



AGENDA

Middle Rogue Metropolitan Planning Organization
Technical Advisory Committee

Date: *Thursday, May 4, 2017*

Time: *1:30 p.m.*

Location: *Courtyard Conference Room, Grants Pass City Hall
 101 NW "A" Street, Grants Pass, OR*

Contact: *Stephanie Thune, RVCOG: 541-423-1368
 MRMPO website: www.mrmppo.org*

1	Call to Order / Introductions / Review Agenda	John Vial, Chair
2	Review / Approve Minutes	Chair
<i>Attachment</i>	#1 MRMPO TAC Draft Minutes 04/06/17	
Action Items		
3	Regional Plan (RTP) / Transportation Improvement Project (TIP) Amendments	Ryan MacLaren
<i>Background</i>	The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments. The 21-day public comment period and public hearing will be advertised on or before April 26 in the Medford Tribune, Rogue River Press, and Grants Pass Daily Courier; information is currently available on the MRMPO website.	
<i>Attachment</i>	#2 Memo, RTP/TIP Amendments	
<i>Action Requested</i>	Forward recommendation to the Policy Committee.	
Discussion Items		
4	Process to Accommodate TPR Requirements	Karl Welzenbach
<i>Background</i>	There have been several discussions between and among MPO staff, ODOT staff, and local jurisdiction staff regarding the roles each organization plays and how do we accommodate Federal Regulations and State Regulations.	

<i>Attachment</i>	None.	
<i>Action Requested</i>	None; discussion item only.	
5	Discussion of CMAQ Funding and Future Formulaic Distribution of CMAQ Funds	Karl Welzenbach
<i>Background</i>	At the April meeting, staff suggested that the MRMPO undertake a separate call for projects and provided a summary of available funds. Circumstances have changed regarding funding amounts.	
<i>Attachments</i>	#3 Spreadsheet on allocated vs. programmed CMAQ funds for MRMPO	
<i>Action Requested</i>	None; discussion item only.	
6	Critical Urban Freight Corridor Update	Dan Moore
<i>Background</i>	ODOT is updating its freight plan and designations of critical urban freight corridors. Oregon is planning to add 77 new miles to its urban freight system, and that amount will be allocated throughout the state based on a formula developed with input from Oregon MPOs.	
<i>Attachments</i>	#4 Critical Urban Freight Corridors memo	
<i>Action Requested</i>	None; discussion item only.	
7	Public Comment <i>*Limited to one comment per person, five minute maximum time limit.</i>	Chair
8	Updates on Currently Active MRMPO Projects	TAC Members
9	Planning Update	Karl Welzenbach
10	Other Business / Local Business Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.	Chair
11	Adjournment	Chair

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- The next MRMPO Technical Advisory Committee (TAC) meeting will be **Thursday, June 1, at 1:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
 - The next MRMPO Policy Committee meeting will be **Thursday, May 18, at 2:30 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 STEPHANIE THUNE, 541-423-1368. 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.



Minutes
Middle Rogue MPO Technical Advisory Committee
April 6, 2017

The following attended:
MRMPO TAC

Member	Organization	Phone Number
Chuck DeJanvier	Josephine County	474-5460
Eric Heesacker for Scott Chancey	Josephine County Transit	474-5441
Ian Horlacher	ODOT	774-6399
Jason Canady	Grants Pass	450-6110
John Vial, Chair	Jackson County	774-6238
Others	Organization	Phone Number
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Stephanie Thune	RVCOG	423-1368

1. Call to Order / Introductions / Review Agenda

Chair John Vial called the meeting to order at 1:28 PM. A quorum was confirmed, with representatives from Grants Pass, Jackson County, Josephine County and ODOT in attendance.

2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the minutes of the March 2 meeting.

Ian Horlacher moved to approve the March 2 MRMPO TAC meeting minutes as presented.

Prior to a second, the Chair noted that the terms “Chair” and “Vice Chair” should be used in the future instead of the outdated “Chairman” and “Vice Chairman.” There was no need to amend the current minutes under review.

The motion as stated was seconded by Chuck DeJanvier and carried unanimously by voice vote.

Action Items:

3. Bylaw Revisions

The Bylaws were included for the Committee’s review, with the new wording for Article III, Section 3(b) added to clarify both the number of representatives required from each jurisdiction, as well as the list of member jurisdictions. The language as amended follows, with added verbiage shown in italics:

“A quorum shall exist when the majority of member jurisdictions are present. *Member jurisdictions are one individual from each of the following: cities of Gold Hill, Grants Pass, Rogue River, Jackson County, Josephine County and ODOT Rogue Valley Area Office.*”

On a motion by Ian Horlacher, seconded by Chuck DeJanvier, the Committee proposed recommending adoption of the amendment to Article III, Section 3(b) of the MRMPO TAC Bylaws to the MRMPO Policy Committee. *The motion carried unanimously by voice vote.*

4. Unified Planning Work Program (UPWP)

The FY 2017-2018 UPWP was included for the Committee’s review. Karl Welzenbach reported that the UPWP – previously provided to both the TAC and the Policy Committee – had been out for public comment since March 21, 2017; no comments were received. Receipt of public comment has historically been rare, but not unheard of; the Chair noted that this could be due in part to staff’s solid alignment of UPWP fund allocations with community needs.

Agencies affected by the UPWP (i.e. FHWA, FTA, DEQ, ODOT and EPA) provided comments during the review process, but these related primarily to the RVMPO UPWP, not the MRMPO. *Mr. Welzenbach will provide a list of the comments received to the MRMPO TAC members per request by Jason Canady.*

As requested by the Chair, Mr. Welzenbach explained that the UPWP is the budget for the MPO and is required by the federal government; it must be updated annually in Oregon. Planning funds for MPOs are provided by the FHWA (“PL funds”) and the FTA (“5303 funds) along with two additional grants in Oregon: ODOT and TGM (Transportation & Growth Management). Mr. Welzenbach then drew attention to *Figure 3* on page 27 of the MRMPO UPWP, which presents the FY 2017-2018 UPWP Budget in table form.

On a motion by Ian Horlacher, seconded by Jason Canady, the Committee proposed recommending adoption of the FY 2017-2018 MRMPO UPWP to the MRMPO Policy Committee. *The motion carried unanimously by voice vote.*

5. Public Comment

None voiced.

6. Planning Update

MINUTES

RVCOG will be transitioning away from detailed meeting minutes in favor of summary documents with the recordings of each meeting being made available online. The summaries will capture

motions, action items and resolutions, but will not summarize related discussions. In the case of particularly controversial or complex deliberations, key points/arguments will be noted.

CMAQ

An anticipated 47% cut in CMAQ funds for the Rogue Valley did not materialize, so additional funds – in the amount of \$171,000 per year, for a three-year total of \$513,000 – are available. Overall, this makes for a grand total of \$3.8 million CMAQ fund dollars to be spent within the Urban Growth Boundaries (UGBs). It was noted that the CMAQ UGB boundaries have changed between project years and should be incorporated into the GIS so that projects are not inadvertently planned outside the boundary lines. *Karl Welzenbach will provide TAC members with current GIS CMAQ boundary data.* In light of the extra funds, an additional call for projects will be forthcoming and will be discussed at the May 4 MRMPO TAC meeting.

A statewide CMAQ Advisory Committee has been convened in order to discuss and develop a new distribution methodology for CMAQ funds; Mike Quilty, Pam VanArsdale and Karl Welzenbach are members along with representatives from DEQ, ODOT and EPA. The methodology will be based on a new formula to be drafted by ODOT. Following the presentation of this draft formula at the upcoming April 10 meeting:

- The RVMPO TAC will provide feedback on the formula;
- Staff directors of MPOs will incorporate that feedback into their consideration of the formula;
- The formula will then be forwarded through the MPO committees for review; and
- Final program design recommendation will be made by the deadline of June 20, 2017.

Handouts detailing 2009 – 2018 CMAQ allocations, 2019-2021 MRMPO TAC funding recommendations, and progress to-date on discussions regarding formula design factors were distributed and reviewed. *Per request by the Chair, Mr. Welzenbach will send the current formula (developed in 2006 off of original calculations from the 1990s utilizing DVI) to the MRMPO TAC members.*

Discussion ensued regarding the formula design factors, including greenhouse gasses (committee consensus not yet reached) and PM_{2.5} (argued against by MPOs due to most coming from point sources and much less from transportation, yet the specific source quantities being indistinguishable once mixed together in air).

Mr. Canady and Mr. Horlacher commented on the challenges (and hesitation) related to utilizing CMAQ funds in Josephine County, which receives one of the smallest allotments, yet has one of the largest fund carryover amounts from year to year.

Per request by Mr. DeJanvier, during future “Planning Update” segments, Mr. Welzenbach will recap MRMPO Policy Committee decisions related to recommendations sent up by the TAC.

7. Other Business / Local Business

- Jason Canady mentioned a CMAQ project for the Hillcrest/Beacon/9th/10th street area. CMAQ funds will be requested only for sidewalk needs related to the project, which includes roadwork as well.
- Ian Horlacher reported that ODOT has selected David Evans & Associates, Inc. as the consultant for the Grants Pass TSP update.

8. Adjournment

The Chair adjourned the meeting at 2:02 p.m.

Scheduled Meetings

MRMPO Policy Committee | April 20, 2017 | 2:30 p.m.

MRMPO TAC | May 4, 2017 | 1:30 p.m.



DATE: May 4, 2017
TO: MRMPO Technical Advisory Committee
FROM: Ryan MacLaren, Associate Planner
SUBJECT: RTP/TIP Amendments

The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments described below and on the following pages. The Policy Committee will hold a public hearing at 2:30 p.m. on Thursday, May 18, 2017 to consider adoption of the proposed TIP and RTP amendments. The 21-day public comment period and public hearing will be advertised on or before April 26 in the Medford Tribune, Rogue River Press, Grants Pass Daily Courier, and information is currently available on the MRMPO website. Information on the new project is enumerated, below:

A. Add New Project to RTP & TIP: *OR199/OR99: Applegate River*

Description: The project is a “1R grind and inlay preservation paving project on US199 from MP 0.25 to 6.92 and on OR99 from MP -0.54 to -0.69. The mix pavement completed in 1998 will be removed and replaced.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
OR199/OR99: APPLEGATE RIVER	Grind out the exiting pavement and replace with new asphalt	510	Exempt - Table 2, Safety	20104	2018	Design	\$ 332,898	STP-FLEX	\$ 38,102	ODOT	\$ 371,000			\$ 371,000
				20104	2018	Land Purchase	\$ 35,892	STP-FLEX	\$ 4,108	ODOT	\$ 40,000			\$ 40,000
				20104	2018	Utility Relocate	\$ 8,973	STP-FLEX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
				20104	2019	Construction	\$ 6,226,365	STP-FLEX	\$ 712,635	ODOT	\$ 6,939,000			\$ 6,939,000
						Other					\$ -			\$ -
						Total FFY18-19			\$ 6,604,128		\$ 755,872		\$ 7,360,000	

Key Number	Project	Approved Amount for CMAQ (IGA)	Amount Already Obligated Thru 5/31/16	Amount Left to Obligate Thru FFY 2019	Comments	Obligation Planned for FFY 2016	Obligation Planned for FFY 2017	Obligation Planned for FFY 2018	Obligation Planned for FFY 2019
16372	Grants Pass Transit Shelters	\$ 323,000.00	\$ 272,562.78	\$ -	Closed Out				
15824	Grants Pass Hybrid Vehicle Purchase	\$ 498,035.00	\$ 496,145.14	\$ -	Closed Out				
16061	Grants Pass CAD System Upgrade	\$ 372,000.00	\$ 331,557.74	\$ -	Closed Out				
16060	Transit Enhancement-Sidewalk Construction	\$ 1,910,163.00	\$ 1,714,740.00	\$ -					
18235	Allen Creek Road Improvements	\$ 2,760,095.00	\$ 190,000.00	\$ 2,570,095.00		\$ 302,617.70	\$ 762,705.00	\$ 1,504,772.30	
New	JCT Transit Hub	\$ 172,000.00	\$ -	\$ 172,000.00				\$ 172,000.00	
New	JCT Electric Vehicles	\$ 1,390,815.00	\$ -	\$ 1,390,815.00					\$ 1,390,815.00
19168	JCT Commuter Service	\$ 448,584.00	\$ 448,584.00	\$ -					
Total Planned for Projects Thru FFY 2019				\$ 4,132,910.00	Total Planned	\$ 302,617.70	\$ 762,705.00	\$ 1,676,772.30	\$ 1,390,815.00
					Total Available	\$ 4,359,136.82	\$ 4,776,624.12	\$ 4,747,864.12	\$ 3,603,432.82
Balance as of 5/31/16 from Financial Plan				\$ 2,815,322.22					
Estimated Obligation Amount Already Accounted for in Financial Plan				\$ 1,543,814.60					
Allocation for FFY 2017				\$ 720,105.00					
Allocation for FFY 2018				\$ 733,945.00					
Estimated Allocation for FFY 2019				\$ 532,341.00					
Total Available				\$ 6,345,527.82					
Balance thru FFY 2019				\$ 2,212,617.82	Balance	\$ 4,056,519.12	\$ 4,013,919.12	\$ 3,071,091.82	\$ 2,212,617.82



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

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

DATE: April 27, 2017
TO: MRMPO Technical Advisory Committee
FROM: Dan Moore, MPO Coordinator
SUBJECT: MRMPO Critical Urban Freight Corridors

ODOT is updating its Freight Plan as part of the Fix America’s Surface Transportation (FAST) Act. Included in the update are the designation of Critical Rural and Critical Urban Freight Corridors (CUFCs). Oregon is allowed to add seventy seven (77) new miles to its urban freight system, and that amount will be allocated throughout the State on a formula developed with input from Oregon MPOs and ODOT staff.

CUFC Workshop

MRMPO staff participated in a workshop in Salem with representatives from ODOT and Oregon MPOs on January 20, 2017 to identify CUFC segments for each of the MPOs. In preparation for the workshop, each MPO developed a list (with maps) of potential CUFCs. It was anticipated that the workshop would result in recommendations of CUFCs for each MPO.

After much discussion, the workshop participants decided that more information and analysis was needed before a decision was made on the CUFCs. The MPOs were asked to refine their candidate lists while ODOT researched potential targets. The group agreed to the following process:

1. Each MPO review current TIP and STIP project lists to identify projects that meet [FAST requirements as a freight project eligible for the Freight Formula Funds](#). These project locations could then become CUFC eligible project miles. The segments must meet the CUFC eligibility requirements listed in Table 1 below.

Table 1 - Critical Urban Freight Corridors Criteria	
Must be a public road <i>in an urbanized area</i>	
Meet one or more of the following (FHWA code listed before each criteria):	
H.	Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility
I.	Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
J.	Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
K.	Important to the movement of freight within the region, as determined by the MPO or the State
FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land	

2. Identify potential freight projects that are expected to be included in the MPO’s next TIP or in the next STIP. These projects must be in the MPO’s current financially constrained Regional Transportation Plan (RTP), meet the FAST definition for a Freight Project, and meet the CUFC eligibility requirements

3. ODOT to review in each MPO area the Oregon Highway Plan Freight Routes (both centerline miles and lane miles), commodity flows, and truck average annual daily traffic (AADT) to develop MPO CUFC targets.

CUFC Target Miles

ODOT reviewed commodity flow and truck AADT data and concluded that these factors overemphasize Metro in relation to the rest of the MPO areas of the state. Miles of OHP Freight Routes (centerline and lane miles) exclusive of interstate miles was used to establish the target split for Metro and the rest of the MPO’s. Based upon that data, the target for Metro is 45% and 55% for the non-Metro MPOs. There is a total of 77 miles available for CUFC designations, which results in 34.6 miles for Metro and 42.4 miles for the non-Metro MPOs.

For the non-metro MPOs, Table 2 below depicts the target mileage based on averaging the OHP Freight Route miles (assessed using centerline miles and lane miles respectively), commodity flows, and truck AADT in each MPO. It also includes a slight adjustment to create a minimum baseline of 3 miles per MPO:

Table 2 – CUFC Target Miles

Non-Metro MPO	CUFC Miles
	Target
Albany	3.0
Bend	6.0
Corvallis	4.9
LCOG	10.7
Medford	5.2
Middle Rogue	3.6
SKATS	9.0
	42.4

Freight Formula Funds

It is important to note that there is no obligation or requirement to designate all the CUFC mileage at this time. Being designated as a CUFC simply means that projects on those segments are eligible for freight formula funds, but it does not mean freight formula funds will actually be available to fund projects. Given the amount of freight formula funds available for the entire state (\$80 million over 5 years), it is safe to assume that only a small percentage of projects will be funded on CUFC segments as projects on the interstate and NHS intermodal connectors are also eligible. ODOT will be revising the list of CUFC’s at least every 5 years as part of the federally required freight plan update cycle, but ODOT can also move designations at any time after a project has been completed on a CUFC segment.

Table 3 on page 3 includes MRMPO TIP/RTP projects located on potential CUFCs that was developed by staff and forwarded to ODOT for consideration. The mile segments proposed follow ODOT and FHWA guidelines:

- Proposed CUFCs Meet the CUFC Eligibility Requirements as defined in *Designing Critical Rural and Critical Urban Freight Corridors*, ODOT, January 2016, Page 1, Table 1: Eligibility Requirements.
- The location and segment lists include the road names, mile points (when available,) segment lengths, and applicable FHWA codes.
- Each location/segment has been evaluated for its importance to freight mobility and is described.
- The need for improvement on these segments has been considered and defined through the RTP process.
- Portions of corridors are currently listed in our 2018-2021 TIP projects list.
- When needed, first and/or last mile connector routes have been highlighted, as recommended by FHWA.

This summer, ODOT will initiate an amendment to the Oregon Freight Plan to include the proposed CUFCs submitted by each Oregon MPO.

Table 3 – MRMPO Proposed CUFC Segments

Project Name	Route Name	Start Point	End Point	Length (Miles)	FHWA Code(s)	Description of Importance (Other Comments)
MRMPO Grants Pass Motorist and Pedestrian Improvements	M Street	5th St	8th St	0.2	H,I,J,K	Freight corridor serving industrial/commercial areas (major timber processing location) with connection to I-5. This project is ODOT RTP #506, Key 19960 and is currently in the TIP. Construction of left turn lane, signal improvements, raised median, install crosswalks, and ramp upgrades along M St between 5th and 8th. *RTP 510 has approximately 9 additional locations along various roads in the Grants Pass area aimed at motor and pedestrian improvements. Only the portion of the project located on a proposed CUFC and appropriate to freight improvement has been included in the CUFC mileage for consideration.
MRMPO OR199	OR199	MP .69	MP 4.09	3.4	H,I,J,K	Freight corridor serving industrial/commercial areas with connection to I-5. This project is ODOT RTP # 510, Key 20104 and is currently in the TIP. Grind out existing pavement and replace with asphalt. *Project 510 extends from MP .69 in Grants Pass, west along OR199 to MP 6.92. This segment from .69 to 4.09 represents the portion of the project that is closest to the connector routes (as suggested by FHWA criteria) to accommodate CUFC Miles Target totals for the MRMPO.
TOTAL PROPOSED CUFC SEGMENT MILEAGE MRMPO:				3.6		