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## AGENDA

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### Middle Rogue Metropolitan Planning Organization Policy Committee

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*Date:* Monday, October 14, 2013

*Time:* 2:00 p.m.

*Location:* Room 157, Josephine County Courthouse, 500 NW 6<sup>th</sup> Street, Grants Pass, Oregon

*Phone :* Sue Casavan, RVCOG, 541-423-1360

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**1. Call to Order/Introductions/Review Agenda .....Darin Fowler, Chair**

**2. Review/Approve Minutes (August/September Attachment 1) .....Chair**

#### ***Action Items:***

**3. Oregon's Priorities for Reauthorization of MAP-21.....Travis Brouwer, ODOT**

*Background:* Travis Brouwer, ODOT will present (by phone) Oregon's priorities for reauthorization of MAP-21 that were developed by ODOT, Association of Oregon Counties (AOC) and League of Oregon Cities (LOC). Staff seeks the Policy Committee's approval for our OMPOC members (*see agenda item # 4*) to endorse the priorities at the October 25<sup>th</sup> OMPOC meeting in Portland.

*Attachment:* 2 - Reauthorization Priorities

*Action Requested:* Discuss and consider approval for our prospective OMPOC members to endorse it at the October 25<sup>th</sup> OMPOC meeting in Portland.

**4. Oregon MPO Consortium (OMPOC) Membership.....Dan Moore, MPO Coordinator**

*Background:* OMPOC was formed in 2005 as a forum for MPOs to address common needs, issues and solutions to transportation and land use challenges. The Consortium is made up of representatives from Oregon's designated MPOs.

*Attachment:* 3 - Background memo on OMPOC and Bylaws

*Action Requested:* Designate two members of the MRMPO Policy Committee to represent the MRMPO on the OMPOC Board.

**5. Congestion Mitigation & Air Quality (CMAQ) / Surface Transportation Program (STP) Project Solicitation Process.....Dan Moore**

*Background:* This is a discussion about the project selection process for the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds and the schedule for the 2015-18 TIP development. The TAC provided input on the draft materials and set the deadline for project applications for January 22, 2013.

*Attachments:* 4 - Draft application, instructions, evaluation criteria

*Action Requested:* The Policy Committee is being asked to approve the project application deadline, draft project application, instructions and evaluation criteria.

**6. MRMPO Technical Advisory Committee Bylaws.....Andrea Napoli, Associate Planner**

*Background:* The MRMPO TAC recommends that the Policy Committee approve the proposed committee bylaws.

*Attachment:* 5 - MRMPO TAC Bylaws

*Action Requested:* Approve Bylaws.

***Discussion Item:***

**7. Middle Rogue MPO Logo ..... Andrea Napoli**

*Background:* Ben Blankenbaker, Flying Toad Graphics prepared five different MRMPO logos for consideration. The MRMPO TAC reviewed and commented on the various logos. Mr. Blankenbaker made changes to the logos based on TAC comments.

*Attachment:* None (logos will be presented at the meeting)

*Action Requested:* Review logos and provide graphic artist with feedback.

**8. MRMPO Planning Update..... Dan Moore**

**9. Public Comment\*.....Chair**

**\*(Limited to one comment per person, five minute maximum time limit)\***

**10. Other Business / Local Business .....Chair**

**Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.**

**11. Adjournment ..... Chair**

The next MPO Policy Committee meeting is scheduled for November 11, 2:00 p.m.

- The next Middle Rogue MPO TAC meeting is scheduled for Wednesday, October 16 at 9:30 a.m. in the Courtyard Conference Room at Grants Pass City Hall.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. 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  
MIDDLE ROGUE MPO POLICY COMMITTEE MEETING  
AUGUST 12, 2013**

The following attended:

<b>NAME</b>	<b>REPRESENTING</b>	<b>PHONE</b>
<u>MPO Policy Committee</u>		
Darin Fowler	Grants Pass	660-3696
John Vial for Don Skundrick	Jackson County	774-6118
Gus Wolf	Gold Hill	621-9653
Terry Haugen for Lily Morgan	Grants Pass	476-6168
Mark Gatlin / Aaron Cubic	Grants Pass	441-7674
Mike Baker	ODOT	957-3658
Pam VanArsdale	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
Scott Chancey for Simon Hare	Josephine County	474-5221

Others Present

Rick Hohnbaum	Gold Hill
Ian Horlacher	ODOT
Michael Black	Grants Pass

RVCOG Staff

Michael Cavallaro	RVCOG	423-1335
Dan Moore	RVCOG	423-1361
Sue Casavan	RVCOG	423-1360

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

Darin Fowler called the meeting to order at 2:05 p.m. Committee began with introductions.

**2. Review / Approve Minutes**

Darin F. asked if there were any changes or additions to the April meeting minutes. Pam VanArsdale said that Gus Wolf should be representing Gold Hill and not Rogue River. The following phone numbers were corrected:

- Darin Fowler – 660-3696
- Add Gus Wolf – 621-9653
- Pam VanArsdale – 660-4414
- Rob Brandes – 474-5460

**On a motion by John Vial and seconded by Mike Baker the minutes were approved with subsequent changes. Darin Fowler and Gus Wolf abstained.**

### **3. Middle Rogue MPO Bylaws**

Dan Moore presented revisions to the Policy Committee bylaws. He noted that in Article V, Section 3, it states the chair is authorized to sign documents on behalf of the MRMPO. He suggested the chair sign the bylaws document as opposed to multiple signatures.

Concerning the super majority verbiage, Terry Haugen expressed concern that one person could move it from majority to super majority to require a higher level of approval. Michael Cavallaro indicated it was the balance because of the weighted vote to encourage participation of the smaller jurisdictions.

**Mike Baker made a motion to approve the MRMPO Policy Committee Bylaws as presented. Seconded by Pam VanArsdale.**

**7 members for**

**1 member against**

**Mark Gatlin abstained. Motion passed.**

**On a motion by Pam VanArsdale and seconded by Mike Baker the committee unanimously authorized the chair to sign the bylaws document and future documents and correspondence on behalf of the MRMPO.**

### **4. MPO Orientation / Policy Committee & Technical Advisory Committee (TAC)**

Dan Moore said the MPO work program calls for an orientation workshop for the MRMPO Policy Committee and TAC regarding the role of the MPO. Members discussed option of a joint meeting and felt it would be beneficial to both groups.

**On a motion by Mark Gatlin and seconded by John Vial the committee unanimously voted in favor of a joint session with the TAC with a date to be determined.**

### **5. Rogue Valley Area Commission on Transportation (RVACT) Middle Rogue MPO Representative**

Dan Moore explained that MRMPO is encouraged to appoint a representative to the RVACT.

**John Vial made a motion that the Chair, Darin Fowler, serve as MRMPO representative to the RVACT. Seconded by Mark Gatlin.**

**Rob Brandes noted that Simon Hare had expressed interest.**

**Committee unanimously approved Darin Fowler to serve as MRMPO representative to the RVACT.**

**John Vial made a motion that the Vice Chair of the MRMPO serve as alternate representative to the RVACT and if the vice chair is serving or cannot attend, another member of the Policy Committee would be appointed. Seconded by Gus Wolf.**

**Vial amended the motion that the Vice Chair will be the alternate representative for RVACT, in the event that the vice chair is already a voting member of RVACT or cannot attend, the chair will appoint an alternate. Gus Wolf amended his second to the motion. Motion passed unanimously.**

## **6. MRMPO Planning Update**

Dan Moore discussed development of protocol agreements for funding decisions and said he will be bringing documents to a future meeting for review and approval.

He explained membership for the Oregon MPO Consortium (OMPOC) and noted that he will do research on how MRMPO could become a member of the statewide organization.

Members will be working on a public involvement plan and look at methodology for MPO dues. RVCOG is recruiting for a planning program manager; both MPOs will be asked for input. MPO staff will be working with MRMPO TAC to develop a draft project list. He briefly discussed the discretionary funds for fiscal years 2014-15.

Members discussed development of a logo for MRMPO; Terry Haugen will send Sue C. graphic artist information.

John Vial asked if there will be a representative for MRMPO at the RVACT tomorrow. Rob Brandes recommended Scott Chancey. Members approved Scott Chancey for the representative.

## **7. Public Comment**

None received.

## **8. Other Business / Local Business**

Mike Baker noted that in terms of future transportation planning projects ODOT has a major project with Grants Pass, updating Grants Pass' Transportation System Plan (TSP) and a couple interchange plans as well.

## **9. Adjournment**

The meeting was adjourned at 3:05 p.m.

**SUMMARY MINUTES  
MIDDLE ROGUE MPO JOINT POLICY/TAC COMMITTEE MEETING  
SEPTEMBER 9, 2013  
MRMPO ORIENTATION WORKSHOP**

The following attended:

<b>NAME</b>	<b>REPRESENTING</b>	<b>PHONE</b>
<u>MPO Policy Committee</u>		
Darin Fowler	Grants Pass	660-3696
Mike Baker	ODOT	957-3658
Pam VanArsdale	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
Simon Hare	Josephine County	474-5221

MPO TAC Members Present

Chuck DeJanvier	Josephine County
Ian Horlacher	ODOT
John Vial	Jackson County
Josh LeBombard	DLCD
Kelli Sparkman	ODOT
Michael Black	Grants Pass
Terry Haugen	Grants Pass
Tom Schauer	Grants Pass
Scott Chancey	Josephine County

Staff

Vicki Guarino	RVCOG	423-1338
Dan Moore	RVCOG	423-1361

Others Present

Neil Burgess	Josephine County
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**1. Middle Rogue Metropolitan Planning Organization (MRMPO) Orientation**

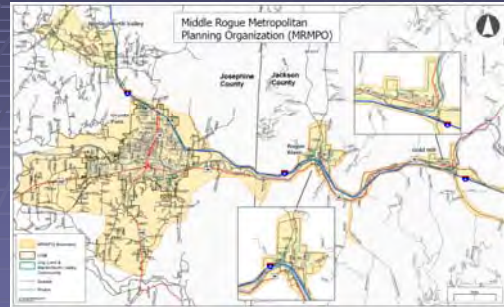
Vicki Guarino gave a Power Point presentation and explained basic structure and formation of metropolitan planning organizations. She defined the MPO role, its policies and required plans.

The Power Point presentation is attached to this brief summary.

# Middle Rogue Metropolitan Planning Organization **Orientation**

Sept. 9, 2013

## What is the Middle Rogue Metropolitan Planning Organization?



- Grants Pass
- Rogue River
- Gold Hill
- Josephine County
- Jackson County
- Oregon Department of Transportation



Federal-aid Highway Acts  
of 1962 & 1973

- Establish MPOs
- Establish planning  
process

2010 U.S. Census  
Grants Pass urban area  
reaches population  
threshold of 50,000  
**Middle Rogue  
Metropolitan Planning  
Organization forms**

23 USC 134:

"...It is in the national  
interest to encourage  
and promote the safe  
and efficient  
management,  
operation, and  
development of  
surface transportation  
systems that will  
serve the mobility  
needs of people and  
freight and foster  
economic growth and  
development within  
and through  
urbanized areas..."

## Metropolitan Planning Organizations

- Foster collaboration  
among agencies &  
public on
  - Long-range plans
  - Short-range plans



1962 —————> 2012

Federal legislation and regulation  
define MPOs' role

- Planning that is *comprehensive, cooperative & continuing* - "The 3C Process";
- Local decisions;
- Include importation social, environmental and energy goals;
- A public process.

## Federal Legislation and MPOs

Congress Passes Authorization, Appropriations Acts

➤ *Acts (MAP-21) multi-year set funding and policy direction, authorizing expenditures*

➤ *Appropriation Actions set actual funding amounts*

- How Highway Trust Funds are used
- MPO planning funds & funds MPOs allocate to projects come from the Highway Trust (fuel taxes)

## Moving Ahead for Progress in the 21<sup>st</sup> Century – MAP-21

Sets National Goals

- Improve safety;
- Improve infrastructure conditions;
- Reduce congestion;
- Improve reliability by increasing efficiency;
- Improve freight movement and economic vitality;
- Improve environmental sustainability;
- Reduce project delay to reduce cost & promote job growth

## Other Federal Laws

- National Environmental Policy Act (NEPA)
- Clean Air Act
- Civil Rights Act
- Americans with Disabilities Act
- Special guidelines apply to specific funds

## Oregon's Transportation Planning Requirements

Oregon Department of Transportation

- Oregon Transportation Plan (OTP)  
Guiding document for state and local plans
- Oregon Highway Plan (OHP)  
State highway system and links to local street systems
- Modal Plans

## Oregon's Transportation Planning Requirements

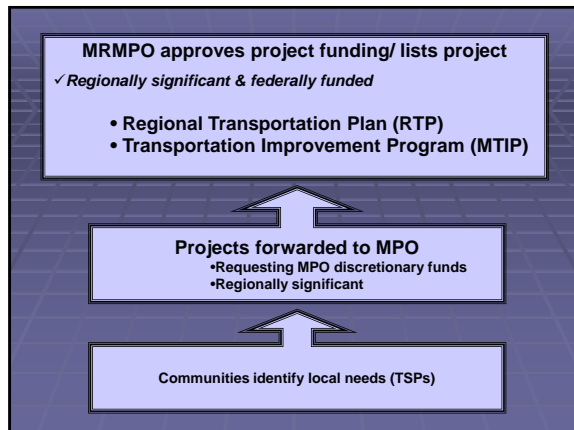
Department of Land Conservation and Development

- Transportation Planning Rule (TPR)
  - Requirements for Jurisdictions in MPO areas. Jurisdictions will decide the extent to which MRMPO is involved.

## The MPO's Role

- Regional Scope
  - Multi-modal Networks
- Responsible for "*regionally significant, federally funded projects*"
  - Long Range Plan (Regional Transportation Plan)
  - Short Range Program (Transportation Improvement Program)
- Air Quality Conformity





## Key MPO Documents

- Unified Planning Work Program (UPWP)
- Regional Transportation Plan (RTP)
- Transportation Improvement Program (TIP)

Document	Time/ Horizon	Contents	Up- date
Unified Planning Work Program <b>UPWP</b>	1-2 years	Planning Studies and Tasks	1 yr
Regional Transportation Plan <b>RTP</b>	20 years (due 3-27-2016)	Future Goals, Strategies & Projects	4 yrs
Transportation Improvement Program <b>TIP</b>	4 years	Current & Near-Term Projects – funding, timing	2 yrs

## Unified Planning Work Program

- The planning tasks and studies that will be conducted;
- Funding sources identified for each project;
- Schedule of activities; and
- Agency responsible for each task or study.

## Regional Transportation Plan


- Focus at the systems level;
- Identifies policies, projects for the future;
- Forecast of demand over 20 years;



A photograph showing three people (two men and one woman) looking at a large map or display board, likely related to the Regional Transportation Plan.

## Regional Transportation Plan

- Regional Goals, Policies
- Consistency with
  - National Goals
  - State and Local Plans
    - Development
    - Housing
    - Employment
- Preservation of existing roads and facilities
- Efficient use of existing system



A photograph of a residential street scene with a house, trees, and a clear sky, illustrating the context of the transportation plan.

# Regional Transportation Plan

- Economic health and quality of life
- Patterns of growth and economic activity through accessibility to land
- Air quality
- Environmental resource consumption
- Social equity
- Public safety and security

# Regional Transportation Plan

## Fiscally Constrained

- Cost estimates
- Funding sources

[illegible]

## Transportation Improvement Program

- Implements the RTP
- Short term
- Fully funded
- Schedules the completion of projects



## Transportation Improvement Program

### Federal Requirements:

- Covers 4-year period
- Updated with STIP (every 2 years)
- Fully funded.



## A Public Process

## Public Participation Plan required

- ✓ Proactive
- ✓ Provide complete information
- ✓ Timely
- ✓ Give access to key decisions
- ✓ Early & continuing

# Air Quality & MPO Transportation Planning

## Air Quality Conformity

- **Regulated through Clean Air Act**
- **Required in MRMPO for all:**
  - Regionally significant, federally funded projects
    - ✓ Regional Transportation Plans and amendments
    - ✓ Transportation Improvement Programs and amendments

## Air Quality Conformity

- **A product of interagency consultation**
  - EPA, DEQ, FTA, FHWA and ODOT
- **Determination by USDOT before plans and programs and amendments can go into effect**

## Air Quality Conformity

- **Quantitatively demonstrate that EPA budgets for specific pollutants will not be exceeded through the plan horizon (2038 or 2040)**
- Carbon Monoxide, area of downtown Grants Pass
- Particulates (PM<sub>10</sub>), existing Grants Pass UGB

## Air Quality Conformity

### Estimate future emissions

- **Estimate travel based on population and activities assumptions**
  - Update travel demand model
- **Develop emission factors using EPA software**

## Air Quality Conformity

### Exempt Projects

- **Determined through interagency consultation**
  - Transit
  - Sidewalks
  - Intersection Improvements
  - Safety
  - Generally, projects that don't add capacity

# Oregon's Priorities for Reauthorization of MAP-21

## Developed by ODOT, AOC and LOC

### Executive Summary

**Increase revenue flowing into the Highway Trust Fund:** To avoid deep cuts in surface transportation funding and provide adequate levels of federal investment, sustainable long-term revenue will be needed in both the Highway Account and the Mass Transit Account.

**Diversify the Highway Trust Fund's revenues and explore replacements for the gas tax:** With vehicles becoming more fuel efficient, the gas tax will no longer be a sustainable funding source for transportation. Congress will need to look beyond the fuels tax to diversify and broaden the revenue available for transportation and start the process of transitioning to a replacement for the gas tax, such as a per-mile road use charge.

**Preserve Oregon's share of highway and transit funding:** Oregon's congressional delegation should ensure that Oregon maintains or increases its current share of funding under the surface transportation programs.

**Improve transportation safety:** Ongoing funding and federal leadership will be needed to continue driving down the number of fatalities and serious injuries on the surface transportation system.

**Focus resources on preserving and rebuilding the existing system:** The federal government should adopt a "fix it first" policy and serve as a strong partner in helping states and local governments preserve and rebuild critical transportation assets.

**Invest in multimodal solutions to the challenges of freight mobility:** To ensure economic vitality, Congress should dedicate funding for freight, providing for strategic investments based on the policy framework created in MAP-21.

**Improve public transportation:** High gas prices, an aging population, high levels of congestion, and growing concern over global climate change require greater federal investment in all forms of public transportation.

**Restore active transportation funding:** Congress should reverse the deep cuts MAP-21 made to bicycle and pedestrian programs that help reduce demand on overburdened roads, encourage healthy lifestyles, and reduce emissions.

**Preserve funding for federal lands transportation programs:** With timber-dependent communities in Oregon struggling, Congress should continue the federal government's role in funding transportation projects that provide access to federal lands.

*Updated August 19, 2013 to reflect OMPOC suggestions*

**Build on MAP-21's flexible and outcome-based approach:** The federal surface transportation program should focus on outcomes, with significant flexibility for states and local governments combined with accountability for achieving outcomes through appropriate performance measures.

**Streamline federal processes and requirements to encourage cost-effective project delivery:** Congress should focus on green outcomes and minimize red tape by streamlining project delivery processes without lowering the bar on environmental protection.

### **Introduction**

In today's global economy, having a strong and efficient transportation system is critical to remaining competitive. As a traded sector state that relies heavily on exports from our farms, forests and factories to create jobs, Oregon is particularly dependent on a good transportation system to move products to national and international markets and get workers to their jobs.

America's surface transportation system, long the envy of the world and a major factor in the nation's economic dynamism, is at a crossroads. The system built in the 20th century is coming under growing strains, and the need for greater investment by all levels of government is becoming increasingly clear.

The World Economic Forum's Global Competitiveness Report recently ranked the United States' infrastructure 25<sup>th</sup> in the world—behind Portugal and Oman. And the American Society of Civil Engineers 2013 Report Card for America's Infrastructure gave America a D for both its roads and transit systems—though bridges managed to get a passing grade with a C+. The U.S. may have reached the point when its transportation system has gone from a source of economic growth to a drag on our competitiveness. Even as we face this need for increased investment, however, the available resources are flat or declining.

Increased investment is only part of the answer, however; additional resources must be combined with changes in how we do things. The 20th century's transportation system, which served a growing nation so well, is shifting to one that meets the needs of the 21st century. Our approaches to addressing transportation challenges are changing as well.

This is a pivotal moment for the surface transportation system, an inflection point when new vehicle technology require a change in how we pay for transportation; when demographic changes shift investment priorities; and when the aging of the transportation system requires major investments in rebuilding the nation's infrastructure. With these issues looming, the nation must choose whether it will muster the political will to rededicate its substantial resources to maintaining and improving the transportation system in order to enhance economic competitiveness and our quality of life.

### **MAP-21's Benefits to Oregon**

The latest federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), reauthorizes highway, transit, and safety programs through the end of fiscal year 2014. MAP-21 made significant changes to transportation policy and programs that will benefit Oregon and the nation as a whole. In addition to increasing Oregon's share of both highway and transit funding, MAP-21 created a more flexible and outcome-based approach while developing a federal freight policy framework and streamlining environmental and regulatory processes.

- **Flexibility:** MAP-21 consolidated the numerous highway and transit programs that sprang up over the years. In doing so, it simplified transportation funding and increased flexibility for states and local governments to invest resources in their key priorities.
- **Freight policy:** MAP-21 will establish a national freight policy, including designating a national freight network and developing a national freight strategic plan—though no money was dedicated to implement this policy framework.
- **Streamlined project delivery:** MAP-21 modifies the environmental review and permitting process for transportation projects. The paperwork burden on many projects should be reduced, cutting project costs and speeding up their delivery.
- **Accountability:** While increasing flexibility, MAP-21 introduced greater accountability for outcomes through a performance management system. Under this system, the U.S. Department of Transportation will establish performance measures, and states and metropolitan planning organizations will set performance targets and report on their progress.

While MAP-21 made important policy and program reforms and managed to avoid cutting transportation funding, it didn't deal with the long-term fiscal challenges facing the Highway Trust Fund. Rather than generating adequate, long-term, sustainable revenue for surface transportation, MAP-21 dodged deep cuts through an infusion from the general fund.

### **The Need for Federal Investment**

The federal government has played an important role in building the nation's transportation system, from facilitating building the transcontinental railroads to funding construction of the Interstate and helping develop transit systems in urban and rural regions. Today, America faces the same need for a strong federal role in transportation, particularly to rebuild the aging transportation system. Without continued federal investment, states and local governments will find it difficult to preserve their roads, transit systems and bike paths, much less improve the transportation system to meet the needs of the future.

In Oregon, the need to invest in the transportation system is significant. Rapid population growth has left the transportation system struggling to accommodate demand in many areas. Increased volumes of freight have strained existing modes and impacted competitiveness. Inadequate public transportation options and underdeveloped bicycle and pedestrian networks also call out for greater investment by all levels of government. And the need to invest in rebuilding aging infrastructure is massive, particularly because much of which was built a half century or more ago and has now reached the end of its useful life. Without continued strong levels of investment by all levels of government, Oregon's economy and quality of life will deteriorate.

In Oregon, the state together with cities and counties, are stepping up to address these challenges and build a transportation network that functions as an integrated system across different modes and jurisdictions. The Oregon legislature has made numerous investments in the state's transportation system in recent years, from the Oregon Transportation Investment Acts to *ConnectOregon* and the Jobs and Transportation Act. And local governments are stepping up as well, passing their own transportation funding measures to preserve and improve their infrastructure. But states and local governments can't tackle these challenges on their own—they need a strong federal partner.

### **Federal Funding Challenges**

Even as Oregon and the nation face a significant need for transportation investment, major financial challenges face the federal surface transportation program.

- **Flat fuel taxes:** Federal taxes on gas and diesel, which provide the vast majority of the funding flowing into the Highway Trust Fund, have not been raised since 1993. As a result, federal gas tax receipts have stagnated.
- **Increased fuel efficiency:** The new federal CAFE standards require significant increases in fuel efficiency: by 2025 the average new passenger vehicle will be required to get more than 50 miles per gallon. As a result, states and the federal government will collect less gas tax revenue for every mile people drive, and the ability of the gas tax to fund transportation will be compromised.
- **Exhaustion of the Highway Trust Fund's balances:** With revenues stagnant, the Highway Trust Fund has exhausted its balances four times since 2008, requiring transfers from the general fund totaling \$54 billion. While these actions have yielded much needed revenue to keep the Trust Fund whole, they are not sustainable and have moved transportation away from the "user pays" principle. Going forward, the Highway Trust Fund faces an annual shortfall of about \$15 billion. When the Trust Fund's balances are once again exhausted at the end of 2014, Congress will have to find additional resources or cut highway and transit funding deeply— by about 30 percent for the long-term.

Until Congress addresses these challenges, the ability of the federal government to play a constructive role in investing in the transportation system will be severely limited.

In order to build strong communities and enhance the nation's competitiveness, America needs a strong federal infrastructure program that will fix what we already have, make the system safer for all users, and invest in strategic improvements that will help grow the economy. Just as states and local governments have stepped up, the time has come for Congress to address the challenge of long-term sustainable funding for transportation.

### **Priorities for Authorization**

#### ***Increase revenue flowing into the Highway Trust Fund***

Most of the revenue flowing into the Highway Trust Fund comes from gas and diesel tax revenues, with a small portion derived from excise taxes on the purchase of heavy truck equipment. Both of these sources were hit hard by the economic downturn, which has cut into fuels tax revenues due to reduced driving and also significantly reduced investment in truck fleets. As a result, the Trust Fund has run short of cash multiple times, leading Congress to transfer more than \$50 billion of general fund resources into the Trust Fund through four separate infusions.

Both the Highway Account and the Mass Transit Account of the Highway Trust Fund are expected to run short of resources again around the time MAP-21 expires at the end of federal fiscal year 2014. At that point, about \$15 billion in additional annual funding will be needed to avoid cuts in highway and transit funding. Without additional resources, surface transportation funding would have to be cut by about 30 percent. Congress should provide long-term, sustainable and adequate revenue for the surface transportation program to ensure robust investment levels.

#### ***Diversify the Highway Trust Fund's revenues and explore replacements for the gas tax***

In the short term, increasing the fuels tax is the most effective way of raising resources for the Highway Trust Fund. However, the Trust Fund is over-reliant on fuels taxes, which provide nearly 90 percent of the its revenue. Under new federal fuel efficiency standards, by 2025 the average new vehicle will be required to get more than 50 miles per gallon. As vehicles become more fuel efficient, the amount of revenue generated by the gas tax for every mile traveled will decline, and the gas tax will no longer be a sustainable funding source for transportation.

Congress should diversify the trust fund's revenue base by looking beyond the fuels tax for other sources that can provide additional resources. For example, Oregon requires large trucks to pay their fair share for the disproportionate wear and tear they cause to the state's highways, but at the federal level the largest trucks pay only about half of their fair share. Congress could consider increasing fees already levied on large trucks or creating new user fees that would rectify this imbalance and dedicate these new funds to freight projects that would benefit the trucking industry.



The next authorization bill should follow the lead of innovative states and explore transitioning to a new revenue mechanism by funding research and implementation activities for a replacement for the gas tax. Oregon is developing a per-mile road use charge that would ensure that all users pay for the system and would prevent revenue from falling due to improvements in fuel efficiency. Numerous blue ribbon panels and policy groups have endorsed moving toward a per mile fee.

### ***Preserve Oregon's share of highway and transit funding***

Thanks to formulas included in MAP-21, Oregon's share of federal highway formula funding increased by .07 percent compared to SAFETEA-LU. This small change increased Oregon's federal highway formula funding by about \$27 million per year. Similarly, Oregon's share of federal transit funding also increased. Oregon's congressional delegation should pay close attention to the distributional formulas included in the next authorization bill to ensure that Oregon maintains or increases its current share of funding under the surface transportation programs.

### ***Improve transportation safety***

In recent years America has made significant progress in reducing the number of fatalities and serious injuries caused by motor vehicle crashes. The number of fatalities declined by about a quarter in just six years, from 43,510 in 2005 to 32,367 in 2011—though the numbers rose slightly in 2012. This decline is a result of successful efforts in the “4 e's” of traffic safety: *engineering* of vehicles and roads, *enforcement* of traffic laws, *education* of drivers, and *emergency medical services* to treat those who have been in a crash.

Despite this progress, this is still far too great a toll in deaths and injuries on America's roads, and the federal government needs to continue playing a key leadership role in pushing for improved safety outcomes. Congress should continue improving safety of the nation's transportation system by providing strong levels of investment across all modes, including funding for the FHWA Highway Safety Improvement Program, which focuses on correcting roadway deficiencies, the National Highway Traffic Safety Administration's programs focused on driver behavior, and the Federal Motor Carrier Safety Administration's programs focused on heavy trucks. Under MAP-21, these programs are now more strategic and performance-based, and Congress should continue pushing for better outcomes.

The federal government will need to show continued leadership in areas like driving under the influence of intoxicants (DUI) as well as in emerging issues like distracted driving. While it is appropriate for the federal government to encourage states to adopt certain laws that have been proven to improve safety, Congress should focus on using the carrots of funding incentives to encourage adoption of laws rather than the stick of penalizing states through loss of highway funding for failure to comply. In addition, Congress should focus on improving safety outcomes rather than requiring adoption of specific legal provisions in state law to encourage rather than impede innovative approaches. Oregon state law, for example, fails to comply with the precise letter of federal requirements related to repeat DUI offenders and thus the state is subject to penalties that transfer federal highway funding to safety programs—even though Oregon's record with repeat DUI offenders is better than the national average.

***Focus resources on preserving and rebuilding the existing system***

The mounting needs of Oregon's aging infrastructure have led ODOT and many local governments to implement "fix it first" policies that focus limited resources on preserving and rebuilding existing roads and bridges that are vital to the state's economy and quality of life. While Oregon's infrastructure is in relatively good condition due to significant investments of state and federal resources over the past decade, inadequate funding in the future will lead the state's roads and bridges to deteriorate over time, which will cause significant impacts to the state's trade-dependent economy. What's more, the state has identified a need for a \$1.8 billion investment in strengthening a network of key "lifeline routes" for resilience in the face of a massive Cascadia Subduction Zone earthquake in order to limit loss of life and aid recovery, and additional resources will be needed to make the entire system resilient in the face of other hazards like terrorism, flooding and climate change. The next authorization legislation should take up the challenge of our nation's aging infrastructure with an increased and sustained commitment to preserving and rebuilding our critical transportation assets.

***Invest in multimodal solutions to the challenges of freight mobility***

Dealing with increasing volumes of freight calls out for federal attention because freight often crosses state lines. MAP-21 made significant efforts to focus the federal surface transportation program on efficient movement of freight with the development of a national strategic freight plan and designation of a National Freight Network. With this policy framework in place, the next authorization bill should provide funding for strategic investments in goods movement.

- *Provide dedicated funding for freight projects across all modes:* Congress should consider creating a multimodal Freight Account of the Highway Trust Fund or some other mechanism that would dedicate revenues from new or increased user fees to freight projects. For example, Congress could raise user fees paid by the trucking industry and put these revenues into a Freight Account to pay for highway freight-related projects. Other sources such as Customs duties or new freight fees could be tapped to provide public investment in rail, port, and intermodal projects.
- *Fund the Projects of National and Regional Significance Program:* Many large highway projects that address freight bottlenecks have significant national or regional benefits but are too large for a single state to finance. Congress should fund the Projects of National and Regional Significance (PNRS) program to provide large discretionary grants for projects that meet rigorous criteria, including improved freight mobility. MAP-21 reauthorized the PNRS program but did not provide funding for the program.
- *Create a formula program to fund MAP-21's freight network:* A number of highway corridors connecting gateway areas and large urban centers, such as Interstate 5, face particularly high freight volumes and will be increasingly strained by future growth in truck traffic. MAP-21 created a National Freight Network of key highway routes but didn't dedicate resources to preserve and improve freight mobility on this network. The next authorization bill should include formula funding for states for strategic investments to the National Freight Network, particularly the Primary Freight Network of high-volume freight routes that carry most goods.

### ***Improve public transportation***

High gas prices, an aging population, high levels of congestion, the high costs of building and maintaining new roads, and growing concern over global climate change all point to the need for greater investment in public transportation. The federal government should invest additional resources to preserve current services and build new capacity in both urban and rural areas, ~~including helping struggling transit providers cover the cost of operating service.~~

- *Urban area transportation:* Public transportation plays a major role in mobility in urban areas, and effective transit can create denser urban areas that reduce reliance on automobiles and reduce emissions. Congress should significantly increase transit funding flowing to urban areas so public transportation can play a more significant role in solving challenges within America's cities.
- *Intercity public transportation:* Public transportation service between major urban centers remains underdeveloped, in part because there is little federal support. Congress should help states and local governments expand public transportation between communities in order to provide additional transportation options, increase capacity on key corridors, and reduce emissions. This includes funding to operate and improve intercity passenger rail such as the Cascades service that connects Eugene, Portland, Seattle, and Vancouver, British Columbia.
- *Rural public transportation:* People living in small towns and rural areas need public transportation for basic needs such as access to medical care, jobs, shopping and educational opportunities. The majority of rural Oregonians live in communities with minimal or no public transportation. Congress should expand the federal government's support for rural public transportation to offer additional travel options in smaller communities.
- *Senior and disabled transit service:* The aging of America will require a significant federal investment in transit service for seniors and the disabled to reap the economic and social benefits of keeping seniors independent and productive while allowing them to "age in place" in their communities. Transit systems around the country face rapidly growing demand for federally-mandated paratransit service for people with disabilities, and without additional federal support the cost of this service competes for scarce resources with fixed-route service.
- *Transit operations:* Transit agencies are increasingly struggling with covering the costs of operating transit service, and service is likely to decay without additional resources. Federal rules that limit use of funds for operating service should be loosened, particularly where increasing transit service can offer a cost-effective transportation solution.
- ~~*Transit information technology:* The federal government should invest in new technologies and tools that can improve coordination of systems and provide instant access to schedules and travel information, making transit easier to use and increasing the efficiency of the system.~~

### ***Restore active transportation funding***

Oregon is leading the way in promoting active modes of transportation like biking and walking. These modes have many benefits: they help reduce demand on overburdened roads, encourage healthy lifestyles that ~~decrease-reduce~~ the nation's health care costs, provide low-cost transportation options

Updated August 19, 2013 to reflect OMPOC suggestions

[for the working poor](#), and lower greenhouse gas emissions. Many Oregon communities—particularly the Portland metro region, Eugene/Springfield, and Corvallis—are among the most bicycle-friendly cities in the nation, and they have proven that a significant number of trips can be taken by active modes. Unfortunately, MAP-21 cut funding for the main active transportation program, the Transportation Alternatives Program (TAP), by more than a third compared to SAFETEA-LU levels of funding. While Oregon has continued to invest more than the amount provided under TAP, Congress should reverse these cuts to provide a strong level of investment in active transportation across the nation.

***Preserve funding for federal lands transportation programs***

Providing access to Oregon's vast expanses of federal lands imposes large costs on state and local governments that derive very little revenue from these lands. The federal transportation program recognizes federal lands as a national responsibility, and Oregon annually receives an allocation of money under the Federal Lands Access Program that provides a portion of the funding needed to preserve and improve roads and transit services that are on or provide access to federal lands. Congress should preserve this program, which is particularly critical for Oregon counties facing declining county timber payments. The new MAP-21 requirement to provide a non-federal match should be eliminated. Counties which have lost significant amounts of timber receipts, with high percentages of federal non-tax paying land, are having difficulty paying the local match for projects which provide access to federal lands.

***Build on MAP-21's flexible and outcome-based approach***

MAP-21 began an important shift in the federal surface transportation program toward a more flexible and outcome-based approach. The bill consolidated dozens of federal programs, providing more flexibility for states and local governments to invest resources in their top priorities, while holding them accountable for outcomes through a performance management system. The next surface transportation bill should preserve this approach and build on it whenever possible. [Depending on rulemaking by the U.S. Department of Transportation, the performance management system created by MAP-21 may need to be refined to ensure that it encourages good investments, and metropolitan planning organizations \(MPOs\) will likely need additional financial resources to meet the increased workload associated with implementing the new federal performance-based planning requirements.](#)

Furthermore, rules that prevent states from investing their resources effectively should be revised. For example, the off-system bridge setaside requires investing in low-volume bridges, reducing the money available for local governments to invest in more pressing needs. More flexibility is needed to allow local governments to work with states to develop goal driven bridge management systems for the selection of bridge projects. Similarly, federal policies should use a flexible and outcome-based approach to design standards that allows for the highest-value investments, particularly in safety infrastructure, rather than applying a "one-size-fits-all" approach.

***Streamline federal processes and requirements to encourage cost-effective project delivery***

Federal environmental laws contain rigorous protections that ensure transportation projects minimize and mitigate harm to the built and natural environment. While these laws provide important protections, too often the processes used to implement them add significant time and cost to projects without resulting in environmental outcomes that exceed those on non-federal projects. As a result, states and local governments are often reluctant to use federal highway funding to avoid federal-aid highway design standards, procedures, and environmental processes that slow project delivery and increase costs without delivering corresponding benefits. In the next reauthorization legislation, Congress should focus on achieving green outcomes without red tape. Minimizing project costs without lowering the bar on environmental protection can be accomplished by continuing to streamline the federal-aid highway program's requirements and simplifying the environmental compliance process.

Congress should seek to advance a number of principles:

- Focus on accountability for overall environmental and project outcomes, and move the Federal Highway Administration (FHWA) from a permitting role to a quality assurance role at a programmatic level. This would involve the federal government programmatically monitoring environmental and other outcomes and minimizing project-by-project authorization and regulation.
- Encourage use of programmatic agreements that allow projects to follow a set process for addressing impacts rather than having to negotiate each project separately, and allow programmatic approaches used in one state to be easily tailored for adoption in other states.
- Reduce federal oversight and requirements for small-scale projects that use only a minimal amount of federal funds and those that have limited community and environmental impacts. This would eliminate the need to document the lack of environmental impacts for projects that, by their very nature, would not result in significant environmental impacts.
- Have the various US DOT modal administrations adopt similar approaches to NEPA and other federal requirements (such as historic preservation) so transportation agencies face one predictable set of requirements regardless of the modes the project involves rather than navigating multiple and inconsistent processes for each involved agency.
- Encourage processes for early interagency coordination that bring involved agencies into major project development as early as practicable to build trust, streamline reviews, reduce risk, increase predictability, and optimize and balance environmental and transportation outcomes.

## Middle Rogue MPO

**DATE:** October 1, 2013  
**TO:** MRMPO Policy Committee  
**FROM:** Dan Moore, Planning Coordinator  
**SUBJECT:** Oregon Metropolitan Planning Organization Consortium

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The purpose of this memo is to provide the Middle Rogue MPO Policy Committee with background on the Oregon Metropolitan Planning Organization Consortium (OMPOC), and to request that two members of the Policy Committee be designated to represent the MRMPO on the OMPOC Board.

### **What is the Oregon MPO Consortium?**

The Oregon MPO Consortium was formed on May 25, 2005, as a forum for Metropolitan Planning Organizations (MPOs) to address common needs, issues and solutions to transportation and land use challenges facing Oregon's metropolitan regions and surrounding areas. The Consortium is made up of representatives from Oregon's designated MPOs. Oregon currently has eight MPOs covering the metropolitan areas of Albany, Bend, Corvallis, Eugene-Springfield, Grants Pass, Medford-Ashland, Portland, and Salem- Keizer (there is a new bi-state MPO that covers Milton-Freewater and Walla Walla, WA). Each MPO appoints two voting MPO representatives (Policy Committee members) to participate in each meeting of the Consortium. MPO managers/directors serve as technical advisors.

### **What Does OMPOC Do?**

OMPOC works together to provide recommendations for individual action of Oregon MPOs on issues of common interest, and to advocate for Oregon MPO policy, regulatory and funding interests at the state and federal level. OMPOC meets at least once a year, at various locations around the state, to work on a variety of mutual interests that include:

- An annual work plan to guide OMPOC discussions.
- Seek consensus on common policy, regulatory or funding issues such as federal planning requirements, state rulemaking and state legislation.
- Participate in cooperative regional organizations as advocates for common Oregon MPO interests.
- Discuss emerging trends and policy options and practices for addressing common MPO issues in metropolitan regions and surrounding areas.

### **Travel and Lodging Expenses**

Since OMPOC is considered a lobbying group, our federal transportation planning funds cannot be used to reimburse members for travel and lodging expenses to attend OMPOC meetings. As an example, the RVMPO Policy Committee uses jurisdiction membership dues to pay for OMPOC meeting expenses. Staff will present a draft MRMPO jurisdiction dues proposal to the Technical Advisory Committee (TAC) at their October 16, 2013 meeting for review and recommendation to the Policy Committee.

The next OMPOC meeting is scheduled for Friday, October 25, 2013 at Metro in Portland. OMPOC bylaws are attached. Here is the link to the OMPOC website: [www.ompoc.org](http://www.ompoc.org)

**Oregon MPO Consortium Bylaws**  
*(Approved by Resolution 0501 on May 26, 2005)*

**ARTICLE I**

This body shall be known as the Oregon MPO Consortium (OMPOC).

**ARTICLE II**  
**MISSION**

It is the mission of OMPOC to work in partnership to advance interests common to Oregon's designated Metropolitan Planning Organizations (MPOs) on matters of statewide significance.

**ARTICLE III**  
**PURPOSE**

**Section 1.** The purpose of OMPOC is as follows:

- a. To provide a forum for Oregon's MPOs to address common needs, issues and solutions to transportation and land use challenges facing Oregon's metropolitan regions and surrounding areas.
- b. To provide recommendations for individual action of Oregon MPOs on issues of common interest.
- c. To advocate for Oregon MPO policy, regulatory and funding interests at the state and federal level.

**Section 2.** In accordance with these purposes, the principal duties of OMPOC are as follows:

- a. Develop an annual work plan to guide OMPOC discussions.
- b. Seek OMPOC consensus on common policy, regulatory or funding issues such as federal planning requirements, state rulemaking and state legislation.
- c. Participate in cooperative regional organizations as advocates for common Oregon MPO interests.
- d. Discuss emerging trends and policy options and practices for addressing common MPO issues in metropolitan regions and surrounding areas.

## **ARTICLE IV CONSORTIUM MEMBERSHIP**

### **Section 1. Membership.**

The Consortium will be made up of representatives from Oregon's designated MPOs.

- a. Each MPO will appoint two voting representatives to participate in each meeting of the Consortium.
- b. Alternates may be appointed to serve in a voting capacity in the absence of the regular members; alternates may attend and participate in all OMPOC discussions and deliberations.

### **Section 2. Appointment of Members and Alternates**

- a. Members and alternates from the designated Oregon MPOs shall be current voting members of the respective MPO policy boards.
- b. Voting at Consortium meetings is limited to elected and appointed officials of respective MPO policy boards.
  - MPO staff and MPO member-agency staff are not eligible for appointment as members or alternates to OMPOC.
  - MPO Directors and designated Association of Oregon Counties (AOC) and League of Oregon Cities (LOC) staff shall serve as non-voting ex-officio members of the Consortium.
  - Members shall serve as liaisons to their respective MPO boards and be responsible for communication between the Consortium and their boards.

## **ARTICLE V MEETINGS, CONDUCT OF MEETINGS, QUORUM**

- a. Regular meetings of OMPOC will be held at least annually at a time and place established by the Consortium. A meeting host will be specified for each meeting, and rotate periodically. Additional or emergency meetings may be called by the Chair or a majority of the membership. An annual meeting schedule will be established as part of developing the annual work plan.
- b. OMPOC business may be conducted provided a quorum of the MPOs is present. A quorum consists of a majority of the membership and at least one representative from five of the six MPOs. The OMPOC members may participate telephonically or by other means of electronic communication.



- c. Subcommittees to develop recommendations for OMPOC may be appointed by the Chair in consultation with the Consortium on purpose, composition and duration.
- d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.
- e. OMPOC may establish other rules of procedure as deemed necessary for the conduct of business.
- f. OMPOC will make decisions using the following procedures:

The OMPOC will strive to reach decisions on a consensus basis.

- If members of the OMPOC conclude that consensus cannot be attained, then the OMPOC shall review the Common Interests of the OMPOC in Consensus Decision Making attached hereto as Exhibit "B".
  - After the review of common interests, a vote will be called if requested by a majority of MPOs present.
  - Decisions made by vote require a majority of the OMPOC members present.
- g. The Consortium shall follow Oregon public meeting law and make its meeting summaries, reports and findings available to the public.
- h. Meeting hosts shall provide staff, as necessary, to record the actions of OMPOC and to handle Consortium business, correspondence and public information related to hosted meetings.

## **ARTICLE VI OFFICERS AND DUTIES**

- a. The Chair and Vice-Chair of OMPOC shall be elected by the membership for one calendar year of service. Elections for Chair positions shall be conducted at the first meeting of a calendar year.
- b. The Chair shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Consortium's business.
- c. The Chair is responsible for establishing the agenda for OMPOC meetings in consultation with Consortium members.
- d. In the absence of the Chair, the Vice-Chair shall assume the duties of the Chair.

**ARTICLE VII  
ROLE OF MPO STAFF**

- a. Oregon MPO Directors and Program Managers shall constitute the Technical Advisory Committee (TAC) to OMPOC. The Consortium will take into consideration the alternatives and recommendations of the TAC in the conduct of its business.
- b. Oregon MPO staff shall serve as staff to OMPOC, as needed, to provide necessary support for Consortium activities.

**ARTICLE VIII  
AMENDMENTS**

- a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of OMPOC.
- b. Written notice, including proposed changes, must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal bylaws.

## Project Funding Application Instructions

- Surface Transportation Program (STP)
- Congestion Mitigation & Air Quality (CMAQ)

**Funds Available: Federal Fiscal Years 2014 - 2018.** Projects must be ready to initiate during this timeframe.

**Deadline: January 22, 2013**

**Emailed applications, only**

This packet contains materials for applying for federal STP and CMAQ program funds through MRMPO, including:

- **Instructions** with information on application scoring and evaluation;
- **Application Form** - available on RVCOG website ([provide link](#));
- **Construction Cost Estimator – *For construction projects only*:** This cost estimator or engineer's stamped estimate must accompany your application. ([provide link](#))

MRMPO is responsible for evaluating, selecting and programming projects; however, final approval of funding is made by Federal Highway Administration and Federal Transit Administration.

To file and obtain information: Rogue Valley Council of Governments  
155 N. First St, Central Point  
541.423. 1361  
[dmoore@rvcog.org](mailto:dmoore@rvcog.org)

## Purpose

This document announces the anticipated availability of federal funds for surface transportation projects within the MRMPO planning area, and the intent of the MRMPO Policy Committee to award funds and program projects. MRMPO anticipates the following funds will be available for the 2014 - 2018 Federal Fiscal Years:

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
CMAQ	\$1,235,000	\$708,000	\$717,912	\$727,963	\$738,154	\$748,488
STP	\$0	\$592,000	\$600,288	\$608,692	\$617,214	\$625,855

Funding amounts are estimates, as actual amounts can change. MRMPO staff will provide updates should funding adjustments occur.

## Application Check List

Applications must include the following:

- ✓ Application form (2014-2018)
- ✓ Photographs of project site, illustrating project need if possible (not applicable to all projects)
- ✓ Map of project site, clearly identifying project termini (not applicable to all projects)
- ✓ For construction projects, completed project estimator (available with this packet on-line) or licensed engineer's estimate. The estimator was developed and is used by ODOT Highway Division. It uses the most current and reasonable cost estimates available.

Any additional material supplied by applicants will be made available to MRMPO committees for consideration. The application form in this packet must be used for all applications.

## Schedule and Project Selection Process (Tentative)

Planned schedule and summary of actions associated with this project solicitation for STP and CMAQ funds for FFY 2014 - 2018 is provided here. For greater detail and more up-to-date information, consult RVCOG staff at (541) 664-6674.

- Sept. 18, 2013** Technical Advisory Committee Conducts Final Review of Project Evaluation Process
- Oct. 14, 2013** Policy Committee Conducts Final Review of Project Evaluation Process
- Oct. 14, 2013** Open Project Solicitation Process, Application Packet Available Online ([insert link](#))
- Jan. 22, 2014** Application Period Closes; MRMPO Begins Application Evaluation
- Feb. 19, 2014** Technical Advisory Committee application workshop (optional for applicants); Opportunity to present applications. *With TAC concurrence, applicants may submit minor changes to applications by email to RVCOG no later than noon, Feb. 21, 2014.*
- Feb. 2014 to April 2014** RVMPO Advisory Committees Review Applications, Evaluate Projects, Make Recommendations to Policy Committee.

<b>Feb. 2014</b>	MRMPO Initiates Air Quality Conformity Consultation with EPA, FHWA, FTA, DEQ and ODOT
<b>April 2014</b>	Policy Committee Awards Discretionary Funds (Makes Tentative Funding Decisions). <b><i>Applicants invited to make project presentation, including showing maps, photographs, etc.</i></b>
<b>Jan. 2014 to April 2014</b>	MRMPO Prepares Draft 2015-2018 Metropolitan Transportation Improvement Program and Air Quality Conformity Determination
<b>April 2014 to May 2014</b>	Public Comment Period on Draft 2015-18 MTIP and AQCD
<b>May 2014</b>	Advisory Committees Make Recommendations on Draft MTIP and AQCD
<b>May 2014</b>	Policy Committee Conducts Public Hearing, Adopts Draft MTIP and AQCD
<b>May 2014</b>	MRMPO Forwards MTIP Project List to ODOT for Statewide Transportation Improvement Program; AQCD Submitted to Federal Highway Administration
<b>July 2014</b>	MTIP Submitted to FHWA, FTA and to ODOT for Governor's Signature; USDOT Issues Air Quality Conformity Determination

## Application Process

### General

The application is a fillable pdf form and is available on the RVCOG website ([insert link](#)). Applications must be submitted electronically. Contact MRMPO staff for assistance. Where appropriate, applications must include maps delineating project termini or boundaries and photographs of the project area that help show need for the improvement. Applications for construction must include either a completed estimator (on RVCOG website with this packet) or application must include a detailed estimate completed by competent staff.

Project applications will be reviewed in a three-step process prior to consideration by the Policy Committee.

**Step 1: Determine Project Funding Eligibility.** Each fund source has a set of qualification rules, which are described below. Applicants should review rules and may consult with MRMPO staff to determine eligibility prior to filling out an application. Applications will be reviewed by MRMPO staff in consultation with FHWA and ODOT to determine initial eligibility. Information provided by applicant must be sufficient to enable staff to determine initial eligibility; the application is designed to provide necessary information.

**Step 2: Initial Project Evaluation.** This step also will be conducted by MRMPO staff, using the *Recommended Goals and Project Funding Criteria* table on page 7. Staff will evaluate candidate projects based on the extent to which they would contribute to meeting MRMPO recommended goals and federal planning requirements, as summarized in the Funding Criteria table.

**Step 3: MRMPO Committee and Public Review.** MRMPO advisory committees (Technical Advisory Committee, Public Advisory Council) in public meetings will review and discuss applications and staff evaluations, consider comments from applicants and the public, and make funding recommendations to the Policy Committee.

Recommendations and comments from the advisory committees and public will be forwarded to the Policy Committee at its public meeting to make tentative funding decisions. Those decisions will go into the draft 2014-2018 MTIP, and be subject to a public hearing by the Policy Committee.

## Qualifying for Federal Funds

The STP and CMAQ programs each have rules governing use of funds. General eligibility guidance appears below. All projects must meet basic eligibility requirements for funding under Titles 23 and 49 of the U.S. Code. Although the MRMPO Policy Committee is responsible for selecting projects for these funds, and amending funded projects into the Metropolitan Transportation Improvement Program and Regional Transportation Plan (once adopted), FTA and FHWA make all final eligibility determinations and authorize release of funds. All funds not used as directed by the Policy Committee are returned to the region for reallocation. Please consult with MRMPO staff if your questions are not answered here.

The **STP Program** provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Qualifying projects include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways and local access roads under 40 USC 14501.
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes.
- Construction of new bridges and tunnels on a Federal-aid highway.
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors.
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities used to provide intercity passenger bus service.
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification.
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings.
- Highway and transit research, development, technology transfer.
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification.
- Surface transportation planning.
- Transportation alternatives --newly defined, includes most transportation enhancement eligibilities. [See separate "Transportation Alternatives" fact sheet, <http://www.fhwa.dot.gov/map21/tap.cfm>]
- Transportation control measures.

- Development and establishment of management systems.
- Environmental mitigation efforts (as under National Highway Performance Program).
- Intersections with high accident rates or levels of congestion.
- Infrastructure-based ITS capital improvements.
- Environmental restoration and pollution abatement.
- Control of noxious weeds and establishment of native species.
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
- Recreational trails projects.
- Truck parking facilities.
- Activities related to the development and implementation of a performance based management program for public roads.
- Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.
- Workforce development, training, and education activities.

**Location of Projects:** In general, STP projects may not be on local or rural minor collectors. However, there are exceptions to this requirement, such as: bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, and minor collectors in NHS corridors (RVCOG will confirm eligibility of jurisdiction STP projects with ODOT & FHWA). Click the following ODOT link for maps displaying the functional classification of roadways in the MRMPO area: <http://www.oregon.gov/ODOT/TD/TDATA/Pages/rics/FunctionalClassification.aspx>

**CMAQ Program** eligibility is directly linked to air quality conditions in the MRMPO planning area. To qualify for funding an application must provide adequate information for staff to estimate reduction of on-road particulate emissions 10 microns and smaller (PM<sub>10</sub>) within the Grants Pass UGB and/or reduction of on-road carbon monoxide (CO) emissions within the Grants Pass CBD. A cost/benefit analysis also is required. Information provided by applicant at a minimum must be sufficient to enable staff to determine these threshold eligibility requirements.

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS). For the MRMPO region, this means the two areas and criteria pollutants described above. The CMAQ program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving traffic congestion. MAP-21 language places considerable emphasis on electric and natural gas vehicle infrastructure, diesel retrofits, and cost-effective congestion mitigation activities that provide air quality benefits (but do not add roadway capacity). The project scoring process will indicate whether an application serves federal program priorities. Projects that do not further the national priorities, but provide cost-effective PM<sub>10</sub> and CO benefits, are eligible for funding.

To measure an air quality gain, staff will measure the difference between the existing conditions and anticipated conditions after the CMAQ improvement. In the case of a diesel retrofit, estimated post-retrofit PM<sub>10</sub> emissions in the Grants Pass UGB will be estimated and subtracted from current

emissions to calculate the improvement. The portion of the improvement paid by CMAQ funds will be used in calculating a cost/benefit ratio.

**Eligible Activities:** Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard. Some specific eligible activities are described below:

- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard.
- Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information.
- Purchase of integrated, interoperable emergency communications equipment.
- Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.
- Purchase of diesel retrofits or conduct of related outreach activities.
- Facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) are explicitly eligible.
- Some expanded authority to use funds for transit operations.
- Workforce development, training, and education activities.

**Projects Ineligible for CMAQ** funding are specifically identified in FHWA's *Final Program Guidance*, 2008, [http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/cmaq08gd.pdf](http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq08gd.pdf) as follows:

1. Light-duty vehicle scrappage programs.
2. Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes. HOV lane eligibility includes the full range of HOV facility uses authorized under 23 U.S.C §166, such as high-occupancy toll (HOT) and low-emission vehicles.
3. Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions. Other funding sources, such as STP and FTA's Section 5307 program, are available for such activities.
4. Administrative costs of the CMAQ program may not be defrayed with program funds, e.g., support for a State's "CMAQ Project Management Office" is not eligible.
5. Projects that do not meet the specific eligibility requirements of titles 23 and 49 U.S.C. are ineligible for CMAQ funds.
6. Stand-alone projects to purchase fuel.



**Public-Private Partnerships through the CMAQ program:** Funding is available for public-private partnerships in certain instances where a private business or non-profit proposes a service or project that reduces vehicle emissions to the extent that it yields a measurable reduction in CO and PM10 emissions as described above. Organizations that are not MRMPO members must have their application sponsored by an MRMPO member jurisdiction, with the jurisdiction filing the project application and representing the project. Non-member applicants likely will be expected to provide their sponsoring jurisdiction with all data and information needed to for the application. If the application is successful, either the sponsoring jurisdiction, or through separate agreement with the RVCOG, will be the direct recipient of federal funds, reimbursing the non-member organization for approved project expenses through a separate contract. RVCOG or other direct recipient of project funds may retain a percentage of project funds to reimburse its project- related costs. RVCOG generally requires at least 3 percent of total project cost for its expenses.

## **Application Instructions – By Section**

The attached application form must be filed electronically with MRMPO staff at the Rogue Valley Council of Governments, Central Point, by the application deadline to be considered for funding under this solicitation. Information below follows the layout of the application. Answers to questions in shaded blocks in the application may be used in an evaluation for CMAQ funds.

- 1. Application Information** The applicant must be an MRMPO member jurisdiction. Member jurisdictions may sponsor projects for non-members, including private organizations. A member staff person must be listed at the bottom of this section as contact for MRMPO staff. **Use built-in attachment function on application to attach photographs, maps, charts etc. to help illustrate project need** (please insert files at end of application).
- 2. Cost Estimate & Funding Requested** Federal funds requested, plus other funds available to the applicant must be listed here by project phase. Include prior year funding, if any. This application covers both the STP and CMAQ programs. MRMPO will consult with applicants on fund source; but if the applicant has a preference, it should be noted and explained in this section.

**For construction projects:** Attach the Project Cost Estimator (provided by ODOT, [provide link](#)) or staff detailed cost estimate (please insert files at end of application).

- 3. Additional Project Benefits:** This section has four focus areas, each containing criteria based on the MRMPO's recommended organizational goals and federal guidance for MPO planning. The *Recommended Goals and Project Funding Criteria* table on page 9 lists the goals and associated application evaluation criteria. Information about how projects will be evaluated is in the far right column in the table (column labeled *How Measured*). Projects will be evaluated based on listed criteria. Where possible, project scoring will be quantitative. Where such data isn't available, projects will be scored on a high-medium-low scale. Additional guidance by focus area is provided below. Highlighted criteria are optional.

**3. a) Mobility** Include specific data if available regarding accident history and delay. The *Population Served* section is intended to provide project evaluators with some idea of the number of people who could benefit from the project. If the applicant is unable to provide a number, MRMPO staff will use regional data to define a service area and estimate a population.

**3. b) Community Vitality & Livability** Pending the development of an MRMPO regional transportation plan and environmental justice/Title VI plan, the criteria in this section is based on neighboring RVMPO's *Environmental Justice & Title VI Plan* and the established RVMPO Alternative Measures (adopted to meet Oregon Transportation Planning Rule (land use requirements)).

**3. c) Transportation Options** Similar to the explanation above, pending development of an MRMPO regional transportation plan, the questions in this section are based on RVMPO Alternative Measures. For background see RVMPO 2009-2034 Regional Transportation Plan Appendix B, <http://rvmpo.org/files/2009-2034RTP-Part3aChaps7.1-Append.pdf>

**3. d) Resource Conservation** Applicants for Diesel Vehicle Projects note: vehicle replacements (to new vehicles using cleaner technologies) must be removing older vehicles before they would have been removed through normal fleet turnover or attrition. Replaced vehicle/equipment should be scrapped or remanufactured to a cleaner standard (see Appendix 3: 23 U.S.C. 104(b) (2) Considerations for Diesel Retrofit Projects at [http://www.fhwa.dot.gov/ENVIRonment/air\\_quality/cmaq/policy\\_and\\_guidance/2008\\_guidance/inde x.cfm#Appendix1](http://www.fhwa.dot.gov/ENVIRonment/air_quality/cmaq/policy_and_guidance/2008_guidance/inde x.cfm#Appendix1)).

MRMPO Project Evaluation Measures (Optional Criteria Highlighted in Yellow)

Recommended Goals & Project Funding Criteria

	MRMPO Recommended Goals and Objectives		MAP-21 MPO Requirements (unchanged from SAFETEA-LU)	Recommended 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.)
		Optimize safety and security of the transportation system.		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 (more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet emission reduction requirements.
				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 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/impact on senior, disabled, low-income, or minority populations	Pending location identification (mapping) of protected populations (based on the development of an MRMPO Environmental Justice plan).
		Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	2. Increase housing on transit route	Does the project promote or support an increase in housing along transit routes (link to VMT reduction)?
				3. Increase % housing in downtowns, mixed use/pedestrian friendly areas	Is the project located in a downtown, activity center, designated TOD or other mixed-use (residential/employment) area? Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship.
				Increase % employment in downtowns, mixed use/ pedestrian friendly areas	
				4. 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 Single Occupant Vehicle (SOV) use; what elements of the project contribute?
				2. Increase transit, bike, ped mode share	Describe how the project will increase use of alternative modes.
				3. Increase bike facilities on collectors, arterials	Provide total length of qualifying bicycle lane.
				4. Increase sidewalks on collectors and arterials	Provide total length of qualifying sidewalks
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 the natural environment. Does project include conservation features (ex. permeable surface)?
		Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.	2. Air quality benefit, long term including nitrous oxides (NOX) and volatile organic compounds (VOC), (combined form air pollution known as “smog”).	If there are air quality benefits 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 carbon monoxide emissions (CO) <sub>1</sub>	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel?
				4. Use emerging/new technology	Describe technology to be incorporated into project.
				5. Preserves existing transportation asset	
				6. Reduce VMT	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.)
		7. Improve system efficiency			
8. Other public, private funding sources (leverage)	Reduction formula based on project type. Describe efficiency: Facility able to handle greater ADT without expansion; improve other transportation function with smaller investment; reduced operational costs; other? List overmatch, other funds				

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

(1) Carbon monoxide (CO) 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/aq/committees/lowcarbon.htm>).

**Middle Rogue  
Metropolitan Planning  
Organization**

## Project Funding Application:

- Surface Transportation Program (STP)
- Congestion Mitigation & Air Quality (CMAQ)

Federal Fiscal Years: **2014 - 2018**

Applications Due: **5 p.m. January 22, 2014**

### Eligibility

This application is to be used to apply for RVMPO STP and CMAQ funds. MRMPO will attempt to establish eligibility prior to funding consideration by the Policy Committee. Final eligibility determinations will be made by Federal Highway Administration. Please refer to attached instructions for details about information required below.

### Project Readiness

Federal funds from both programs to be awarded to projects through this solicitation will be available April, 2014 (Federal Fiscal Year 14/15), Oct. 1, 2015 (FFY 2016), Oct. 1, 2016 (FFY 2017), and Oct. 1, 2017 (FFY 2018). This project will be ready to start with funds available for match (generally 10.27%) and additional funds necessary to complete project/phase, in ***(check at least one time frame below to proceed with this application):***

☐ April, 2014 (FFY 14/15)    ☐ Oct. 1, 2015 (FFY 2016)    ☐ Oct. 1, 2016 (FFY 2017)    ☐ Oct. 1, 2017 (FFY 2018)

### Maps & Photographs

As applicable, maps illustrating project location (with termini) and photographs of area (especially illustrating need or deficiency) ***are required***. These items along with the information provided below will be used to evaluate the project and will be viewed by the Policy Committee as members make funding decisions.

## 1. APPLICATION INFORMATION

*Fill out this part completely*

**Applicant** *(Must be MRMPO Member)*

**Partner** *(if any)*

*May be a jurisdiction or other public or private organization*

**Project Title**

**Mode:**      Roadway ☐      Transit ☐      Bike/Ped ☐      Other ☐

**Project Description:** ***Attach map and photographs***

**Project Location Detail:** *(as applicable)*

- Street(s) Name (or Nearest Street): \_\_\_\_\_ • Functional Class: \_\_\_\_\_
- Cross Streets, Termini: \_\_\_\_\_
- Total Lineal Feet of Grant-Funded Improvement \_\_\_\_\_

## MRMPO CMAQ &amp; STP Funding, 2014 - 2018 Application

Staff Contact

Phone

Email:

**2. COST ESTIMATE & FUNDING REQUESTED***Fill out this part completely***Total Estimated Project Cost:** *For construction projects, attach cost estimator or engineer's stamped estimate*

	Year	Federal Funds Requested		Local Funds*	Other	Total
		STP	CMAQ			
Project Devel.		\$	\$	\$	\$	\$
Design/Engineer		\$	\$	\$	\$	\$
Right-of- Way		\$	\$	\$	\$	\$
Construction		\$	\$	\$	\$	\$
Other		\$	\$	\$	\$	\$
<b>Total</b>		\$	\$	\$	\$	\$

*\*Highly leveraged projects earn higher rating)***Fund Preference-**  
*if any*STP ☐CMAQ ☐*If preference checked, please explain:***3. PROJECT EVALUATION CRITERIA***Complete as applicable to project*

Applications will be scored according to how well the project fulfills *recommended* MRMPO goals in the four areas itemized below: **Mobility, Community Vitality & Livability, Transportation Options** and **Resource Conservation**. A full explanation of these goals-based criteria is in the attached guidance. Reviewing the goals may help in providing the best information about your project. **It is not anticipated that any one application would respond to all items in this section.**

**Information provided in the shaded areas may be used to evaluate project for CMAQ funding.****3.a) MOBILITY****Safety:** Project anticipated to reduce the number and severity of crashes.Location: Roadway ☐ Bike/Ped ☐ Transit ☐ Other ☐ *Explain "Other":*

Crash Data / History:

Describe safety problem and how project will address it:

**Congestion Relief – Reduce Delay:**Improve LOS ☐Reduce Delay/Idle Time ☐*How Will Project Reduce Congestion and Delay? Include idle time estimate. Measurable heavy-duty vehicle improvements should be entered in section 3.b***Promote Connectivity:**Roadway ☐Bike/Ped ☐Transit ☐Anticipate VMT Reduction ☐

Describe connectivity feature(s); How project completes network. Explain anticipated VMT Reduction (if checked)

**Population Served:** Applicant-Provided ADT \_\_\_\_\_ or Transit Boarding \_\_\_\_\_*RVMPPO staff will estimate number of people served by project (population and employment) using RVMPPO travel demand model data (TAZ data).*

## MRMPO CMAQ &amp; STP Funding, 2014 - 2018 Application

**3.b) COMMUNITY VITALITY & LIVABILITY**

**Environmental Justice Impact/Benefit:** Minority, Low-Income, Elderly, Disabled Populations (*Applicant may provide additional information here regarding populations to be served*)

☐ Project will improve handicapped access

**Project Supports Increased Housing on Transit Route** ☐ Yes

Identify route (or potential route), explain relationship

**Project Supports Increased Housing and/or Employment in Downtown, Mixed-Use/Pedestrian-Friendly Areas.** ☐ Yes

- Project is located in a downtown, activity center, TOD or other mixed-use (residential/employment) area ☐ Yes ☐ No

- Project supports/is part of a high-density (at least 10 du/acre) area: ☐ Yes ☐ No -

Identify or Describe Area:

**Benefits Freight Movement**  
(check appropriate)

*Provide as appropriate:*

☐ Reduce Truck VMT

☐ Reduce Truck Idle

☐ Other (*explain at right*)

• Truck VMT/yr \_\_\_\_\_ • Anticipated Truck VMT Reduction/yr \_\_\_\_\_

• Truck Idle Hrs/yr \_\_\_\_\_ • Anticipated Truck Idle Reduction/yr \_\_\_\_\_

• Truck ADT \_\_\_\_\_ • Additional Information:

(If project reduces truck VMT or emissions, project may be evaluated for CMAQ funds. Light-duty vehicle reductions should be entered in 3a –Mobility, above.)

**3.c) TRANSPORTATION OPTIONS**

**Project Reduces Dependence on Motor Vehicles or Single-Occupant Vehicles** ☐ Yes

*Explain:*

**Project Supports Increased Transit, Bike, Pedestrian Mode Share** ☐ Yes

*Explain:*

**Project is or Includes Bicycle Lane** ☐ Yes

**Project is or Includes Bicycle Lane on a Collector or Arterial** ☐ Yes

*Total Lane length:* \_\_\_\_\_

**Project is or Includes a Sidewalk** ☐ Yes

**Project is or Includes a Sidewalk on a Collector or Arterial in a TOD** ☐ Yes

*Total length:* \_\_\_\_\_

## MRMPO CMAQ &amp; STP Funding, 2014 - 2018 Application

**3.d) RESOURCE CONSERVATION****Environmental Mitigation**

(Describe conservation features to be incorporated -- permeable surface, wetland protection, etc.)

**Air Quality Benefits** (in addition to those identified elsewhere)**Diesel Vehicle Project** (check one)

- ☐ Diesel retrofit
- ☐ Diesel Fuel Conversion
- ☐ Alt Fueling Station
- ☐ Other (explain at right)

Project Description:

New Fuel Type: \_\_\_\_\_

Number on-road vehicles covered or served: \_\_\_\_\_ vehicles

Annual mileage all project vehicles within RVMPO area: \_\_\_\_\_ miles/yr

**CO<sub>2</sub> Reductions**☐ Yes

Explain:

(Generally, project that reduces travel by combustion vehicle)

**Emerging Technology**☐ Yes

Explain:

(Describe technology to be incorporated)

**System Preservation**☐ Yes

Explain:

**Pavement Preservation**☐ Yes

(How project extends the life of existing facility)

**VMT Reduction:** (Explain how project will reduce travel)

Estimate VMT Reduction \_\_\_\_\_ miles/yr.

**System Efficiency**☒ Yes

Explain:

(Project expands capacity without major investment; improves function without increasing capacity.)

**Project Lifespan** \_\_\_\_\_ yrs. **For CMAQ Funding:** Duration of PM10 & CO Benefit \_\_\_\_\_ yrs.

(Duration of improvement, program or service in this application)

**4. ADDITIONAL PROJECT INFORMATION** Optional; Information not submitted elsewhere



## Middle Rogue MPO

**DATE:** October 3, 2013  
**TO:** MRMPO Policy Committee  
**FROM:** Dan Moore, Planning Coordinator  
**SUBJECT:** MRMPO Discretionary Funding and Application Process

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The purpose of this memo is to present an overview of:

1. The discretionary funding available to the MRMPO for Federal Fiscal Years (FFY) 2014 (begins October 1, 2013), 2015, 2016, 2017 and 2018 for eligible projects located within the MRMPO;
2. The project application process for FFY 2014-2018 CMAQ and STP funding.

The memo includes several attachments that will be reviewed and discussed at the October 14, 2013 Policy Committee meeting. The attachments include:

- Congestion Mitigation and Air Quality (CMAQ) Funding Balance Spreadsheet
- MAP-21 CMAQ Interim Guidance
- MRMPO Project Application Packet: Instructions, Application, Evaluation Criteria, and Construction Cost Estimator

### Funding Available

Table 1 includes the estimated amount of Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds available for eligible projects within the MRMPO for current year and FFY's 2014, 2015, 2016, 2017 and 2018.

**Table 1**

<b>MRMPO Discretionary Funds</b>	<b>Current (2013)</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Congestion Mitigation and Air Quality (CMAQ)	\$1,253,000	\$708,000	\$717,912	\$727,963	\$738,154	\$748,488
Surface Transportation Program (STP)	\$0	\$592,000	\$600,288	\$608,692	\$617,214	\$625,855



### **FFY 2013 STP Allocations (prior to MPO designation)**

- Gold Hill – NA (cities with population under 5,000 not eligible for direct STP allocation).
- Rogue River – NA (cities with population under 5,000 not eligible for direct STP allocation).
- Grants Pass - \$405,199
- Josephine County - \$596,836
- Jackson County - \$636,705

All jurisdictions within the MRMPO are eligible to receive MRMPO STP funds. STP funds can only be used for projects located on arterial or collector streets.

It is anticipated that Josephine and Jackson Counties' STP funds will be reduced because some of their rural population are now within the MRMPO boundary (See section (b) below from the ODOT LOC/AOC agreement).

The amount remaining after the allocation to the AOC shall be apportioned to each county as follows:

- a) Twenty-five percent in equal amounts to each county;
- b) Sixty percent in proportion to rural population (latest available federal census, excluding urban and urbanized areas as defined by FHWA regulations); and
- c) Fifteen percent in proportion to mileage of rural county roads.

How much the Counties' STP will be reduced is not known at this time.

CMAQ funds can only be used for eligible projects within the Grants Pass CO and PM<sub>10</sub> Maintenance Areas.<sup>1</sup>

### **MRMPO Discretionary Funding Application, FFY 2014-2018**

The MRMPO CMAQ and STP project application packet was developed based off of the RVMPO application documents. Staff revised the documents to allow the packet to be specific to the MRMPO, and MAP-21. The MRMPO TAC reviewed and revised the draft documents and recommend Policy Committee approval.

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<sup>1</sup> Projects outside of the Grants Pass CO and PM<sub>10</sub> Maintenance Areas may be eligible for CMAQ funding if the project can demonstrate air quality benefits for the maintenance areas. FHWA would determine the project's eligibility.

Key Number	Project	Approved Amount for CMAQ (IGA)	Amount Already Obligated Thru 7/31/13	Amount Left to Obligate Thru FFY 2015	Comments	Obligation Planned for FFY 2013	Obligation Planned for FFY 2014	Obligation Planned for FFY 2015
16372	Grants Pass Transit Shelters	\$ 323,000.00	\$ 285,225.27	\$ -				
15824	Grants Pass Hybrid Vehicle Purchase	\$ 498,035.00	\$ 496,145.14	\$ -	Closed Out			
16061	Grants Pass CAD System Upgrade	\$ 372,000.00	\$ 372,000.00	\$ (40,462.15)	Amount likely to be unspent	\$ (40,462.15)		
16060	Transit Enhancement-Sidewalk Construction	\$ 1,910,163.00	\$ -	\$ 1,910,163.00		\$ 1,910,163.00		
18235	Allen Creek Road Improvements	\$ 1,588,000.00	\$ 190,000.00	\$ 1,398,000.00			\$ 556,000.00	\$ 842,000.00
<b>Total Planned for Projects Thru FFY 2015</b>				<b>\$ 3,267,700.85</b>		<b>Total Planned \$ 1,869,700.85</b>	<b>\$ 556,000.00</b>	<b>\$ 842,000.00</b>
						<b>Total Available \$ 4,521,200.67</b>	<b>\$ 3,311,499.82</b>	<b>\$ 3,415,499.82</b>
Balance as of 7/31/13 from Financial Plan				\$ 3,211,914.07				
Estimated Obligation Amount Already Accounted for in Financial Plan				\$ 1,309,286.60				
Estimated Allocation for FFY 2014				\$ 660,000.00				
Estimated Allocation for FFY 2015				\$ 660,000.00				
<b>Total Available</b>				<b>\$ 5,841,200.67</b>				
<b>Balance thru FFY 2015</b>				<b>\$ 2,573,499.82</b>	<b>Balance</b>	<b>\$ 2,651,499.82</b>	<b>\$ 2,755,499.82</b>	<b>\$ 2,573,499.82</b>
<b>Balance without factoring in future year allocations</b>				<b>\$ 1,253,499.82</b>				

## **MAP-21 - Moving Ahead for Progress in the 21st Century**

### **Congestion Mitigation and Air Quality (CMAQ) Program Interim Guidance**

#### **A. PROGRAM PURPOSE**

The Congestion Mitigation and Air Quality Improvement (CMAQ) program was established by ISTEA of 1991. The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter-nonattainment areas-and for areas that were out of compliance but have now met the standards-maintenance area.

The CMAQ program supports two important goals of the Department of Transportation: improving air quality and relieving congestion. This program was particularly designed to help States and metropolitan areas meet their Clean Air Act obligations in nonattainment and maintenance areas and to prevent areas from falling into nonattainment. Additionally, MAP-21 puts an increased focus on addressing PM-2.5.

The effective date of this MAP-21 CMAQ program eligibility guidance is October 1, 2012. The CMAQ program requirements in effect on October 1, 2012 will apply to all related funding obligated on or after that date, whether carryover or new.

#### **B. GOVERNING AUTHORITIES**

Section 1113 of MAP-21 establishes several important changes to the CMAQ program at 23 U.S.C. 149. In addition, section 1105 of MAP-21 provides for the apportionment of funds to the CMAQ program in 23 U.S.C. 104.

The following sections of Title 23 are applicable to the CMAQ program.

- a. 23 U.S.C. 104 Apportionment
- b. 23 U.S.C. 120 Federal share
- c. 23 U.S.C. 126 Transfers
- d. 23 U.S.C. 134 Metropolitan transportation planning
- e. 23 U.S.C. 135 Statewide transportation planning
- f. 23 U.S.C. 149 Congestion Mitigation and Air Quality Improvement Program
- g. 23 U.S.C. 217 Bicycle transportation and pedestrian walkways
- h. 23 U.S.C. 150 National Goals and Performance Management Measures

#### **C. FUNDING**

**Authorization Levels under MAP 21:** Section 1101 of MAP-21 authorizes funds for the CMAQ program and Section 1105 amends 23 U.S.C. 104(b)(4) and provides for the apportionment of funds.

MAP-21's approach to distribution of formula funds is based on the amount of formula funds each State received in FY 2012.

Once each State's total Federal-aid apportionment is calculated, an amount is set aside for the State's CMAQ program through a calculation based on the size of the State's FY 2009 CMAQ apportionment relative to the State's total FY 2009 apportionments.

The following amounts are the total national estimated apportionments (before set-asides) for the CMAQ program:

FY 2013	\$2.21 billion
FY 2014	\$2.23 billion
TOTAL	\$4.44 billion

Overall MAP-21 funding tables can be accessed at <http://www.fhwa.dot.gov/map21/funding.cfm>. Amounts for State Planning and Research and the Transportation Alternatives Program are set aside from each State's CMAQ apportionment.

The Fiscal Management Information System (FMIS) program codes will be provided in a memorandum to the FHWA Division Offices and States once the process is finalized.

**Period of Availability:** CMAQ funds are contract authority from the Highway Account of the Highway Trust Fund. They are available for obligation for a period of three years after the last day of the fiscal year for which the funds are authorized.

**Obligation Limitation:** CMAQ funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.

**Federal share:** The Federal share for CMAQ funds is governed by 23 U.S.C. 120. It is generally 80 percent, subject to the upward sliding scale adjustment for States containing public lands (See page 16 of Financing Federal-Aid Highways, FHWA- PL-07-017). Certain safety projects that include an air quality or congestion relief component, e.g. carpool/vanpool projects, as provided in 23 USC 120(c) may have a Federal share of 100 percent , but this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104.

## **ELIGIBILITY**

Generally, projects eligible under the CMAQ program prior to enactment of MAP-21 remain eligible with the new authorization. All CMAQ projects must demonstrate the three primary elements of eligibility: transportation identity, emissions reduction, and location in or benefitting a nonattainment or maintenance area. While project eligibilities are continued, there is some modification with new language placing considerable emphasis on select project types including electric and natural gas vehicle infrastructure and diesel retrofits. As in past authorizations of the program, projects must be included in a Metropolitan Planning Organization (MPO) transportation plan and transportation improvement program (TIP), or the current Statewide TIP

in areas that are not part of an MPO. The MPO plans and programs must also have a transportation conformity determination in place, where applicable. In addition, CMAQ investments must comply with the appropriate Federal cost principles, such as 2 CFR 225, the guidelines for State, local, and tribal governments<sup>[2]</sup>.

**Eligible Activities Include:**

1. Acquisition of diesel retrofits, including tailpipe emissions control devices, and the provision of diesel-related outreach activities.
2. Intermodal equipment and facility projects that target diesel freight emissions through direct exhaust control from vehicles or indirect emissions reductions through improvements in freight network logistics.
3. Alternative fuel projects including participation in vehicle acquisitions, engine conversions, and refueling facilities.
4. Establishment or operation of a traffic monitoring, management, and control facility, including the installation of advanced truck stop electrification systems.
5. Projects that improve traffic flow, including efforts to provide signal systemization, construct HOV lanes, streamline intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including efforts to improve incident and emergency response or improve mobility, such as through real time traffic, transit and multimodal traveler information.
6. Projects or programs that shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand through initiatives, such as teleworking, ridesharing, pricing, and others.
7. Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity. The MAP21 provision on operating assistance (23 USC 149(m)) is being reviewed and guidance interpreting the provision will be issued in the future.
8. Non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel.
9. Vehicle inspection and maintenance programs.

**Ineligible Activities:**

No funds may be used to add capacity except for HOV facilities that are available to SOV only at off-peak times.

**D. PERFORMANCE MANAGEMENT**

The CMAQ program has new performance-based features. The Secretary will establish measures for States to use for assessing traffic congestion and on-road mobile source emissions.

Each MPO serving a Transportation Management Area (TMA) with a population of more than one million and also representing a nonattainment or maintenance area is required to develop a performance plan to achieve emission and congestion reduction targets. The MPO plans must be

updated biennially and each update must include a retrospective assessment of the progress made toward the air quality and traffic congestion performance targets through the last program of projects.

## **E. STATE FLEXIBILITY**

1. A State without a nonattainment or maintenance area may use its CMAQ funds for any CMAQ- or Surface Transportation Program (STP)-eligible project.
2. States with a nonattainment or maintenance area that received a minimum apportionment in FY 2009 may use part of their current CMAQ funds for any STP-eligible project. The amount is based on the proportion of the State's FY 2009 CMAQ apportionment that could be obligated in any area of the State for STP-eligible projects.
3. The amount that may be obligated in any area of the State for STP-eligible projects is to be adjusted if a new nonattainment area is designated, a nonattainment area redesignated as an attainment (including maintenance) area, or a standard is fully revoked in an existing nonattainment or maintenance area.

## **F. PRIORITY for PM 2.5 AREAS**

The legislation calls for a State that has PM 2.5 (fine particulate matter) nonattainment and maintenance areas to use a portion of its CMAQ funds for projects that reduce PM 2.5 in such areas. Diesel retrofits are highlighted in MAP-21 as eligible to effect such mitigation. Further information on this section will be provided in the future.

## **G. TRANSFERABILITY**

MAP-21 changed the approach to transfer of CMAQ funds to other elements of the Federal-aid program. Transfers of CMAQ funds no longer are subject to a special statutory formula but follow the maximum 50 percent transfer guideline provided in Transferability of Federal-aid at 23 U.S.C. 126.

Exercising this transfer authority could impact traffic congestion and on-road mobile source emissions, the progress of which will be reported once performance measures are established under 23 U.S.C. 150.

States continue to have the ability to transfer (or "flex") CMAQ funds to FTA for award as a grant under Chapter 53 of Title 49, as they did under SAFETEA-LU [see 23 U.S.C. 104(f)].

## **H. OPERATING ASSISTANCE**

A State may obligate funds apportioned under section 104(b)(2) in an area of such State that is otherwise eligible for obligations of such funds for operating costs under chapter 53 of title 49 or on a system that was previously eligible under this section. This section is being reviewed and information on how it is to be interpreted will be provided in the future.

## **I. EVALUATION OF PROJECTS**

The Secretary must maintain and disseminate a cumulative database describing the impacts of projects, including project name, location, sponsor, cost, and cost-effectiveness (based on reduction in congestion and emissions) to the extent already measured.

The Secretary, in consultation with EPA, shall evaluate cost effectiveness of projects periodically, for use by States and MPOs in project selection.

## **J. OUTCOMES STUDY**

1. The Secretary, in consultation with the Environmental Protection Agency (EPA), will assess, among other items, air quality and health impacts of projects funded under the CMAQ program since the enactment of SAFETEA-LU.
2. The study is to be conducted by an independent scientific research organization.
3. Funded at up to \$1 million from Administrative Expenses, a final report is due within two years of MAP 21 enactment

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[1] A list of non-attainment and maintenance areas is maintained by EPA and can be accessed at <http://www.epa.gov/airquality/greenbook/>.

[2] FHWA maintains an active database system of CMAQ investments which can be accessed at [https://fhwaapps.fhwa.dot.gov/cmaq\\_pub/HomePage/default.aspx](https://fhwaapps.fhwa.dot.gov/cmaq_pub/HomePage/default.aspx).

<b>CONSTRUCTION COST ESTIMATE</b>				
<b>FOR EXAMPLE PURPOSES ONLY - Not Finalized</b>				
<i>Produced by: OREGON DEPARTMENT OF TRANSPORTATION</i>				
PROJECT NAME				
APPLICANT/PROJECT SPONSOR (MRMPO Member)				
KIND OF WORK	LENGTH	DATE		
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
MOBILIZATION	LS		10.00%	\$0
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS		5.00%	\$0
EROSION CONTROL	LS		1.00%	\$0
CONSTRUCTION SURVEY WORK	LS		2.00%	\$0
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS		\$0	\$0
REMOVAL OF CURBS	FOOT		\$6	\$0
REMOVAL OF GUARDRAIL	FOOT		\$4	\$0
REMOVAL OF PIPES	FOOT		\$12	\$0
REMOVAL OF SURFACINGS	SQYD		\$10	\$0
REMOVAL OF WALKS AND DRIVEWAYS	SQYD		\$10	\$0
CLEARING AND GRUBBING	ACRE		\$5,060	\$0
GENERAL EXCAVATION	CUYD		\$13	\$0
EMBANKMENT IN PLACE	CUYD		\$11	\$0
12 INCH SUBGRADE STABILIZATION	SQYD		\$13	\$0
24 INCH SUBGRADE STABILIZATION	SQYD		\$24	\$0
12 INCH SURFACING STABILIZATION	SQYD		\$20	\$0
24 INCH SURFACING STABILIZATION	SQYD		\$31	\$0
WATERING	MGAL		\$18	\$0
SUBGRADE GEOTEXTILE	SQYD		\$1.00	\$0
LOOSE RIPRAP, CLASS 100	CUYD		\$45	\$0
18 INCH CULVERT PIPE, 5 FT DEPTH	FOOT		\$55	\$0
12 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT		\$46	\$0
18 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT		\$50	\$0
24 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$62	\$0
36 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$80	\$0
48 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$180	\$0
CONCRETE STORM SEWER MANHOLES	EACH		\$2,800	\$0
CONCRETE INLETS, TYPE CG-2	EACH		\$1,250	\$0
DRAINAGE CURBS	FOOT		\$5	\$0
ADJUSTING INLETS	EACH		\$500	\$0
MAJOR ADJUSTMENT OF MANHOLES	EACH		\$700	\$0
UTILITY PIPE SLEEVES	LIN FT		\$30	\$0
				\$0
BRIDGES	EACH			\$0
TEMP BRIDGE	EACH			\$0
BRIDGE REMOVAL	EACH			\$0
END PANELS	EACH			\$0
COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP <b>plus \$0.25/additional inch</b>	SQFT		\$0.10	\$0
AGGREGATE BASE	TON		\$12	\$0
AGGREGATE SHOULDERS	TON		\$13	\$0



<b>CONSTRUCTION COST ESTIMATE</b>				
<b>FOR EXAMPLE PURPOSES ONLY - Not Finalized</b>				
<i>Produced by: OREGON DEPARTMENT OF TRANSPORTATION</i>				
PROJECT NAME				
APPLICANT/PROJECT SPONSOR (MRMPO Member)				
KIND OF WORK	LENGTH	DATE		
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
ASPHALT IN TACK COAT	TON		\$420	\$0
ASPHALT PAVING IN VALLEY	TON		\$100	\$0
ASPHALT PAVING OUTSIDE VALLEY	TON		\$135	\$0
ASPHALT WALKS	SQYD		\$4	\$0
CRACK SEALING	FOOT		\$18	\$0
EXTRA FOR ASPHALT APPROACHES	EACH		\$430	\$0
REINFORCED CONCRETE PAVEMENT	SQYD		\$110	\$0
REINFORCED CONCRETE DRIVEWAYS	SQYD		\$110	\$0
CONCRETE CURBS	FOOT		\$18	\$0
CURB AND GUTTER CONCRETE CURBS	FOOT		\$12	\$0
CONCRETE WALKS	SQFT		\$5	\$0
CONCRETE ISLANDS	SQFT		\$5	\$0
PAVEMENT CUTTING	LIN FT		\$4	\$0
GUARDRAIL, TYPE 2A	FOOT		\$20	\$0
GUARDRAIL, TYPE 3	FOOT		\$50	\$0
GUARDRAIL, TYPE 4	FOOT		\$60	\$0
GUARDRAIL ANCHORS, TYPE 1	EACH		\$680	\$0
GUARDRAIL END PIECES, TYPE B	EACH		\$85	\$0
GUARDRAIL TRANSITION	EACH		\$2,250	\$0
GUARDRAIL TERMINALS, NON-FLARED	EACH		\$2,550	\$0
GUARDRAIL TERMINALS, FLARED	EACH		\$2,250	\$0
ADJUSTING GUARDRAIL	FOOT		\$5	\$0
CONCRETE BARRIER	FOOT		\$51	\$0
CONCRETE BARRIER, TALL	FOOT		\$60	\$0
DELINEATORS, TYPE 1	EACH		\$37	\$0
MILEPOST MARKER POSTS	EACH		\$63	\$0
PAVEMENT LEGEND, TYPE D: ARROWS	EACH		\$260.00	\$0
PAVEMENT LEGEND, TYPE D: "SCHOOL CROSSING"	EACH		\$650.00	\$0
PAVEMENT LEGEND, TYPE D: RAILROAD CROSSING MARKINGS	EACH		\$650.00	\$0
PAVEMENT LEGEND, TYPE D: BICYCLE LANE SYMBOLS	EACH		\$138.00	\$0
PAVEMENT LEGEND, TYPE D: "BIKE RAILROAD"	EACH		\$200.00	\$0
PAVEMENT LINE, TYPE D	SQFT		\$7.00	\$0
MONO-DIRECTIONAL CRYSTAL TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH		\$3.60	\$0
BI-DIRECTIONAL YELLOW TYPE I MARKERS, RECESSED	EACH		\$8	\$0
PAINTED PERMANENT PAVEMENT STRIPING	FOOT		\$0.15	\$0
THERMOPLASTIC, PROFILE, 90 MIL, EXTRUDED	FOOT		\$2.00	\$0
RUMBLE STRIPS	MILE		\$1,700	\$0
PERMANENT SIGNS	LS		1.00%	\$0
INTERPRETIVE PANELS AND DÉCORATIVE HARDSCAPE FEATURES	LS		\$32,000	\$0
LOOP DETECTORS INSTALLATION	EACH		\$1,000	\$0
TRAFFIC SIGNAL INSTALLATION	EACH		\$125,000	\$0
INTERCONNECT SYSTEM	LS			\$0

<b>CONSTRUCTION COST ESTIMATE</b>				
<b>FOR EXAMPLE PURPOSES ONLY - Not Finalized</b>				
<i>Produced by: OREGON DEPARTMENT OF TRANSPORTATION</i>				
PROJECT NAME				
APPLICANT/PROJECT SPONSOR (MRMPO Member)				
KIND OF WORK	LENGTH	DATE		
ITEM	UNIT	AMOUNT	UNIT COST	TOTAL
STREET LIGHTS SINGLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH		\$9,000	\$0
STREET LIGHTS MULTIPLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH		\$14,000	\$0
ILLUMINATION				\$0
PERMANENT SEEDING, MIX NO. 1	ACRE		\$810	\$0
SINGLE MAILBOX SUPPORTS	EACH		\$200	\$0
MULTIPLE MAILBOX SUPPORTS	EACH		\$300	\$0
ENVIRONMENTAL MITIGATION SITES				\$0
FENCING	LIN FT		\$25.00	\$0
LANDSCAPING	LS		\$34,470	\$0
RELOCATION OF NON-APPLICANT UTILITIES	LS			\$0
TRASH RECEPTACLES	EACH		\$500.00	\$0
BENCHES	EACH		\$500.00	\$0
TREE GRATES	EACH		\$1,500.00	\$0
BIKE RACKS	EACH		\$1,200.00	\$0
RETAINING WALL	LIN FT		\$492.00	\$0
RAMP RAILING	LIN FT		\$98.00	\$0
				\$0
				\$0
AC BONUS Or STATISTICAL BONUS			5.0%	\$0
LOCAL AGENCY PRELIMINARY ENGINEERING*			13.0%	\$0
LOCAL AGENCY CONSTRUCTION ENGINEERING			10.0%	\$0
CONTINGENCIES			20.0%	\$0
PUBLIC INVOLVEMENT/ANNOUNCEMENTS				\$0
				\$0
ODOT ADMIN	LS	1	\$15,000	\$15,000
RIGHT OF WAY ESTIMATE	FILES		\$5,000	\$0
				\$15,000
AC BONUS Or STATISTICAL BONUS			5.0%	\$0
CONSULTANT PRELIMINARY ENGINEERING*			25.0%	\$0
CONSULTANT CONSTRUCTION ENGINEERING			17.0%	\$0
CONTINGENCIES			20.0%	\$0
PUBLIC INVOLVEMENT/ANNOUNCEMENTS				\$0
				\$0
ODOT ADMIN	LS	1	\$15,000	\$15,000
RIGHT OF WAY ESTIMATE	FILES		\$5,000	\$0
				\$15,000

**BYLAWS  
MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION (MRMPO)  
TECHNICAL ADVISORY COMMITTEE (TAC)**

**Article I**

Name

This committee shall be known as the Technical Advisory Committee to the Metropolitan Planning Organization.

**Article II**

Purpose

The committee shall conduct, under the direction of the MRMPO Policy Committee, the technical portions of the Middle Rogue Regional Transportation Plan, including, but not limited to the following activities.

- a. Annual preparation of the Unified Planning Work Program to address transportation issues in the Grants Pass metropolitan area.
- b. Preparation of plans, programs and special studies to address transportation issues in the Grants Pass metropolitan area.
- c. Work with the MPO to ensure public participation in the transportation planning process.
- d. Preparation of the Transportation Improvement Program at intervals of no less than biannually.

**Article III**

Membership - Voting

Section 1. Membership of the Committee

The committee will be made up of representatives of each of the following jurisdictions and agencies:

Up to (2) representatives of:

City of Grants Pass  
City of Rogue River  
City of Gold Hill  
Josephine County  
Jackson County  
Oregon Department of Transportation (ODOT)

A single representative of:

Department of Land Conservation and Development (DLCD)  
Department of Environmental Quality (DEQ)

Ex-officio members of the TAC shall include:

Federal Highway Administration (FHWA)  
Federal Transit Administration (FTA)  
Oregon Division of State Lands

- b. Members may designate alternates to serve in their place.
- c. Designees may serve on a meeting-by-meeting basis or on a permanent basis.
- d. Designees serving on a permanent basis shall be afforded all the rights of a member, including the opportunity to serve as a committee officer.
- e. The committee shall have non-voting ex-officio members as appointed by the chair.

Section 2. Appointment and Tenure of Committee Membership

- a. Each jurisdiction with membership on the committee shall appoint its representatives.
- b. Members shall serve until they are replaced by their jurisdictions.

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 regular meetings at such time and place determined by the committee.

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 up to two individuals from each of the following: cities of Grants Pass, Rogue River, Gold Hill, Josephine County, Jackson County; and ODOT; with one individual from DLCD and DEQ.~~
- c. The voting on all questions coming before the MPO Technical Advisory Committee shall be by simple majority vote. Any member may ask for a 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 Newly Revised and the Oregon Open Meeting Law (ORS 192.610 to 192.690) requirements will be adhered to at all times.

## 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.

## 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.

## Article VII

### Amendments to Bylaws

#### Section 1.

- a. These bylaws may be amended or repealed or new bylaws may be adopted by a Super Majority vote of two-thirds plus one of the members of the committee present at any regular or special meeting called for that purpose. This also includes amending the bylaws to include new members. Written notice of proposed amendments shall be given to the membership of the committee at least thirty (30) days prior to the date of the meeting at which the bylaws are to be considered.

#### Section 2.

- a. Amendments to the bylaws shall become effective upon approval by the MRMPO Policy Committee.

Approved by the MRMPO Policy Committee:

\_\_\_\_\_  
Darin Fowler, Chair

\_\_\_\_\_  
Date