024-2025 UPWP

Discussion Items

6. Policy on Project Substitution

Ryan MacLaren

Background: Several suggestions were made last meeting and staff attempted to incorporate those suggestions into a revised policy. Attached is the revised document which includes all modifications to the original.

Attachment: [#3 Updated Policy](#)

7. Project Selection Criteria

Ryan MacLaren

Background: With the changes in the type of funding that will now be used (state gas tax revenues), staff suggest that the TAC review and modify the current project selection criteria. Previously, this MPO has pursued projects that meet the goals of the MPO as well as the federal requirements for their eligibility. For state gas tax funds, the federal requirements no longer apply.

Attachment: [#4 Current Evaluation Criteria](#)

8. Public Comment

Chair

Regular Updates

9. RVMPO Update

Ryan MacLaren



10. Other Business / Local Business

Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

11. Adjournment

Chair

Scheduled Meetings		
RVMPO TAC	May 8, 2024	1:30 p.m.
RVMPO PAC	April 16, 2024	5:30 p.m.
RVMPO Policy Meeting	April 23, 2024	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

Date: Wednesday, March 13, 2024

Voting Members	Organization	Phone Number
Stephanie Powers	Central Point PL	423-1031
Matt Samitore	Central Point PW	664-3321 x205
Mike Upston	Eagle Point PL	826-4212
Darci Knobel	Jacksonville PW	899-1231
Alex Georgevitch, Chair	Medford PW	774-2114
Zac Moody	Phoenix PL	535-2050
Charles Bennett	Jackson County PL	774-6115
James Philp	Jackson County R&P	447-6236
Justin Shoemaker	ODOT	774-6376
Ian Horlacher	ODOT	774-6399
Paige West	RVTD	608-4249
Sean Eisma	RVTD	779-5821
Josh LeBombard	DLCD	414-7932

Alternate Members	Organization	Phone Number
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Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Yazeed Alrashdi	RVCOG	423-1378

Interested Parties	Organization
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Ashley Bryers FHWA

RVMPO TAC Minutes – Wednesday, March 13, 2024

[Agenda Packet](#)

[Meeting Audio Part 1 & Part 2](#)

1. Call to Order at 1:30 / Introductions / Review Agenda 00:00 – 01:17

Quorum: Central Point, Eagle point, Medford, Talent, Jackson County, ODOT, RVTD

2. Review / Approve Minutes 01:17 – 02:02

- 01:25** Paige West moved to approve the February 14, 2024, RVMPO TAC Meeting Minutes as presented. Seconded by Justin Shoemaker.
 No further discussion.
 Motion passed unanimously by voice vote.



Action Items

3. Amendment to the 2024-27 Transportation Improvement Program 02:02 – 05:02

- 04:05** Mike Upston moved to recommend approval of the 2024-2027 TIP Amendment as presented. Seconded by Matt Samitore.
No further discussions.
Motion passed unanimously by voice vote.

Discussion Items

4. Policy on Project Substitution 05:02 – 01:10:07

- 16:30** Recommendation by Alex Georevitch: *1. Cleanup the location of the phrase “State Gas Tax Funds” and add “hereafter called ‘Funds.’”*
2. In the second paragraph, removed “STBG and CMAQ,” replace “surface transportation improvements” with “Projects,” remove the word “Federal” before “funding,” and in the last sentence, clarify that FHWA is only approving projects with Federal Funds.
3. Remove “Metropolitan” in reference to the Transportation Improvement Program, or TIP.
4. In section 1, remove “STBG and CMAQ.”
5. Remove section 2.
6. In section 4.a.i. replace “They” with “Recipients” and clarify the Federal and State expectations.
- 23:00** Discussion of State and Federal Expectations and a timeline for the Recipients.
Preliminary Engineering is expected to start within two years.
- 01:01:41** Discussion on Project Substitution written in section 4.a.iii.
Substitution Policy discussion will be continued.

5. Project Selection Criteria 01:10:07 – 01:33:49

- 01:19:45** Comment from Paige West: *I am not an advocate of the RVMPO prioritizing projects within Climate friendly areas. This seems to be an equity issue for those not residing in Climate Friendly Areas. These areas are a very small portion of the city.*
- 01:21:00** Comment from Josh LeBombard: *The current scoring criteria is based on old measures, the measures in place at the time. There will be new performance targets, and instead of applying to Activity Centers, they will apply to Climate Friendly Areas, and whether the RVMPO keeps or replaces the Activity Centers and the performance measures there is up to the RVMPO.*

6. 2024-2025 Unified Planning Work Program 01:33:49 – 01:42:42

7. Functional Federal Classification Update 01:42:42 – 01:44:22



8. Public Comment 01:44:22 – 01:44:32

No comments.

Regular Updates

9. MPO Planning Update 01:44:32 – 01:45:33

Update provided by Karl Welzenbach regarding Staffing Updates, Karl Retirement, and updates on the Modeling used for the RVMPO.

10. Other Business / Local Business 01:45:33 – 01:49:36

Updates from Medford.

11. Adjournment

3:05 p.m.

Scheduled Meetings		
RVMPO TAC	April 10, 2024	1:30 p.m.
RVMPO PAC	March 19, 2024	5:30 p.m.
RVMPO Policy Meeting	March 26, 2024	2:00 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: April 2, 2024
 TO: RVMPO Technical Advisory Committee
 FROM: Ryan MacLaren, Planning Program Director
 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 Wednesday, April 23, 2024 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 April 2nd to the Rogue Valley Times and information is currently available on the RVMPO website. Information on the projects is enumerated, below:

A. Add Project to TIP: Bus & bus facilities - SM urban RVTD FFY21 (KN23594)

Description: Create new 5339(a) project.

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	
RVTD														
Bus & bus facilities - SM urban RVTD FFY21	Renovations by Rogue Valley Transportation District for office space in downtown Medford for the use of public transit.	n/a	Exempt (40 CFR § 93.126 Table 2) - Mass Transit			Planning					\$ -			\$ -
						Design				\$ -			\$ -	
						Land Purchase				\$ -			\$ -	
						Utility Relocate				\$ -			\$ -	
						Construction				\$ -			\$ -	
				23594	2024	Other	\$ 86,953	5339	\$ 15,345	Local	\$ 102,298		\$ 102,298	
	Total FFY24-27		\$ 86,953		\$ 15,345		\$ 102,298	\$ -	\$ 102,298					

B. Amend Project in TIP: OR99/OR238/OR62: Big X Intersection (Medford) (KN 21676)

Description: Increase CN phase to award bid.

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														
OR99/OR238/OR62: Big X Intersection (Medford)	Remove existing pavement and replace with new asphalt; Add additional through lane at OR238 East onto OR62 East; Signalize the right turn lane from OR62 West onto 1-5 South; Replace ADA ramps and improve the bike and pedestrian connections	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety			Planning					\$ -			\$ -
				21676	2020	Design	\$ 1,368,079	STBG FAST	\$ 491,107	ODOT	\$ 1,859,186			\$ 1,859,186
				21676	2022	Land Purchase	\$ 1,054,328	NHP IJA	\$ 120,672	ODOT	\$ 1,175,000			\$ 1,175,000
				21676	2024	Utility Relocate	\$ 53,838	NHP FAST	\$ 6,162	ODOT	\$ 60,000			\$ 60,000
				21676	2024	Construction	\$ 11,259,232	IJA	\$ 3,519,479	ODOT	\$ 14,778,711	\$ 3,250,000	Local	\$ 18,028,711
						Other					\$ -			\$ -
				Total FFY24-27			\$ 13,735,477		\$ 4,137,420		\$ 17,872,897	\$ 3,250,000		\$ 21,122,897



Rogue Valley Metropolitan Planning Organization

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March 13, 2024

RVMPO Policy Regarding Awards of Discretionary Federal Transportation Funds (Surface Transportation Block Grant and Congestion Mitigation and Air Quality Program) and State Gas Tax Funds hereafter called “funds”

This Policy addresses the allocation of funds awarded to the RVMPO planning area for projects. Projects receiving funding through the RVMPO by way of listing in the current RVMPO Transportation Improvement Program or through allocation of State Gas Tax. Final approval for federal grant recipients' projects is made by Federal Highway Administration and Federal Transit Administration through the funding obligation process, which occurs subsequent to publication in the TIP.

1. RVMPO Policy Committee makes all final planning and programming decisions regarding program awards.
2. All awards are specific to a project and must be spent on that project.
 - a. When jurisdictions are awarded funds, they will have up to 24 months to begin the project. “Begin the project” is defined as follows:
 - For recipients of state gas tax funds “begin a project” is defined as commencing Preliminary Engineering (PE)
 - For recipients of federal funds (CMAQ or STBG) “begin a project” is defined as having signed an Inter-governmental Agreement (IGA) with the Oregon Department of Transportation (ODOT) for surface transportation projects or having signed a contract with a consulting firm, contractor, and/or manufacturer for transit projects
3. When federal grant funds are not fully expended, unused funds go back to the RVMPO for re-allocation.
 - i. When a jurisdiction determines it will not implement a project, it may offer a substitute project(s). Both the currently programmed and its substitute project(s) will be evaluated according to current RVMPO evaluation process. The Policy Committee will consider the evaluation of the substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. The Policy Committee will decide whether:
 1. Funds should be awarded to the substitute project; or
 2. Funds should go back to the region for re-allocation.
4. Should a jurisdiction which is a recipient of state gas tax funds fail to begin a project within 24 months of authorization by the RVMPO, then it is incumbent upon that jurisdiction to refund the funds in full, back to the RVMPO. Failure to do so will result in that jurisdiction being ineligible for project funding application through the RVMPO process until such times as the full amount of

funds are reimbursed.

5. When a project cannot be implemented for reasons beyond the recipient jurisdiction's control (generally but not limited to when Federal Highway Administration or Federal Transit Administration finds an awarded project in-eligible) recipient jurisdiction will have 90 days from the date of final determination to submit a substitute project for consideration. Both the currently programmed and its substitute project will be scored according to current RVMPO evaluation process. The Policy Committee will consider evaluation of substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. The Policy Committee will decide whether:
 - a. Funds should be awarded to the substitute project; or
 - b. Funds should go back to the MPO for re-allocation.
 - c. For recipients that are not RVMPO members, all federal funds not used as described at the time of the award will go back to the RVMPO for re-allocation.

6. Priority for available funds will be given to funded projects that need additional funding for completion. Should funding still be available and if all programmed projects have been fully funded, then prioritization may be given to those projects that were submitted through the application process but were not selected for funding.

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: Mobility		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	
		Optimize safety and security of the transportation system.	Increase accessibility and mobility. Increase safety of the transportation system. Increase security of the transportation system.	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.
				4. Population # served (ADT; pop/jobs w/in 1/2-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.
2: Community Vitality & Livability	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	
		Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	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.
				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: Transportation Options	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: Resource Conservation	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). 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.
				2. Air quality benefit, long term including NOX and VOC.	
				3. Reduce greenhouse gas emissions (CO) ₁	
		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/air/committees/lowcarbon.htm>).