



AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Date: Thursday, February 19, 2015

Time: 2:30 p.m.

Location: Courtyard Conference Room, Grants Pass City Hall, 101 NW 'A' Street, Grants Pass, Oregon

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

MRMPO website : www.mrmppo.org

1. Call to Order/Introductions/Review AgendaDarin Fowler, Chair

2. Review/Approve Minutes (Attachment #1)Chair

Action Items:

3. Elect Chair and Vice Chair..... Dan Moore

Background: MRMPO Bylaws call for the committee's election of chair and vice chair during the first meeting in February. Newly elected officials will serve for one year beginning at the close of today's meeting.

Action Requested: Elect chair and vice chair.

4. Confirm MRMPO RVACT Members Dan Moore

Background: At the January 15, 2015 Policy Committee meeting, Aaron Cubic discussed the need to have the MRMPO representative at the RVACT meetings. The current RVACT membership roster shows Darin Fowler, MRMPO Chair, as the designated member representing the MRMPO and the designated alternate position as vacant. On February 10, 2014, the Policy Committee designated Simon Hare as MRMPO representative and Rob Brandes as alternate to RVACT. The Policy Committee is requested to confirm the MRMPO representatives for the RVACT.

Attachment: #2 – Memo

Action Requested: Confirm MRMPO representatives for the RVACT.

5. 2015 – 2016 MRMPO Dues Recommendation, Work Program Review Dan Moore

Background: The Policy Committee sets member dues annually as part of the adoption process for the Unified Planning Work Program (UPWP). Staff is seeking approval of the proposed dues for FY2016 and suggestions for changes to the draft work program. Approval of the UPWP will be sought in April. The TAC recommends approval of the dues as proposed.

Attachment: #3 – Memo

Action Requested: Approve dues and comment on proposed UPWP work tasks and budget.

6. Annual Listing of Obligated Projects 2014..... Andrea Napoli

Background: Every year the MPO publishes a list of federal funds obligated to projects in the federal fiscal year.

Attachment: #4 – Memo; Annual Listing of Obligated Projects Report

Action Requested: Approve Annual Listing of Obligated Projects Report

7. Proposed Oregon MPO Consortium (OMPOC) Legislative Priorities Dan Moore

Background: OMPOC is considering endorsement of a legislative package adopted by the Oregon Transportation Forum (OTF). OMPOC requests that each MPO review and decide whether to endorse the OTF transportation funding and policy package.

Attachment: #5 – Memo, Oregon Transportation Forum Transportation Funding and Policy Package, OTF Proposal Matrix.

Action Requested: Approve support of the Oregon Transportation Forum Transportation Funding and Policy Package.

Discussion Items:

8. Enhance and Fix-it Proposal Coordination Dan Moore

Background: The Enhance process is underway. The focus will be more on improving the state system or local projects that will improve the state system. Staff will provide members with background information about ODOT’s Enhance program and initiate discussions about possibilities of teaming up and coordinating Enhance projects.

Attachment: #6 – Memo

9. Rogue Valley Commuter Line Service Update Scott Chancey

Background: Scott Chancey will give a Power Point presentation. Handouts of the presentation will be distributed at the meeting.

10. OMPOC Staffing Proposal Update Pam VanArsdale

11. MRMPO Planning Update..... Dan Moore

12. Public Comment*Chair

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

13. Other Business / Local BusinessChair

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

14. Agenda Build for Next Meeting Dan Moore

15. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Thursday, March 19, 2015 at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

- The next Middle Rogue MPO TAC meeting is scheduled for Thursday, March 5, 2015 at 1:30 p.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 Metropolitan Planning Organization Policy Committee

January 15, 2015

The following attended:

Policy Committee

Aaron Cubic for Darin Fowler
Mark Reagles
Chuck DeJanvier for Robert Brandes
Mike Baker
Terry Haugen
John Vial for Colleen Roberts

Grants Pass
Rogue River
Josephine County
ODOT
Grants Pass
Jackson County

RVCOG Staff

Dan Moore
Andrea Napoli
Sue Casavan

RVCOG
RVCOG
RVCOG

Others Present

Ian Horlacher

ODOT

1. Call to Order / Introductions/ Review Agenda

Chairman Aaron Cubic called the meeting to order at 2:39 PM. Members asked that a meeting request notice be sent out prior to each meeting to determine if a quorum will be present.

2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the December meeting minutes. Minutes were approved as presented.

The minutes were unanimously approved as presented by voice vote.

Public Hearing:

- The Chairman read the public hearing procedure and continued the hearing from the December 18, 2014 meeting.

3. MRMPO Title VI Plan

This item was continued from December 18th to allow staff to consider and develop changes to the (draft) Plan.

Andrea Napoli gave a Power Point presentation. She presented a summary of the plan and discussed strategies for outreach to traditionally underserved populations identified in the Middle Rogue MPO planning area. She noted that some jurisdictions have used the demographic information and maps for grant applications.

Terry Haugen asked if any public comment on the document was received by staff and Napoli replied that there were no comments or responses received. Mike Baker suggested adding the outreach groups to the contact list for MRMPO meetings and functions.

The Chairman asked if there were any more questions for the committee or staff. He said this is a public hearing and this is the time for anyone to comment on this document.

In favor of: None received

In opposition to: None received.

He closed the public portion of the hearing.

On a motion by John Vial and seconded by Mike Baker the committee unanimously approved the MRMPO Title VI Plan.

On a motion by Mike Baker and seconded by John Vial the committee unanimously adopted the MRMPO Title VI Plan.

4. MRMPO Planning Update

Dan Moore informed members that Jonathan David was on medical leave and expected to return soon. He noted that staff is working on the MRMPO Regional Transportation Plan and will be bringing various chapters to the committees for review next month. He is working with Tom Schauer in updating the travel demand model. MPO staff will be working with the TAC for short, medium, and long range project lists. He briefly discussed alternative measures and Vehicle Miles Traveled (VMT) and will have more information as the model is updated.

5. Public Comment

None received.

6. Other Business / Local Business

Mike Baker mentioned that the Grants Pass UGB expansion had been approved by the city and the county but is currently being appealed. The Land Use Board of Appeals (LUBA) will make the final decision. Baker added that ODOT will be moving forward with the scope of work for updating the Grants Pass Transportation System Plan (TSP). ODOT is finalizing the scope of work for Rogue River and Gold Hill. Josephine County TSP update will start sometime after summer. Two interchange management plans (55 and 58) will be coordinated along with the TSP update.

Baker informed members that the enhance process just starting up, applications for proposals going out at the end of the month. Jurisdictions will be notified in the next couple weeks. Focus will be more on improving the state system or local projects that will improve the state system. John Vial emphasized the importance of coordinating with ODOT about projects as soon as possible to assure the proposal will meet the requirements. ODOT scoping will be used for the cost estimates along with consideration of the federal requirements. Contact Art Anderson for information specific to projects and Lisa Cortes for proposal form questions. Deadline for proposals will be August 1, 2015. The Oregon Transportation Commission (OTC) will not make a decision on funding levels until May or June and will be dependent

on what Congress does.

Napoli asked for the status of the 15-18 State Transportation Improvement Program (STIP) and Baker responded that it was adopted by the OTC in December with Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) approval anticipated in mid-February. Moore asked what the next STIP cycle would be and Baker mentioned that it will be 2018-2021 probably come out the beginning of 2017. Baker noted that the STIP timeline should be on the ODOT website, if not contact Lisa Cortes.

Cubic briefly discussed the need to have the MRMPO representative at the RVACT meetings. The Chair of the Policy Committee is designated but Rob Brandes has been the alternate.

Commissioner Colleen Roberts will be the representative for Jackson County.

Haugen said the city is waiting for adoption of a resolution to allow moving forward with the Allen Creek project. Redwood Avenue Phase 2 out to bid this month, Phase 3 hope for bid this spring. Grants Pass is waiting on fund exchange for the alternative fuel project.

7. Agenda Build for Next Meeting

Vial thought communities should start discussions about Enhance applications and look at possibilities of teaming up and coordinating where it makes sense; process, procedures, timelines for discussion.

- MRMPO representative for RVACT
- 2014 obligated funds
- UPWP and dues proposal, overview of work tasks for MRMPO
- Transit update – Scott Chancey

8. Adjournment

The meeting was adjourned at 3:20 p.m.



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DATE: February 12, 2015
TO: Policy Committee
FROM: Dan Moore, AICP, Planning Coordinator
SUBJECT: MRMPO RVACT Representatives

At the January 15, 2015 Policy Committee meeting, Aaron Cubic briefly discussed the need to have the MRMPO representative at the RVACT meetings. The current RVACT membership roster shows Darin Fowler, MRMPO Chair, as the designated member representing the MRMPO and the designated alternate position as vacant. The Policy Committee is requested to confirm the MRMPO representatives for the RVACT.

Background

At the August 12, 2013 Policy Committee meeting, the Policy Committee approved a motion that that the Chair, Darin Fowler, serve as MRMPO representative to the RVACT. A second motion was approved 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.

At the February 10, 2014 Policy Committee meeting, Jonathan David spoke to the importance of MPO representation on RVACT, regardless of the current positions of Josephine County, Grants Pass and Cave Junction on their continued membership in the organization. The Committee members discussed various aspects of the current situation, and the fact that the MPO, and the region, must be appropriately represented, no matter how the ACT is comprised. On a motion by Don Skundrick and seconded by Mike Baker the Committee unanimously elected Simon Hare as MRMPO representative, and Rob Brandes as alternate to RVACT.



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DATE: February 12, 2015
TO: MRMPO Policy Committee
FROM: Dan Moore, Planning Program Manager
SUBJECT: FY 2016 MRMPO Dues Recommendation and UPWP Discussion

This memo addresses two related items for the coming fiscal year: setting MRMPO member dues and providing input on the draft 2015 – 2016 Unified Planning Work Program (UPWP). Staff is seeking a final recommendation on the dues for the coming year. Remaining UPWP information is provided for discussion and future comment. The TAC recommends approval of the proposed dues for FY 2016.

MRMPO Member Dues

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in December 2013. The rate, \$0.16 per capita, would generate a total of \$8,145 for the 2016 fiscal year. Dues for 2016 overall are \$44 higher than in 2015.

Table 1 below, summarizes population and proposed dues for each jurisdiction. Population estimates are certified July 1, 2014 from Portland State University.

Table 1

Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2016 Dues	FY2015 Dues	Change in Dues 2015 to 2016
Gold Hill	1,220	\$0.16	\$195	\$195	\$0
Grants Pass	35,060	\$0.16	\$5,610	\$5,577	\$33
Jackson County*	1,612	\$0.16	\$258	\$255	\$3
Josephine County**	10,857	\$0.16	\$1,737	\$1,731	\$6
Rogue River	2,155	\$0.16	\$345	\$343	\$2
<i>Total</i>	50,904		\$8,145	\$8,101	\$44

All population estimates are Portland State University certified (Preliminary July, 2014)

*Jackson County estimated population w/in MRMPO boundary & excluding cities is 0.8% of total county population

** Josephine County estimated population w/in MRMPO boundary & excluding cities is 13% of total county population

Total Jackson County estimated population: 208,375

Total Josephine County estimated population: 83,105

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

Table 2 summarizes anticipated use of FY2016 member dues.

Table 2

Dues Ests	
Staff Support	\$1,250
Travel Related	\$6,295
Memberships/Conferences	\$600
	\$8,145

Draft UPWP

Tables on the next two pages summarize spending proposed in the draft 2016 UPWP (Table 3), and the status and changes in program activity (Table 4).

The draft UPWP will be submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Staff is asking jurisdictions, to suggest changes to the draft UPWP, which could be incorporated into a final draft for public hearing in April. The Policy Committee will be asked to adopt the work plan at that time.

Table 3: Summary FY2016 Draft UPWP Activities

MRMPO FY 2016 UPWP BUDGET					
Transportation Planning Funds by Source and Activity					
	FHWA MPO Planning Funds (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Total Budget (4)
Work Tasks					
1. Program Management					
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$40,000	\$15,000	\$3,750	\$8,145	\$66,895
1.2 UPWP Development & UPWP Progress	\$2,000	\$750	\$188	\$0	\$2,938
1.3 Public Education and Involvement Program	\$3,000	\$1,000	\$250	\$0	\$4,250
1.4 Interagency & Jurisdictional Coordination	\$2,500	\$800	\$200	\$0	\$3,500
1.5 Grant Writing	\$1,000	\$0	\$0	\$0	\$1,000
Totals	\$48,500	\$17,550	\$4,388	\$8,145	\$78,583
2. Short Range Planning					
2.1 TIP Activities	\$5,000	\$3,000	\$750	\$0	\$8,750
2.2 Air Quality Conformity	\$10,000	\$7,941	\$1,985	\$0	\$19,926
2.3 Local TSP Technical Assistance	\$1,500	\$500	\$125	\$0	\$2,125
2.4 STP & CMAQ Project Funds Management	\$5,000	\$1,500	\$375	\$0	\$6,875
Totals	\$21,500	\$12,941	\$3,235	\$0	\$37,676
3. Long Range Planning					
3.1 RTP Development - ITS Coordination	\$46,000	\$20,000	\$5,000	\$0	\$71,000
Totals	\$46,000	\$20,000	\$5,000	\$0	\$71,000
4. Data Development					
4.1 Research & Analysis Program	\$10,986	\$5,000	\$1,250	\$0	\$17,236
4.2 Data collection/analysis for Title 6 & EJ	\$1,500	\$500	\$125	\$0	\$2,125
Totals	\$12,486	\$5,500	\$1,375	\$0	\$19,361
5. Transit - JOCO					
5.1 Grants Pass to Medford Transit Line Passenger Survey	\$0	\$15,000	\$3,750	\$0	\$18,750
Totals	\$0	\$15,000	\$3,750	\$0	\$18,750
Totals	\$128,486	\$70,991	\$17,748	\$8,145	\$225,370

(1) FHWA MPO Planning funds are allocated to the MRMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$115,290; ODOT Match: \$13,196; Total \$128,486 for FY 2016.

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2016 allocation consists of 80% federal (\$60,991) and a required 20% local share (\$15,248) provided by in-kind in lieu of cash match. Carryover of \$10,000 from FY2015 included in budget for Task 5.

(3) MPO dues are paid by MPO member jurisdictions: Gold Hill, Grants Pass, Jackson County, Josephine County, and Rogue River.

4) RVCOG acting on behalf of the the MRMPO will apply for and otherwise obtain these funds. RVCOG will carry out the tasks described in this UPWP.

Note: The revenues contained in the UPWP represent the best estimates of expected funding and planning priorities at this time. These priorities and funding levels may change over time. Actual ODOT funding commitments are finalized through specific IGAs. The identified dollar amounts may include subcontracted activities.

Table 4: 2015 UPWP status, 2016 Proposed Program Activity

	Total Budget	Activity in 2014-15	Proposed 2016 Budget	Proposed for 2015-16
Work Tasks				
1. Program Management				
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$78,540	Maintained committee and records. Continued website updates. Tracking MAP-21 rulemaking. Conducted MPO Goals & Policies workshops in Gold Hill, Grants Pass and Rogue River. Adopted Public Participation Plan.	\$78,583	Generally, continue tasks from 2015; maintain committee and records. Continue website updates. Anticipate MAP-21 rulemaking; track & implement required federal changes. Develop protocols for coordination between RVMPO & MRMPO.
1.2 UPWP Development & UPWP Progress				
1.3 Public Education and Involvement Program				
1.4 Interagency & Jurisdictional Coordination				
1.5 Grant Writing				
2. Short Range Planning				
2.1 TIP Activities	\$70,176	Maintained current interim TIP and fund balances/project tracking. Coordinated with Sierra Research and agencies to implement EPA's MOVES software for CO & PM10 LMPs. Assisted jurisdictions as requested on planning.	\$37,676	Maintain current interim TIP and fund balances/project tracking. Develop 2015-18 final TIP and conformity determination. Assist jurisdictions as requested on planning.
2.2 Air Quality Conformity				
2.3 Local Planning Technical Assistance to Jurisdictions				
2.4 STP & CMAQ Project Funds Management				
3. Long Range Planning				
3.1 RTP Development	\$38,500	Continued RTP development; air quality conformity determination, limited maintenance plans. Adopted Transportation Vision for RTP. Approved RTP goals, objectives, strategies, and performance measures. TAC and Policy Committee reviewed and commented on RTP Financial Plan.	\$71,000	RTP development; air quality conformity determination. Possible development of Alternative Measures pending completion of travel demand model and Vehicle Miles Traveled per Capita estimates.
4. Data Development/Maintenance				
4.1 Research & Analysis Program	\$19,361	Research & Analysis. Continued working with TPAU and Grants Pass for development, improvement of travel demand model, Continue GIS activities. Adopted Title 6 - Environmental Justice (EJ) Plan.	\$19,361	Research & Analysis. Continue support for development, improvement of travel demand model, land use, Continue GIS activities.
4.2 Data collection/analysis for Title 6 & EJ				
5. Transit				
5.1 Grants Pass to Medford Transit Line Passenger Survey	\$12,500	Anticipate beginning work on passenger survey in 4th Quarter FY 2015	\$18,750	Continue with passenger survey if necessary.
Totals				
2014-15 Total	\$219,077	2015-16 Proposed Total	\$225,370	



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DATE: February 11, 2015
TO: MRMPO Policy Committee
FROM: Andrea Napoli, Associate Planner
SUBJECT: 2014 Annual Listing of Obligated Projects

Federal law requires MPOs to publish annually a list of projects for which federal funds have been obligated in the preceding federal fiscal year (FFY). The attached draft report includes a list of projects obligated federal funds in FFY 2014 and includes information on the distribution of those funds by jurisdiction, agency, and project type.

All obligated dollar amounts contained in this document were provided by ODOT and Josephine Community Transit.

The purpose of the Annual Listing of Obligated Projects is to provide transparency in federal transportation planning, and to serve as a reference to track consistency/inconsistency in the year project funds are obligated versus the year they were programmed.

The MRMPO TAC approved the draft 2014 Annual Listing of Obligated Projects at their February 5th meeting, with updates from ODOT that have been incorporated into the attached draft.



2014

Annual Listing of Obligated Projects

Annual Listing of Obligated Projects - 2014

A listing of transportation projects within the MRMPO planning area obligated to receive federal funds in the 2014 federal fiscal year, Oct. 1, 2013, through Sept. 30, 2014

The Middle Rogue Metropolitan Planning Organization (MRMPO) fulfills federal requirements for comprehensive, cooperative and continuing transportation planning in the Grants Pass, Ore., urbanized area. In 2012, the Governor designated the Rogue Valley Council of Governments (RVCOG) as the area's metropolitan planning organization (MPO). RVCOG is a voluntary association of local governments in Jackson and Josephine counties. The RVCOG board delegated responsibility for MPO policy functions to the MRMPO Policy Committee, which consists of elected and appointed officials from the following RVMPO-member jurisdictions and agencies: Grants Pass, Gold Hill, Rogue River, Josephine County, Jackson County, and the Oregon Department of Transportation.

RVCOG Mission: To be a catalyst to promote quality of life, effective and efficient services, and leadership in regional communication, cooperation, planning and action in Southern Oregon.

MRMPO Vision: An intermodal transportation system that provides for safe, efficient, and convenient movement of people and goods to support a robust and burgeoning regional economy.

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Annual Listing of Obligated Projects – 2014

Introduction

This report provides information about the projects and distributions of federal funds across jurisdictions within the MRMPO and modes. The time span covered is Oct. 1, 2013 through Sept. 30, 2014.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The action signifies the federal agency's commitment to provide a specific amount of money for a particular project. Obligation is an agreement to pay a portion of a project's cost; it does not necessarily equal the amount actually received by a jurisdiction or agency within the timeframe. The amounts received are determined by the amount of project work completed.

Money for projects funded through FTA is obligated at the time the FTA grant is awarded. Money for projects funded through FHWA is obligated when a project agreement is executed and the state or grantee requests that the funds be obligated.

Typically, obligation covers a particular phase of a project, such as the preliminary engineering or purchase of rights-of-way for a highway project. Therefore, projects listed in this report indicate the phase or portion of work for which the federal funds have been secured. Projects that can be linked to a specific location are shown on a map of the MRMPO area on Page 9.

Projects listed here originally were approved by the MRMPO Policy Committee through approval of the interim MRMPO Metropolitan Transportation Improvement Program (MTIP). The interim MTIP signifies local approval of transportation projects receiving federal funds. This report indicates progress on those projects and federal agency commitments to their delivery. *It is important to note that as the MRMPO is newly formed, it does not yet have an adopted Regional Transportation Plan and therefore cannot formally adopt an MTIP. In the meantime, an **interim** MTIP is used.*

Federal Requirements

The U.S. Congress, through adoption of the transportation act, MAP-21 (Moving Ahead for Progress in the 21st Century), requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation. Prior to the signing of MAP-21 on July 6, 2012, provisions of the previous act (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) were in force through continuing resolutions of Congress.

Generally, federal law requires MPOs to publish for public review an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities,

for which federal funds have been obligated in the preceding year. Specific statutory requirements are shown in Appendix A.

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. FTA, Oregon Department of Transportation (ODOT), Josephine County, Jackson County and MRMPO cities provided information and feedback to the MRMPO for this report.

Federal Funding Sources

Funds authorized by Congress, largely from the Highway Trust Fund (with revenues generated by a tax on vehicle-fuel sales), flow to the region through several funding sources. Those program sources reflect certain national transportation goals and priorities. Specific funds coming into the MRMPO area and their federal purpose or use restrictions are described below. Projects must meet the eligibility requirements before the federal agency will obligate money. All projects listed in this report include a fund source.

Federal funds rarely cover a project's full cost. Most projects, especially large projects, will require funds from more than one source over several years. Most federal programs require a local match, typically 10.27 percent of the total project cost. Details about federal programs that fund projects within the MRMPO planning area are described below.

- **Surface Transportation Program (STP):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible. STP has several sub-programs, including safety and enhancements (TE). A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The MRMPO allocates the share for cities within the Grants Pass urbanized area, known as STP-L funds, and amount to about \$588,000 annually. To simplify access to these funds, MRMPO jurisdictions can utilize ODOT's STP fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the City receives state roadway funds at a 94% exchange rate.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ funds are dedicated for projects that address on-road vehicle emissions and relieving congestion problems that are harming air quality. As the Grants Pass Urban Growth Boundary (UGB) is an Air Quality Maintenance Area (AQMA) for particulate matter 10 (PM10) and the downtown core is a AQMA for carbon monoxide (CO), the Grants Pass UGB area qualifies for CMAQ funds to address particulate and carbon dioxide emissions. The CMAQ Program requires a local match of 10.27% of the total project cost.
- **National Highway Performance Program:** Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

- **Interstate Maintenance (IM):** IM funds are reserved for interstate highway projects that do not add capacity; generally funding construction or reconstruction of bridges, interchanges and overcrossings on existing interstate routes.
- **Metropolitan Planning (MPO):** A 1.25% portion of certain Highway Trust Fund programs are set aside by Congress to support metropolitan planning activities in urban areas with a population of 50,000 or more. This fund supplies most of the revenue for MRMPO planning activities.
- **Federal Transit Administration (FTA):** The FTA supports public transportation activities through several activity-specific programs. Josephine Community Transit (Josephine County) receives funds from FTA Section 5307, which is distributed on a formula basis for operating activities and certain capital projects. When used for operating costs, funds must be matched 50 percent with local funds. For planning and other activities the match required is 20 percent. Other FTA funds include:
 - Section 5311: Rural transit operations for general public services;
 - Section 5310: Operations/capital for transportation series/projects that benefit the elderly and disabled; and
 - Section 5309: Capital projects.

Other Funding Sources

State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds.

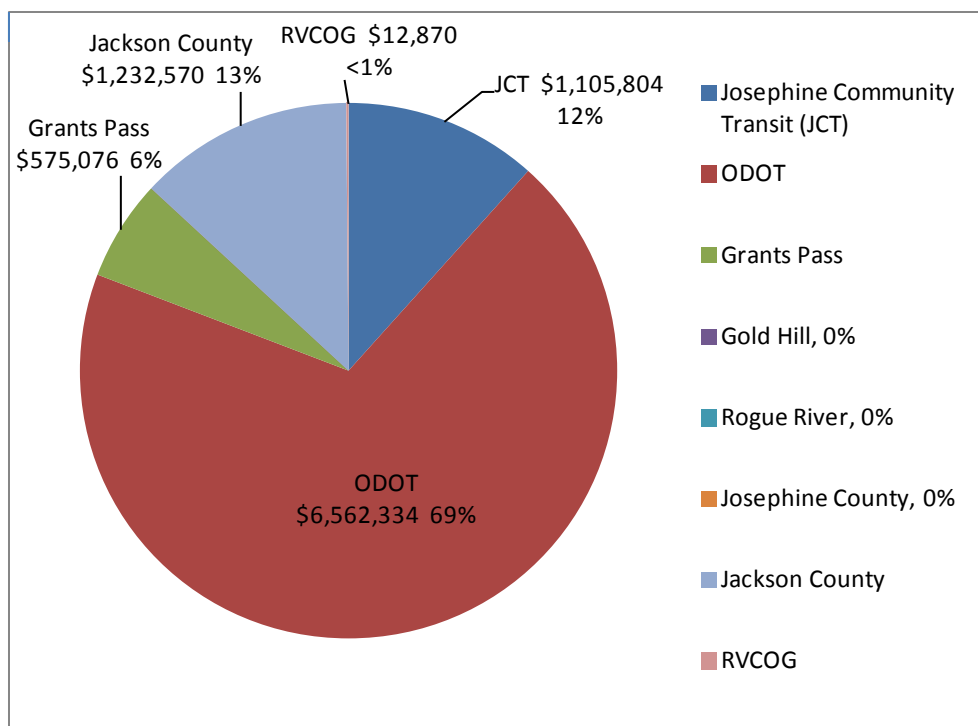
Distribution of Funds by Jurisdiction and Agency

Projects set to receive federal funds are programmed by the MRMPO Policy Committee through approval of the interim MTIP.

For two federal funding sources, STP-L and CMAQ, the MRMPO solicits and evaluates applications and selects projects. The region receives roughly \$588,000 a year in STP-L funds and approximately \$700,000 a year in CMAQ funds. Jurisdictions awarded STP-L funds may utilize ODOT's STP fund exchange program where federal STP-L dollars are exchanged for state dollars at a 94% exchange rate.

The chart on the following page (Page 4) shows the distribution of federal funds obligated in FFY 2014 within the MRMPO by jurisdiction and agency. The amounts shown here are federal funds, only, but do include federal funds (STP-L) that have been exchanged for state funds. Many projects include local match funds, which are not reflected on the chart.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 7.



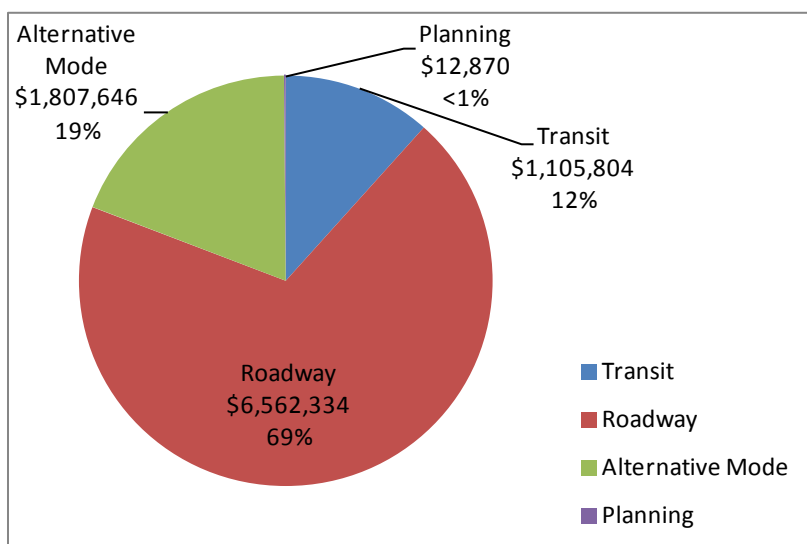
Distribution of Obligated Federal and STP-L Fund Exchange for State Funds, by Jurisdiction, 2014

Distribution of Funds by Project Type

Federal funds were used for a small number of transportation projects in the 2014 federal fiscal year, due to the recent establishment of the MPO. This section addresses the distribution of funds among four major activity categories:

1. **Roadway** – encompasses projects that improve and preserve facilities for vehicle use.
2. **Transit** – support for services provided by Josephine Community Transit (JCT).
3. **Planning** – consisting of MRMPO activities in FFY2014.
4. **Alternative Mode** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks.

Transportation funding is addressed in this way to be consistent with federal guidelines that direct MPOs to identify expenditures for bicycle and pedestrian projects. A chart is provided on the following page that shows the distribution of funds by project type.



Distribution of Obligated Federal Funds and STP-L Fund Exchange for State Funds, Project Type, 2014

Project Delivery, Phasing

Distributions shown on these pages, and the project listing that follows, represent funding amounts approved by Federal Highway Administration and Federal Transit Administration. It is authorization for work to begin. Because it may take some time for recipient agency to complete the work, the obligation funds shown here may not clearly coincide with work visible on the ground in local communities.

Transportation projects generally are accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary for by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2014 are shown in the project listing. Phases generally are:

- **Planning** – includes studies that examine various aspects of travel behavior, geography and interactions.
- **Preliminary Engineering** - includes evaluation of a range of design options and elements; data on which to base final designs is gathered, including community needs and desires. Phase may include preparation of detailed plans adequate for construction contracting (in some cases final building plans are developed as a separate phase).
- **Right-of-Way** – involves securing all of the land needed for a project. Phase includes detailed property identification, settlements with owners and obtaining any necessary permits.
- **Construction** – phase carries a project from the authorization to begin construction to final payment to contractors.
- **Environmental** – includes improvements that do not increase level of service, in facility condition or in safety features. Such improvements include beautification and other environmentally related features that are not part of other improvement type.

Work in each phase is monitored by the lead agency. As one phase nears completion, the agency seeks the obligation of funds for the next phase.

List of Obligated Projects

The following pages list projects for which federal funds were obligated in the 2014 federal fiscal year, by jurisdiction. The project key numbers, assigned by ODOT as a project is programmed, are shown in the second column and can be used to track a single project through its various phases over time, from programming in the interim MTIP to final delivery.

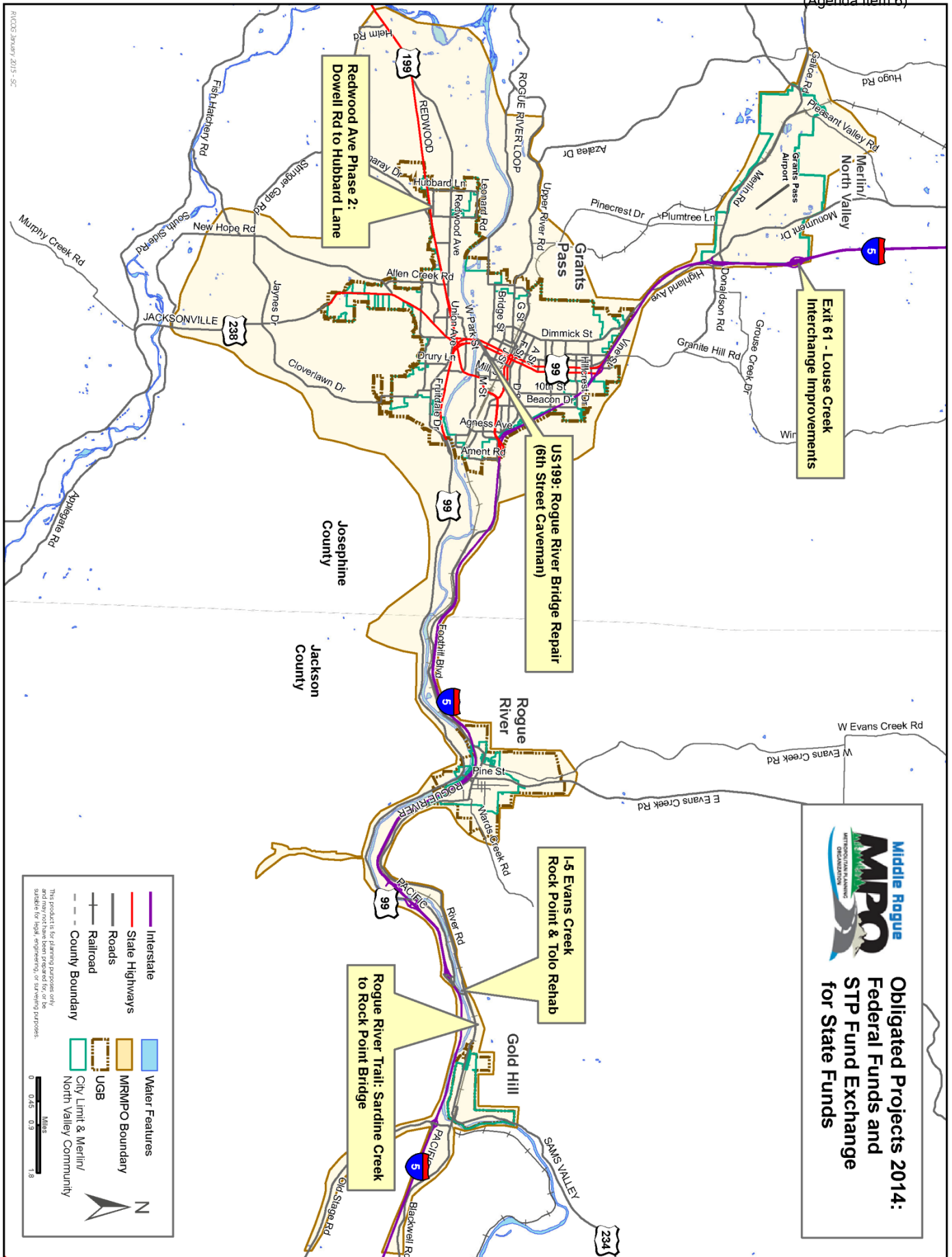
The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the interim MTIP. Projects that can be illustrated by mapping are shown on a map on Page 9.

List of Obligated Projects, 2014

GOLD HILL									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
GRANTS PASS									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
	N/A	Redwood Avenue Ph II	Construction	STP Exchange for State dollars	\$ 579,043	\$ 575,076	\$ 575,076	\$ -	\$ 3,718,030
JACKSON COUNTY									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
	16814	Rogue River Trail: Sardine Creek to Rock Point Bridge	Construction	TAP <200K	\$ -	\$ 1,232,570	\$ 1,375,840	\$ 1,232,570	\$ 2,311,597
JOSEPHINE COUNTY									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
JOSEPHINE COMMUNITY TRANSIT									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
N/A	18604	JCT - 5307 Transit Operations (FY14)		FTA5307	\$ 716,518	\$ 716,518	\$ 1,433,036	\$ 716,518	\$ 1,433,036
N/A	17760	Josephine County - 5311 (FY14)		FTA5311	\$ 77,627	\$ 77,627	\$ 138,422	\$ 77,627	\$ 138,422
N/A	18364	Middle Rogue - 5310 Enhanced Mobility E&D (FY14)		FTA5310	\$ 63,200	\$ 311,659	\$ 347,329	\$ 311,659	\$ 347,329

List of Obligated Projects, 2014 – Cont.

OREGON DEPT OF TRANS (ODOT)									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
S025054-00	18569	US199: Rogue River (6th St. Cavemen) Bridge Repair	Bridge Rehab	Bridge 85% On/Off	\$ -	\$ 383,192	\$ 427,050	\$ 406,000	\$ 406,000
S025054-00			Perliminary Engineering	Bridge 85% On/Off	\$ 390,000	\$ 383,192	\$ 427,050		
S001451-00	18434	I-5 Evans Creek - Rock Point & Tolo Rehab (BR#07776)	Bridge Rehab	STP 5-200K MAP21	\$ 4,906,104	\$ 339,970	\$ 378,881	\$ 5,157,348	\$ 5,600,000
S001451-00			Right of Way	Proj of Reg Natl Sig	\$ 251,244	\$ 4,809,475	\$ 6,081,631		
S001451-00			4R - Reconstruction	NHPP	\$ -	\$ 646,505	\$ 701,046		
S001455-00	16062	FFO-15 Exit 61 (Louse Creek) Interchange Improvements	Right of Way	STP	\$ 134,595	\$ -	\$ 103,550	\$ 2,377,845	\$ 2,700,000
ROGUE RIVER									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
ROGUE VALLEY COUNCIL OF GOV'T (RVCOG)									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
	N/A	Hybrid Vehicle	Other	STP Exchange for State Dollars	\$ 12,900	\$ 12,870	\$ 12,870	\$ -	\$ 12,870



Appendix A

Federal Regulations

Federal Regulations: Annual List of Obligated Projects

The following sections of U S Code address the annual listing of obligated projects by Metropolitan Planning Organizations.

Moving Ahead for Progress in the 21st Century (MAP-21), effective July 6, 2012

Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

23 USC 134(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

23 USC 135(g)(5)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding identified in each metropolitan transportation improvement program.

49 USC 5303(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the MTIP.

49 USC 5304(g)(4)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.



DATE: February 12, 2015
TO: Policy Committee
FROM: Dan Moore, AICP, Planning Coordinator
SUBJECT: Oregon Transportation Forum (OTF) Legislative Package

Background

The Oregon Legislature is in full session and will be considering transportation funding and policy issues that are of interest to the MRMPO and the Oregon MPO Consortium (OMPOC).

At their July and October 2014 and January 2015 meetings, OMPOC reviewed and discussed the Oregon Transportation Forum's (OTF) Transportation Funding and Policy Package (attached). The OTF is a non-profit membership organization that "encourages full development, maintenance and integration of all transportation modes, including highway, pedestrian, bicycle, air, transit, marine and rail, for the safe and efficient movement of people and products." The OTF membership includes both the private and public sectors.

OMPOC will be considering formally supporting the OTF transportation funding and policy package at their April 2015 meeting. The Policy Committee is being asked to provide direction to the MRMPO's OMPOC members when OMPOC considers supporting the OTF package.

The attached final approved Oregon Transportation Forum *Transportation Funding and Policy Package* adopted at their November 6, 2014 annual membership meeting includes the group's legislative priorities. Also attached is a matrix that summarizes the package.

OREGON TRANSPORTATION FORUM

TRANSPORTATION FUNDING AND POLICY PACKAGE

Adopted at the November 6, 2014 Annual Membership Meeting

Oregon's roads are crumbling. Freight movement faces serious bottlenecks. Many bridges need reinforcement to withstand earthquakes. Our public transit agencies are unable to keep up with demand for service. Some rural communities do not have easy access to essential services. Many Oregonians are unable to safely walk or bicycle in their neighborhoods. Past transportation decisions have failed to adequately consider impacts on public health and the environment. Federal funding is more and more tenuous, and instead of financing new projects, a large portion of current funds must pay off earlier investments.

While transportation is not an end in itself, a safe and reliable transportation system provides a critical foundation for our prosperity and quality of life. It is our responsibility to invest in a better transportation system, immediately and over the long run, to ensure the health and economic wellbeing of our state's residents and communities.

It is for these reasons that the following proposal is being considered.

GOALS OF THE PROPOSAL

- Put Oregonians to work creating cutting-edge multimodal transportation networks to connect people to jobs, attract new talent, and compete on a global scale.
- Address costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries.
- To keep goods and people moving safely and reliably, maintain the transportation system in a state of good repair and increase its resiliency to natural disasters.
- Improve public health and air quality by making our neighborhoods walkable and bikeable and improving access to transit.
- Serve all Oregonians in every part of the state without regard to age, race, disability, or income.
- Reduce transportation-related pollution, preserve our natural environment, and make our transportation system more resilient to the impacts of climate change.

PRINCIPLES

- **FUND ALL MODES:** There is an urgent need to provide adequate funding for all transportation modes that move passengers and freight to improve the safety and reliability of the system and to support economic prosperity, community livability, and environmental quality.

- **FIX IT FIRST:** The State of Oregon's first priority should be to maintain, rehabilitate and operate existing transportation facilities before building new ones.
- **PROVIDE RELIABLE FUNDING:** Stable and predictable revenues are critical to support ongoing road operations and maintenance as well as transit service enhancements.
- **SHARE COSTS FAIRLY:** The State of Oregon should raise revenue from system users, as appropriate, based on the benefits they derive or the costs they impose on the system.
- **PRESERVE LOCAL OPTIONS:** Addressing our transportation needs will require new funding at all levels of government. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions.

PACKAGE FUNDING AND POLICY ELEMENTS OF THE PACKAGE

HIGHWAY

- **Prevent loss of highway fund revenue by indexing gas taxes to increases in fuel efficiency of the automobile fleet.**

Comments: This form of indexing acts as a stop-gap measure to prevent further erosion of automobile taxes due to increased fuel efficiency of the fleet until a road user charge can be fully implemented. It does not address the issue of some vehicles that do not pay the fuels tax (e.g. electric vehicles), and it does not impact truck taxes as the indexing will only prevent reduction of revenue owed by automobiles as a class under the cost responsibility requirement of the constitution. Increased revenues from indexing for fuel efficiency would be spent to stabilize revenues available for maintenance and operations.

- **Highway Maintenance and Preservation ("Fix-It") Tax Increase \$ _____**

Comments: This proposal is intended to address the ongoing cost of maintaining the existing highway system and preventing increased costs caused by postponing maintenance efforts. Any revenue proposal by reference will include provisions for taxation that maintain heavy/light vehicle cost responsibility.

- **Highway Modernization ("Enhance") Tax Increase \$ _____**

Comments: This proposal will help to resolve costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries as well as reduce congestion for those travelling to and from their place of employment.

- **Address “orphan highways” and freight corridors by adopting a 1-cent gas tax for a pilot program to facilitate the transfer of road miles between ODOT and local governments to better align ownership and responsibility with state vs. local interests.**

Comments: Jurisdiction over segments of roadway could be more efficiently and appropriately aligned so that those affected by the roadway have decision making authority over it. The State should transfer “orphan highways” – segments of state highway that function more like urban arterials to local governments. Local governments find themselves responsible for local roads and streets that have become statewide freight corridors in practice. Jurisdiction transfers can realign responsibility and authority. However, transfers are not frequent, mostly because of the inability of the receiving entity to pay for maintenance and enhancement of the transferred asset. This proposal seeks to eliminate that obstacle. It is anticipated that a program of this sort would be evaluated after ten years to determine whether it is still needed; if not, the revenue stream could be redirected to the general highway fund.

NON-HIGHWAY

- **Increase funds to enhance non-highway modal infrastructure by restoring the *Connect Oregon* multi-modal funding level to \$100 million in lottery bonds for the 2015-17 biennium. Funds would be used for grants and loans to support capital projects that involve one or more of the following modes of transportation: air; marine; freight rail; passenger rail; public transit; bicycle; and pedestrian.**

Comments: This is a short-term step to be taken while we progress toward the creation of a Multi-Modal Trust Fund analogous to the Highway Trust Fund, with dedicated revenues evenly split between passenger and freight investments.

- **Provide \$22.6 million per biennium for operation of Amtrak Cascades service.**

Comments: This proposal requests state general funds to cover the lost federal funds that were used to operate and maintain Oregon’s portion of the Amtrak Cascades service. This amount is in addition to \$6.8 million from custom license plate revenue and \$3.16 million from gas taxes on lawn mowers and other non-road equipment.

- **Provide \$75 million per biennium of state funds to cover the cost of elderly and disabled transit service.**

Comments: This proposal is intended to provide stability to funding for elderly and disabled transit services and provide a nexus for transit related state planning efforts. The rationale is that the state already has significant responsibility for providing services to vulnerable populations. Most of the funding for those services comes from the General Fund.

- **Provide up to \$20 million per biennium for Youth Transit Passes**

Comments: This proposal helps high-school-aged youth get to school, weekend and evening educational opportunities, extracurriculars and employment through better access to transit. Transit agencies can use the funds to support increased transit service that might be needed to transport youth quickly and dependably, as well as to provide free or reduced-cost transit passes for youth.

POLICY

- **Develop a 10-year multi-modal transportation needs assessment to establish and quantify the need to operate, maintain and improve the system on a consistent statewide basis. This will serve as the basis for funding proposals to be considered by future Legislatures.**

Comments: This proposal is intended to provide a thoughtful framework of clearly defined system needs and quantification of costs and benefits associated with such needs in such a way that allows policy makers to make informed future decisions about transportation funding.

- **Recommend that state transportation planning efforts (a) include findings regarding how each mode should best interconnect with other modes to maximize use of system resources and (b) evaluate the impact of the plans' findings on other transportation modes.**

Comments: This proposal attempts to alleviate siloing effect of modal planning so that it allows for a fuller consideration of modal connectivity in a systemic and holistic manner.

- **Direct ODOT to enter into agreements with other state agencies or local governments to share the costs of facilities and equipment, to the extent that the facilities and equipment meet the needs of both entities and provide efficiencies to taxpayers. ODOT shall attempt to develop one facility and/or equipment sharing project in each of the five ODOT Regions.**

Comments: This proposal provides direction to ODOT to look for those opportunities where co-locations of facilities and sharing of equipment can work well for both parties or for all parties. Co-location could reduce the overall cost of providing roadway maintenance and operations. Surplus facilities and equipment would be disposed of or repurposed.

	Road Funding	Non-Road Funding
<p>Fix-It:</p> <p>Safely operate and maintain the existing transportation system with improved reliability and efficiency</p>	<ul style="list-style-type: none"> • Index the gas tax for fuel efficiency to avoid continued loss of revenue • Increase Highway Trust Fund Revenues for maintenance and operations <ul style="list-style-type: none"> ◦ Distribute to ODOT/Counties/Cities 50/30/20 	<ul style="list-style-type: none"> • Provide \$22.6 million per biennium to continue operation of the Amtrak Cascades service between Eugene and Vancouver, BC • Increase the state funding contribution to transit services for the elderly and disabled to \$75 million per year (currently approximately \$10 million per year) • Provide up to \$20 million per biennium of state general funds for a youth access to transit program
<p>Enhance:</p> <p>Upgrade the transportation system to meet goals for economic development and livability</p>	<ul style="list-style-type: none"> • Increase the gas tax (with a corresponding increase in the weight-mile tax to maintain cost responsibility for trucks) for an expanded multi-modal “Enhance” program • Increase the gas tax and weight-mile tax by 1 cent for a 10-year pilot “Orphan Highway” program to facilitate the transfer of road jurisdiction between ODOT and local governments. 	<ul style="list-style-type: none"> • Restore Connect Oregon funding to the \$100 million per biennium level
<p>Policy:</p> <p>Implement policy/programs to improve the efficiency and effectiveness of transportation service delivery and the safety and sustainability of the transportation system</p>	<ul style="list-style-type: none"> • Direct the development of a 10-year multi-modal strategic transportation needs assessment to serve as the basis for future funding proposals. • Recommend that state transportation planning efforts (a) include findings regarding how each mode should best interconnect with other modes to maximize use of system resources and (b) evaluate the impact of the plans’ findings on other transportation modes. • Direct ODOT to enter into agreements with local governments for the co-location of ODOT and local government road maintenance facilities, as appropriate. 	



**Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning**

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

DATE: February 12, 2015
TO: Policy Committee
FROM: Dan Moore, AICP, Planning Coordinator
SUBJECT: MRMPO Enhance Project Coordination

The purpose of this memo is to provide the Policy Committee with background information about ODOT's Enhance program, and to start discussions about the possibilities of teaming-up and coordinating Enhance projects where it makes sense.

Background

At the January 15, 2015 Policy Committee meeting, Mike Baker, ODOT, informed members that the Enhance process is starting up. The focus will be more on improving the state system or local projects that will improve the state system. John Vial, Jackson County, emphasized the importance of coordinating with ODOT about projects as soon as possible to assure proposals will meet the requirements.

Documentation for the Enhance process for the 2018-2021 STIP is now available at the ODOT internet site: <http://www.oregon.gov/ODOT/TD/STIP/Pages/WhatsChanged.aspx>

Documents available on this site:

- Enhance Proposal Form
- Guide for Completing Enhance Proposal
- Enhance Proposal Review Process: An Overview
- Narrative Timeline

Due to the funding uncertainty at the state and federal levels, last spring the Oregon Transportation Commission delayed the 2017-2020 STIP cycle, therefore the next STIP will cover the period 2018-2021. It's important to note that an OTC decision on funding allocations for Enhance and for Fix-It won't be made until approximately June 2015, when it is anticipated that additional information on federal funding levels will be available.

The expectation of the OTC for Enhance is that projects selected move the state's multimodal transportation system forward. These projects can be state or local, but the emphasis should be on benefits to the state's multimodal transportation system. Additional information is contained in the documents referenced above.

Changes to this Round of Enhance

After completion of the 2015-2018 STIP Update, ODOT conducted a survey to determine how the new Enhance process worked for STIP participants and reviewers. The department worked with a consultant to conduct an on-line survey and targeted interviews. Changes have been made to the process and documentation in response to the major recommendations from the evaluation.

Note that the first step in the process is pre-proposal consultations between ODOT staff and potential proposers and ACTs. Results of the survey indicated there was a need for more up-front discussions between ODOT and proposers to assist in identification of the best projects that meet statewide needs and prepare strong proposals that address these needs.

The report suggested some type of criteria, whether in the form of specific priorities or general guidance would ensure transparency and provide structure. Also, some survey respondents indicated a desire for a more structured review that includes evaluation criteria. Cross Modal Criteria were developed by the STIP Stakeholder Committee addressing: *Economic Development, Social Benefits, Environmental Stewardship, Safety, Leverage, Project Readiness*. Additionally, Modal Attributes for Transit, Bicycle/Pedestrian and Freight were developed by staff and the respective Statewide Advisory Committees addressing: *Connectivity and System Benefits; Safety and Public Health; Accessibility and Mobility*. You will find more information in the documents “Guide for Completing Enhance Proposal” and the “Enhance Proposal Review Process: An Overview”.

The evaluation results also suggested that reviewers may benefit from some additional time and/or guidance. A detailed guidance document for the review process was created, “Enhance Proposal Review Process: An Overview” and is available on the website noted above.

Final proposals are due by noon, Monday August 3, 2015.

Contact Art Anderson, ODOT at 541-774-6355, Arthur.H.ANDERSON@odot.state.or.us for information specific to projects and Lisa Cortes, ODOT at 541-957-3634, Lisa.CORTES@odot.state.or.us for proposal form questions.