



AGENDA

Middle Rogue Metropolitan Planning Organization **Technical Advisory Committee (TAC)**

Date: Wednesday, January 25, 2017

Time: 1:30 p.m.

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

Phone : Andrea Napoli, RVCOG, 541-423-1369
MRMPO website : www.mrmppo.org

1. Call to Order/Introductions/Review AgendaChair

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

Action Items:

3. Continued RTP/TIP Amendment Request.....Karl Welzenbach

Background: At the December 2016 TAC meeting, the TAC approved a motion to continue the proposed RTP/TIP amendments: Transfer Jurisdiction of OR 62: Lower River Road to Josephine County. The amendment request has since been withdrawn by ODOT.

Attachment: None.

Action Requested: Approve/Deny original request prior to deletion by ODOT to be consistent with Robert's Rules of Order.

Discussion Items:

4. Discretionary Funding Application Presentations.....Applicants

Background: This is a workshop-style session to review applications and have applicants present their projects for committee discussion. If during the discussion the applicant and the TAC agree that some minor changes to the application are appropriate, the applicant has until noon Tuesday, January 10th, 2017 to submit revised application to RVCOG.

Attachment: #2 – Discretionary Funds Memo, #3 – Project Applications

Action Requested: None. Information Only

5. Statewide Freight PlanKarl Welzenbach

Background: The Fix America's Surface Transportation (FAST) Act includes additional requirements that the State of Oregon's Freight Plan must meet by December of 2017. Included in these requirements are the designation of Critical Rural and Critical Urban Freight Corridors. The Oregon Department of Transportation is seeking input from its statewide partners in defining both the Rural and Urban Critical Freight Corridors.

Attachment: #4 – Designation Fact Sheet for MPOs, #5 – Oregon Freight Plan Amendment Overview

6. Public Comment*Chair

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

7. Planning Update.....Karl Welzenbach

- CMAQ Update
- Letter to the Land Conservation and Development Commission (Attachment #6)

8. Other Business / Local BusinessChair

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

9. AdjournmentChair

- The next MRMPO TAC meeting will be **Thursday, January 5, at 1:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
- The next MRMPO Policy Committee meeting will be **Thursday, January 19th, 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 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
Technical Advisory Committee (TAC)

December 1, 2016

The following people were in attendance:

MRMPO Technical Advisory Committee

<u>Member</u>	<u>Organization</u>	<u>Phone Number</u>
Chuck DeJanvier	Josephine County	474-5460
Scott Chancey, Chairman	JOCO Transit	774-6399
John Krawczyk, Vice Chair	Rogue River	582-4401
Mike Kuntz for John Vial	Jackson County	774-6238
Lora Glover	Grants Pass	774-6383
Steve Scrivner for Jason Canady	Grants Pass	450-6110
Ian Horlacher	ODOT	
<u>Staff</u>		
Karl Welzenbach	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1338
Dan Moore	RVCOG	

1. Call to Order / Introductions / Review Agenda

The Chairman called the meeting to order at 1:35 PM.

2. Review / Approve Minutes

The Chairman asked if there were any changes or additions to the minutes of the previous meeting.

On a motion by John Krawczyk, seconded by Lora Glover, the Committee approved the minutes as presented.

Action Items:

3. Regional Transportation Plan (RTP)/Transportation Improvement Project (TIP) Amendments

Ryan MacLaren presented an overview of the RTP amendments to the TAC.

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, December 15, 2016 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 November 23 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:

Transfer jurisdiction from ODOT to Josephine County

A. Add New Project to RTP & TIP: *OR 260: Lower River Road*

Description: The section of Highway 260 from milepost 1.30 to milepost 22.24 (20.94 miles in length) is being transferred to Josephine County. This section of highway is a remnant from a previous highway relocation and is entirely within Josephine County and no longer meets a statewide need. The highway section being transferred is located within a rural section of Josephine County and therefore does not have the look or feel of a state highway. The option of a jurisdictional transfer to the County was proposed as a benefit to both ODOT and the County.

Project: 507

AQ Status: Exempt (Table 2, Safety)

FFY: 2017-18

Total = \$9,000,000 State funding.

The Committee discussed the project costs and the fact that the jurisdictional transfer process has not been finalized yet.

On a motion by Lora Glover, seconded by Ian Horlacher, the RTP & TIP Projects: *OR 260: Lower River Road* amendment was continued until the January TAC meeting, and it was recommended that the Policy Committee also continue the matter until the transfer details have been finalized. The voice vote on the motion was unanimous.

4. STBG/CMAQ Project Application Update

Scott Chancy shared that the MRMPO receives annual allocations of federal funds to be used for projects. Project solicitation for 2019-2021 funds began in June 2016 with an application submittal deadline of September 30th. No applications were submitted. CMAQ funds remain available, and the RVCOG will continue to receive applications until December 23rd, and subsequent projects will be submitted. STBG has approximately \$500,000 available as well. CMAQ (only useable for projects within the Grants Pass UGB, and from an adopted TSP) has a \$3.2 million carryover, with an additional \$1.6 million allocated to the next three (3) years. The large CMAQ carryover speaks the argument in favor of spending project funds locally.

5. CMAQ Funding & Advisory Committee

Dan Moore shared that, with the addition of two new MPOs being eligible for CMAQ funding, Salem and Eugene, the distribution of those funds will be impacted. In an attempt to develop a fair and equitable formula for the new distribution of funds the Oregon DOT has put together an advisory committee. The following is a summary of the current situation (Nov. 21, 2016 memo from Karl Welzenbach):

In August 2016, ODOT informed the Oregon Air Quality Maintenance Areas (including the RVMPO and MRMPO) that both Salem and Eugene are now Congestion Mitigation and Air Quality (CMAQ) eligible areas, which will require an update to the current funding allocation formula that was last approved back in 2006 with the passage of SAFETEA-LU. Table 1 includes an estimate prepared by ODOT, based on population, of what the allocations could look like when Salem and Eugene are added. The table also includes the differences in funding with and without Salem/Eugene and the percent reduction.

**Table 1 - Oregon CMAQ Funding - FAST Act
Annual Amounts**

	Without Salem/Eugene	% Share	With Salem/Eugene	% Share	\$ Difference	% Reduction
Metro	\$14,086,017	79.1%	\$10,561,701	59.3%	-\$3,524,316	25%
Medford	\$2,465,053	13.8%	\$1,307,833	7.3%	-\$1,157,220	47%
Grants Pass	\$704,300	4.0%	\$532,341	3.0%	-\$171,959	24%
Klamath Falls	\$352,150	2.0%	\$427,221	2.4%	\$75,071	-21%
Eugene	\$0	0.0%	\$2,263,636	12.7%	\$2,263,636	
Salem	\$0	0.0%	\$2,514,788	14.1%	\$2,514,788	
Lakeview	\$65,000	0.4%	\$65,000	.04%	0%	0%
Oakridge	\$65,000	0.4%	\$65,000	.04%	0%	0%
La Grande	\$65,000	0.4%	\$65,000	.04%	0%	0%
	\$17,802,520	100%	\$17,802,520	100%		

*Distribution based on population, which closely matches 2006 CMAQ allocation formula

ODOT recognizes that the timing of this presents some challenges for the MPO Maintenance Areas developing Transportation Improvement Programs (TIPs). ODOT recommends taking a conservative approach as the MPOs go through the CMAQ project solicitation/selection process. The RVMPO is using the annual estimate of \$1,307,833 (Table 1 with Salem/Eugene column) for our 2018-21 TIP development.

ODOT hired a public involvement consultant, Jeanne Lawson, to conduct some preliminary interviews with a select number of eligible CMAQ entities. ODOT felt it was important to have a neutral, non-ODOT person conduct these conversations. On October 31st, the RVCOG Executive Director, Planning Program Manager and MPO Coordinator participated in an interview with Ms. Lawson to talk about how the MPO is currently distributing CMAQ funds, the opportunities and barriers to our method, impacts on planned investments, and what kind of approach should be used to distribute the funds. Ms. Lawson will provide a summary of the interviews in the near future.

Currently, ODOT is in the process of forming a Program Advisory Committee (PAC) Committee to develop program recommendations for (CMAQ) funds. Mike Quilty, RVMPO Policy Committee Chair, will be serving on the CMAQ PAC. Darin Fowler is the alternate. Karl Welzenbach will represent both MPOs. The first meeting is likely to be held prior to the end of the year.

The MRMPO is taking such a significant funding reduction due to its smaller population, as well as several other criteria related to pollutants. ODOT will keep the funds, and the Advisory Committee will discuss the competitive grant process. Due to the more significant pollution issues in the Rogue Valley the area may be in a somewhat better position to obtain grant funding.

6. Email Voting

Staff provided a summary of the recent, email voting.

Jason Canady moved that all four (4) items be approved. John Vail seconded the motions.

After email discussion, the voting resulted in the following:

Motion #1 Exit 58 6th & Morgan Intersection
Yes: Vial, Glover, Krawczyk, Sparkman, DeJanvier, Chancey
Unanimous approval.

Motion #2 Grants Pass 5303 Funds
Yes: Vial, Glover, Krawczyk, Sparkman, DeJanvier, Chancey
Unanimous approval.

Motion #3 Grants Pass MPO Funding for Fiscal Year 2017
Yes: Vial, Glover, Krawczyk, Sparkman, DeJanvier, Chancey
Unanimous approval.

Motion #4 VMT Benchmarks Scope of Work
Yes: Glover, Krawczyk, Sparkman, Chancey
No: Vial, DeJanvier
4 – Yes 2 – No Motion passed

Ian Horlacher and Josh LeBombard abstained from voting.

The TAC discussed the email voting concept for the potential of its use in the future. Transparency was mentioned as a concern for more involved items. Mr. Welzenbach said that the By-Laws did not cover the matter of electronic voting, and that he was concerned by lack of public presence process. Jasmine Harris told Staff that email voting was not good for public involvement. It is possible that the website could be updated to include a public bulletin board for voting. Mike Kuntz shared that John Vial was uncomfortable with the VMT issue as an email vote, and that a suitable, alternative mechanism should be available if a group wanted a matter to be subject to a public forum. Mr. Kuntz stated that the RVMPO had decided not to implement electronic voting. The need for a meeting quorum was briefly discussed. Scott Chancy said that he would be more comfortable with conference calls, as long as a quorum was present at a meeting. Four jurisdictions must be present to establish a quorum. Electronic voting might be considered as a public setting (advertising and a bulletin board), while email voting is not public. Mr. Welzenbach said that Oregon has more amendments than are federally required, and he feels that the amendment process has become much more onerous than it needs to be.

The significant issue regarding this matter is clearly understanding the issue of a quorum, who needs to be physically present at a meeting if other members are “attending” by phone, and whether more than one jurisdiction can have the same representative on the TAC.

Staff will research this situation from a legal perspective, and report back to the Committee.

7. Greenhouse Gas Update

At the request of Darin Fowler, Policy Committee Chairman, Karl Welzenbach presented information on the Greenhouse Gas Reduction issue. The Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reductions has been meeting for almost a year. The Committee is working towards having recommendations back to the Land Conservation and Development Commission by the end of December. The TPR is not concerned with Greenhouse Gasses.

On November 4th, the Greenhouse Gas Advisory Committee met to begin finalizing recommendations to bring back to the Commission. The agenda for this meeting included (1) a discussions of policy approaches for increasing transportation choices and (2) a discussion of Green House Gas reduction targets. Included in the discussion of reduction targets was the issue of whether or not to include the newly formed MPOs (Middle Rogue and Albany) in the mix.

(1) **Transportation Planning Rule** - The overall policy approach was to let MPOs focus on the RTP and the accompanying federal requirements and allow each region a choice for coordination. This could mean that the goal is set by the members of the MPO and there could be an exclusion for smaller cities (population 2500 and below) for meeting these goals. The effort would be to try to look towards those things that local governments, rather than MPOs, control – land use, zoning, development, etc.

(2) **Green House Gas Targets** - LCDC staff provided three options to consider when developing GHG targets for communities within MPO areas: (1) establish one target for every area; (2) establish one target for the Portland Metro area and another target for everyone else; (3) establish Individual targets for each area. After a great deal of discussion the committee settled on to two versions of the second option – one target for Metro and one for everyone else. These two options are:

Option 5.2.3

Year	Portland Metro Area	Other MPO Areas
By 2040	26%	13%
By 2050	37%	26%

Option 5.2.4

Year	Portland Metro Area	Other MPO Areas
By 2040	25%	20%
By 2050	35%	30%

Whether or Not to Include the New MPOs in Target Rules

Although the data indicates that there is “an insignificant effect on the targets by including [or excluding] the two Metropolitan Areas (Albany and MRMPO), LCDC staff recommends inclusion. Mr. Welzenbach doesn’t believe that the Middle Rogue MPO will agree.

MPOs, while able to provide collaboration and coordination, have no impacts or enforcement authority on matters that are the responsibility of the individual jurisdictions. TAC members

questioned why there was any need to be involved in the GHG process if there was no indication of anything more than a negligible impact on the GHG targets. There was also discussion on funding to do the local work needed, the rationale for having the smaller MPOs included, and why they should have to do the jurisdictional work to meet targets that are not mandatory. Future unknowns related to this whole scenario were pointed out as a possible concern, without any answers at this point. The idea of taking a pro-active stance with respect to future, statewide requirements was broached. Mike Kuntz said that this issue was a policy matter, rather than a TAC issue. There is also a concern regarding who would pay for the planning work that would be required if the MRMPO is included, as they are already working on the RTP updates and the VMT reduction benchmarks. There was verbal agreement that State funding would be necessary to pay for the inherent planning work that needed to be done for any required GHG target analysis by local jurisdictions.

Staff will share the TAC discussion comments with the Policy Committee.

8. MRMPO Update

- The advent of changes to CMAQ distribution also impacts the distribution formula for PL and OMPOC funds. The MRMPO is the only MPO subject to a proposed reduction in funding with the inclusion of Salem and Eugene-Springfield in the CMAQ process, and Staff is advocating against this happening. OMPOC is deciding what issues to support, and Mr. Welzenbach asked for feedback on the information provided to the Committee so that it can be conveyed to OMPOC at their next meeting.

9. Public Comment No comments were offered.

10. Other Business/Local Business

- ODOT will be replacing Kelli Sparkman on the TAC.

11. Adjournment

The meeting as adjourned at 2:50 pm.

Scheduled Meetings:

*MRMPO TAC	Jan. 5, 2017 @ 1:30 pm.
*MRMPO Policy	Dec.15, 2016 @ 2:30 pm



DATE: December 29, 2016
TO: Technical Advisory Committee
FROM: Andrea Napoli, AICP, Planning Coordinator
SUBJECT: Application Submittals - MRMPO Discretionary Funds

All applications submitted by the extended deadline (December 23, 2016) will be available on the MRMPO website (www.mrmppo.org). Purposes of this workshop-style agenda item are to provide an informal application review process with project presentations and discussion. Applicants will be able to amend applications to address questions raised or to provide clarity. The TAC must agree to the general content of the change(s). All changes must be filed with RVCOG by noon Tuesday, January 10, 2017.

Available Federal Funds

MRMPO has funds available in three timeframes as shown in Table 1. These are estimates and may change.

Table 1 – STBG & CMAQ Available Funds by Year

	Balance Forward*	2019	2020	2021
Congestion Mitigation and Air Quality Program**	\$3,197,642	\$532,341	\$541,923	\$551,678
Surface Transportation Block Grant***		\$645,907	\$660,763	\$675,960

*Balance available from prior allocations to Grants Pass and MRMPO

**Estimates from April 19, 2016, *CMAQ Funding Estimation Update* email from Lynde McGregor, ODOT w/ 1.8% annual increase

***Estimates from May 12, 2016, *Copy of MPO Funding Est.* email from John Baker, ODOT

Table 2 – Project Submittals and Funds Requested

Agency	Project Name	Funds Requested	
		STBG	CMAQ
JCT	Electric Transit Vehicle		\$1,390,815
JCT	Transit Hub		\$172,000
Jackson Co.	Rogue River Greenway: Rock Point to Twin Bridges Rd	\$2,425,320	

Schedule for Funding Decisions

Staff will evaluate projects and present results to the TAC for discussion at the February 2nd TAC meeting. At that time, the TAC is expected to make its funding recommendations to the Policy Committee.

Table 3 – STBG & CMAQ Funding Requests by Fiscal Year

Agency	Project Name	Total Cost							Local Funds	Other Funds
			FFY 2019		FFY 2020		FFY 2021			
			STBG	CMAQ	STBG	CMAQ	STBG	CMAQ		
JCT	Electric Transit Vehicle	\$1,550,000	\$0	\$1,390,815	\$0	\$0	\$0	\$0	\$159,185	\$0
JCT	Transit Hub	\$1,164,140	\$0	\$172,000	\$0	\$0	\$0	\$0	\$111,940	\$880,200
Jackson Co.	Rogue River Greenway: Rock Point to Twin Bridges Rd	\$2,875,320	\$528,872	\$0	\$1,896,448	\$0	\$0	\$0	\$47,000	\$403,000
Total Funding Requests			\$528,872	\$1,562,815	\$1,896,448	\$0	\$0	\$0		
Funding Available (2019 CMAQ incl. balance forward)			\$645,907	\$3,729,983	\$660,763	\$541,923	\$675,960	\$551,678		
Fund Balances (incl. carry-overs)			\$117,035	\$2,167,168	(\$1,235,685)	\$541,923	\$675,960	\$551,678		



Project Funding Application:

- Surface Transportation Block Grant (STBG)
- Congestion Mitigation & Air Quality (CMAQ)

Federal Fiscal Years: **2019 - 2021**

Applications Due: **Friday, September 30, 5pm**

Eligibility

This application is to be used to apply for MRMPO 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 Oct., 2018 (Federal Fiscal Year 2019), Oct. 1, 2019 (FFY 2020), Oct. 1, 2020 (FFY 2021). Project will be ready with match funds (generally 10.27%) and additional funds necessary to complete project/phase, in (check one):

☐ Oct. 1, 2018 (FFY 2019) ☐ Oct. 1, 2019 (FFY 2020) ☐ Oct. 1, 2020 (FFY 2021)

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) Josephine County		Partner (if any) <small>May be a jurisdiction or other public or private organization</small>	
Project Title Electric transit vehicle purchase			
Mode: Roadway <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bike/Ped <input type="checkbox"/> Other <input type="checkbox"/>			
Project Description: Attach Map and Photos The project consists of the purchase of two all electric transit vehicles. It includes additional support infrastructure such as one charging station and minor maintenance facility/equipment upgrades.			
Project Location Detail: (as applicable)			
• Street(s) Name (or Nearest Street): <u>schancey@co.josephine.or.us</u> • Functional Class: _____			
• Cross Streets, Termini: _____			
• Total Lineal Feet of Grant-Funded Improvement _____			
Staff Contact <u>schancey@co.josephine.or.us</u> Phone <u>schancey@co.josephine.or.us</u> Email: <u>schancey@co.josephine.or.us</u>			

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

For Staff Use Only: Application # _____

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

	Year	Federal Funds Requested		Local Funds*	Other	Total
		STBG	CMAQ			
Project Devel.		\$	\$	\$	\$	\$
Design/Engineer		\$	\$	\$	\$	\$
Right-of- Way		\$	\$	\$	\$	\$
Construction		\$	\$	\$	\$	\$
Other	2019	\$	\$ 1390815	\$ 159185	\$	\$ 1550000
Total		\$	\$	\$	\$	\$

Highly leveraged projects earn higher rating)*Fund Preference -**
if anySTBG ☐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*

improving the attractiveness of transit results in less congestion overall.

Promote Connectivity: Roadway ☐ Bike/Ped ☐ Transit ☒ Anticipate VMT Reduction ☐

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

Vehicles being replaced are beyond their useful life, per FTA standards. Continued adherence to established vehicle replacement schedule ensures future reliability of existing transit services in Josephine County

Population Served: Applicant-Provided ADT 220,000 or Transit Boarding 220,000*RVMPPO staff will estimate number of people served by project (population and employment) using RVMPPO travel demand model data (TAZ data).*

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

3.b) COMMUNITY VITALITY & LIVABILITY

Likely-Underserved Populations Impact/Benefit: Minority & Limited English Proficiency, Low-Income, Senior, Disabled Populations (*Applicant may provide additional information here regarding populations to be served*)

The existing services are available to the general public. Typically, transit has a relatively high number of elderly, low income disabled and passengers of LEP. JCT isn't designed to cater to those with limited access to auto's, but a larger percentage of passengers consist of those groups.

☒ Project will improve handicapped access

Project Supports Increased Housing on Transit Route

☐ Yes

Identify route (or potential route), explain relationship

The existing services are available to the general public. Typically, transit has a relatively high number of elderly, low income disabled and passengers of LEP. JCT isn't designed to cater to those with limited access to auto's, but a larger percentage of passengers consist of those groups.

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

☐ Yes

- Project is located in a downtown, activity center, 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:

The existing services are available to the general public. Typically, transit has a relatively high number of elderly, low income disabled and passengers of LEP. JCT isn't designed to cater to those with limited access to auto's, but a larger percentage of passengers consist of those groups.

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:

The existing services are available to the general public. Typically, transit has a relatively high number of elderly, low income disabled and passengers of LEP. JCT isn't designed to cater to those with limited access to auto's, but a larger percentage of passengers consist of those groups.

(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 ensures the adherence to existing transit vehicle replacement schedule. The new replacement vehicles will be zero emission electric vehicles. Based on other agency's experiences there is a natural increase in ridership due to the e-vehicle use. It is anticipated actual growth would be in the 8% range.

Project Supports Increased Transit, Bike, Pedestrian Mode Share

☒ Yes

Explain:

Improving the attractiveness of transit, especially the use of e-vehicles, tends to increase ridership of traditional non-transit using individuals. Vehicles will be ADA compliant and equipped with bike racks that hold three bicycles.

Project is or Includes Bicycle Facility

☒ Yes

Project is or Includes Bicycle Facility 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 Mixed-use/Downtown Area

☐ Yes

Total length: _____

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

For Staff Use Only: 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)

The two vehicles will be put in regular transit service. Combined they will travel an estimated 97,952 miles annually and have a useful life of 12 years. These vehicles will be zero emission, so the air quality benefits from just their use is significant. Collectively, the life time mileage reduction in complete elimination of diesel emission is 1,175,424 miles. Based on the 2015 JCT passenger survey, 37% of transit users would have utilized an auto in some form if transit was available. That equates to an additional 69,008 auto trips removed annually. The additional benefits to transit are a reduction of \$2,000 per month in operating expenses that can be put into expanded transit service. The cost reductions are a combination of fuel and maintenance expenses.

Diesel Vehicle Project (check one)

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

Project Description:

electric, zero emission

New Fuel Type: electric, zero emission

Number on-road vehicles covered or served: 2 vehiclesAnnual mileage all project vehicles within RVMPO area: 97,952 miles/yr**CO₂ Reductions**☒ Yes

(Generally, project that reduces travel by combustion vehicle)

Explain:

The vehicles themselves are zero emission, which cuts the diesel use from 97,952 miles annually to zero. There is also a reduction in 69,008 auto trips associated with the transit use.

Emerging Technology☒ Yes

(Describe technology to be incorporated)

Explain:

Following the lead of many other agencies in Oregon to move transit service to zero emission technology. Vehicles have the same useful life expectations as a traditional diesel vehicle.

System Preservation☒ Yes**Pavement Preservation**☐ Yes

(How project extends the life of existing facility)

Explain:**VMT Reduction:** (Explain how project will reduce travel)Estimate VMT Reduction 97,952 from just the vehicles miles/yr.**System Efficiency**☒ Yes

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

Explain:

The larger vehicles will have more seating capacity than the existing transit fleet. This reduces crowding further making transit trips more attractive.

Project Lifespan 12 yrs.**For CMAQ Funding:** Duration of PM10 & CO Benefit 12 yrs.

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

4. ADDITIONAL PROJECT INFORMATION Optional; Information not submitted elsewhere

It is anticipated that the daily cost saving from the e-vehicles is \$1,000 per month per vehicle. Those savings are based on reduced fuel/propulsion costs and overall reduction in maintenance costs. The vehicles can be put into service all day on a full charge. The cost includes one charger that can be configured to use on both. Charging will occur in off peak grid hours to further reduce operating costs. These two vehicles will join an existing e-vehicle that JCT will be purchasing before this project begins. The first vehicle will be purchased in 2017 and delivered in 2018.

Click to Submit



Project Funding Application:

- Surface Transportation Block Grant (STBG)
- Congestion Mitigation & Air Quality (CMAQ)

Federal Fiscal Years: **2019 - 2021**

Applications Due: **Friday, September 30, 5pm**

Eligibility

This application is to be used to apply for MRMPO 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 Oct., 2018 (Federal Fiscal Year 2019), Oct. 1, 2019 (FFY 2020), Oct. 1, 2020 (FFY 2021). Project will be ready with match funds (generally 10.27%) and additional funds necessary to complete project/phase, in (check one):

☐ Oct. 1, 2018 (FFY 2019) ☐ Oct. 1, 2019 (FFY 2020) ☐ Oct. 1, 2020 (FFY 2021)

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) Josephine County		Partner (if any) <small>May be a jurisdiction or other public or private organization</small>	
Project Title Transit Hub			
Mode: Roadway <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bike/Ped <input type="checkbox"/> Other <input type="checkbox"/>			
Project Description: Attach Map and Photos Construction of a transit hub on 5th Street between E and D Streets. Provides for individual bus bays, park and ride parking, passenger amenities, customer service facility and driver break area. 2/3 of the project is already funded by the ODOT Enhancement Program. CMAQ funds will be used to complete the project.			
Project Location Detail: (as applicable)			
• Street(s) Name (or Nearest Street): <u>schancey@co.josephine.or.us</u> • Functional Class: _____ • Cross Streets, Termini: _____ • Total Lineal Feet of Grant-Funded Improvement: _____			
Staff Contact schancey@co.josephine.or.us Phone schancey@co.josephine.or.us Email: schancey@co.josephine.or.us			

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

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

	Year	Federal Funds Requested		Local Funds*	Other	Total
		STBG	CMAQ			
Project Devel.		\$	\$	\$	\$	\$
Design/Engineer		\$	\$	\$	\$	\$
Right-of- Way	current	\$	\$	\$ 111940	\$	\$ 111940
Construction	2019	\$	\$ 172000	\$	\$ 880200	\$ 1052200
Other		\$	\$	\$	\$	\$
Total		\$	\$	\$	\$	\$ 1164140

*Highly leveraged projects earn higher rating)

Fund Preference -
if anySTBG ☐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

Currently there can be between 2 and 5 transit vehicles converging on the same location at :00 and :30 minutes after the hour between 6:30am and 5:30pm. Since the site can't accommodate that many vehicles, one of more is idling in the travel lane of a state facility. This causes vehicle/transit conflicts as well as vehicle/pedestrian conflicts as transit passengers attempt to cross the road. The current configuration is necessary in that the transit system is reliant on timed transfers between routes in order to facilitate passenger being able to change their direction of travel.

Promote Connectivity:Roadway ☐Bike/Ped ☒Transit ☒Anticipate VMT Reduction ☒

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

The proposed facility will be of adequate size to accommodate bikes/pedestrians and all the transit vehicles in operation at any given time. The facility will even be promoted as a park and ride not only within town, but for the commuter routes to north/south Josephine County and the Rogue Valley Commuter Line as well. Improved attractiveness of the transit system will increase ridership. By offering customer service and specific areas for each route the attractiveness of transit will be increase. Also, there will be adequate passenger waiting facilities at a secure and monitored facility for transit users only.

Population Served: Applicant-Provided ADT 220000 or Transit Boarding 220000

RVMPD staff will estimate number of people served by project (population and employment) using RVMPD travel demand model data (TAZ data).

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

3.b) COMMUNITY VITALITY & LIVABILITY

Likely-Underserved Populations Impact/Benefit: Minority & Limited English Proficiency, Low-Income, Senior, Disabled Populations *(Applicant may provide additional information here regarding populations to be served)*

It will be much easier to identify and get to the transit route someone is attempting to transfer to. Since each route will have a separate boarding location, the identification of where to board will be improved for anyone with a disability.

☒ Project will improve handicapped access

Project Supports Increased Housing on Transit Route

☐ Yes

Identify route (or potential route), explain relationship

It will be much easier to identify and get to the transit route someone is attempting to transfer to. Since each route will have a separate boarding location, the identification of where to board will be improved for anyone with a disability.

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

☐ Yes

- Project is located in a downtown, activity center, 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:

It will be much easier to identify and get to the transit route someone is attempting to transfer to. Since each route will have a separate boarding location, the identification of where to board will be improved for anyone with a disability.

Benefits Freight Movement
(check appropriate)

Provide as appropriate:

☐ Reduce Truck VMT

☐ Reduce Truck Idle

☐ Other *(explain at right)*

• Truck VMT/yr _____

• Truck Idle Hrs/yr _____

• Truck ADT _____

• Anticipated Truck VMT Reduction/yr _____

• Anticipated Truck Idle Reduction/yr _____

• Additional Information:

It will be much easier to identify and get to the transit route someone is attempting to transfer to. Since each route will have a separate boarding location, the identification of where to board will be improved for anyone with a disability.

(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 improves the transit service by being able to adequately service all transit routes and vehicles at any given time. Project provides for some operational improvements through decreases in vehicle travel times, which allows for service improvements and better route connectivity.

Project Supports Increased Transit, Bike, Pedestrian Mode Share

☒ Yes

Explain:

Project provides for a safe, passenger friendly environment that can accommodate all transit vehicles and transit passengers at the same time.

Project is or Includes Bicycle Facility

☒ Yes

Bike parking will be provided as part of the project and all vehicles will be able to accommodate three bicycles on the front racks.

Project is or Includes Bicycle Facility 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 Mixed-use/Downtown Area

☒ Yes

Total length: two blocks

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

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

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

Current surface is dirt and will be paved and concrete bus/passenger waiting area will be created. Landscaping will be added to decrease surface run off

Air Quality Benefits (in addition to those identified elsewhere)

Air quality benefits are the product of additional people riding and utilizing local/regional transit services.

Diesel Vehicle Project (check one) Project Description:☐ Diesel retrofit☐ Diesel Fuel Conversion☐ Alt Fueling Station☐ Other (explain at right)

New Fuel Type: _____

Number on-road vehicles covered or served: _____ vehicles

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

CO₂ Reductions☒ Yes

Explain:

(Generally, project that reduces travel by combustion vehicle)

Co2 reductions are the product of increased transit ridership and park and ride use for the RVCL.

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 72000 annual auto trips miles/yr.**System Efficiency**☒ Yes

Explain:

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

Project will provide for dramatic improvements for vehicle connections and speed transfers of passengers between routes. Both of which improve the operational capacity of the existing transit system.

Project Lifespan 30 yrs. **For CMAQ Funding:** Duration of PM10 & CO Benefit n/a yrs.

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

4. ADDITIONAL PROJECT INFORMATION Optional; Information not submitted elsewhere

Click to Submit

Project Name	Josephine County Transit Transfer Point
---------------------	--

Problem Statement

Transit ridership has grown by 133% since FY 2009/2010 on JCT. This rapid growth has basically overwhelmed the current location to accommodate the number of passengers needing transfers. This growth also increased the need for routes to meet on time at specific locations to allow for passengers access to other routes. At the current location there is one stop and passengers have to hurry to find the bus they are attempting to transfer to. It will also eliminate the stacking of transit vehicles into the only disable parking space, the two existing cross walks and into the adjacent through lane of traffic. If there isn't enough room for all vehicles to pull into the curb, one will routinely stay in the lane of traffic.

Proposed Solution

A new transit hub will be built along 5th street between E Street and D Street. This location is two blocks away from the current facility. The proposed sites is currently owned by Josephine County and the land is suited to be dedicated to this use. The new site will consist of perimeter on street parking for all transit routes. The interior of the lot will be paved for customer parking and a small customer service/driver break room building will be constructed. JCT does not currently have a customer service or driver break facility on route. There will also be passenger amenities such as shelters, trash receptacles, lights and bicycle parking, for each individual route. Each route will have a designated spot to pull into so passengers know where to wait for each bus by route. Each spot will also be signed. The project will provide for modal improvements in transit, pedestrian, bicycle, motorists and benefit freight movements. By providing for adequate space for the transit vehicles they won't be pulling into crosswalks, pulling into disabled parking spaces or blocking a through lane of traffic on this state facility. It will improve operational safety for all the mentioned modes. It will not only improve the transit facility from what it is currently, it will also improve the operational efficiency at the current location.

Project Location and Type

Highway Number				Work Type	Operations
Highway Name (if multiple)	#N/A			Funding Type	
Route Number	#N/A			Highway Classification	Urban Principal Arterial-Other
Mile Points		to		Rural/Urban/Mixed	Urban
		to		Design Standards (3R/4R)	4R
		to		Project Type	Structures
Highway Number				Terrain	Flat
Highway Name (if multiple)	#N/A			Urban Growth Boundary	Yes <input checked="" type="checkbox"/>
Route Number	#N/A			Freight Route	Yes <input type="checkbox"/>
Mile Points		to		National Highway System	Yes <input type="checkbox"/>
		to		Metro Planning Organization	Yes <input checked="" type="checkbox"/>
		to		County	Josephine

Cost Estimate	Estimate	%*	Adjust	
Preliminary Engineering	\$ 46,000	15.0%	\$ -	Reason for PE adjustment
Right of Way	\$ -			
Utility Reimbursement	\$ 50,000			
Structures Construction	\$ 403,400			
Construction	\$ 417,000			
Total Project Estimate	\$916,400			

Add-on Items (e.g., guardrail on Pres)	
Cost of Add'l Items, Incl CE&Cont	\$ -
Add'l PE required	\$ -
Add'l R/W required	\$ -
Total Additional Cost	\$ -
Recommended funding source	

Prepared by	Richard Randleman
Date	2/19/2016
Scoping Date	
STIP Cycle	2018-2021

Project Name	Josephine County Transit Transfer Point
---------------------	--

Intermodal Opportunities	Description/Reason, if not included
Transit	
Bike/Ped	

Construction Cost Estimate Summary

Project Name		Josephine County Transit Transfer Point	
Elements	Amount	Base %	Adjust %
Roadway	\$ 164,233	Do not change the percentages in this column	Enter positive or negative percentage adjustment to Base % in this column
Structures	\$ -		
Traffic (Signs, signals, illum)	\$ -		
Hydro (not included in Rdwy or Structures)	\$ 81,500		
Geotech (not incl in Roadway or Structures)	\$ -		
Construction Subtotal	\$ 245,733		
Mobilization	\$ 24,573	10.0%	0.0%
Traffic Control (excl. Temp/Portable Signal)	\$ 24,573	10.0%	0.0%
Erosion Control	\$ 885	0.4%	0.0%
Construction Survey	\$ 4,915	2.0%	0.0%
Removal of Structures & Obstructions	\$ 7,372	3.0%	0.0%
Construction Bid Item Total	\$ 308,051		
Contingencies	\$ 73,720	30.0%	0.0%
Construction Engineering	\$ 35,631	14.5%	0.0%
Construction Total	\$ 417,402		

Reason for Mobe, TC, EC, Survey, Removal adjustment
Reason for CE & Contingency adjustment

Add-on Roadway Items (e.g., guardrail on Pres)	
Cost of Add'l Items	\$ -
Mobe, TPDP, Erosion, Survey, Removal	\$ -
Contingencies & CE	\$ -
Add-on Construction Cost	\$ -
Comments re: Add-ons	

SCOPING - COST ESTIMATE - 2008 English Items				
OREGON STATE HIGHWAY DIVISION - ROADWAY ENGINEERING				
SECTION			COUNTY	
Josephine County Transit Transfer Point			Josephine	
KIND OF WORK	LENGTH (mi)	DATE	ROADWAY DESIGNER	
Operations	225 '	3/15/16	J. Sheadel	
ITEM DESCRIPTION	UNIT	AMOUNT	UNIT COST	TOTAL
Note: Percentages for Mobilization, Traffic Control, Erosion Control, Const Survey, and Removal are automatically calculated on the Construction Cost Totals sheet.				
TRAFFIC CONTROL SIGNALS (Consult with Traffic Unit)				
PORTABLE SIGNAL	# MONTHS	0.0	\$6,000.00	\$0.00
TEMPORARY SIGNAL (1-lane detour)	EACH	0.0	\$80,000.00	\$0.00
TEMPORARY SIGNAL (Intersection)	EACH	0.0	\$90,000.00	\$0.00
TEMPORARY SIGNAL W/VIDEO DETECTION (Intersection)	EACH	0.0	\$110,000.00	\$0.00
		0.0		\$0.00
		0.0		\$0.00
		0.0		\$0.00
ROADWORK				
CLEARING AND GRUBBING	Ac	0.5	\$6,000.00	\$3,000.00
GENERAL EXCAVATION	CUYD	700.0	\$15.00	\$10,500.00
EMBANKMENT IN PLACE	CUYD	0.0	\$15.00	\$0.00
SURFACING STABILIZATION	SQYD	0.0	\$70.00	\$0.00
SUBGRADE STABILIZATION	SQYD	200.0	\$25.00	\$5,000.00
WATERING	MGAL	0.0	\$25.00	\$0.00
GEOTEXTILE	SQYD	2000.0	\$1.75	\$3,500.00
RIPRAP	CUYD	0.0	\$75.00	\$0.00
		0.0		\$0.00
		0.0		\$0.00
		0.0		\$0.00
		0.0		\$0.00
		0.0		\$0.00
DRAINAGE AND SEWERS				
Estimate for Drainage & Sewers by Percentage	LS	All	48.21%	\$53,420.24
Will drainage be complex (Detention, Water Qual., Etc.)	Yes			
OR Estimate for Drainage & Sewers by Itemization	If estimating by Items rather than by Percentage, enter "0" in the lump sum unit cost above (Cell E32).			
CONCRETE MANHOLES	FT	0.0	\$3,200.00	\$0.00
CONCRETE INLETS, TYPE CG-3	EACH	0.0	\$1,650.00	\$0.00
CONCRETE INLETS, TYPE G-2	EACH	0.0	\$1,650.00	\$0.00
CONNECTION TO EXISTING STRUCTURES	EACH	0.0	\$500.00	\$0.00
MINOR ADJUSTMENT OF MANHOLES/ INLETS	EACH	0.0	\$850.00	\$0.00
18 INCH CULVERT PIPE, 5 FT DEPTH	FT	0.0	\$75.00	\$0.00
18 INCH STORM SEW PIPE, 5 FT DEPTH	FT	0.0	\$75.00	\$0.00
WEARING SURFACE DRAIN	FT	0.0	\$70.00	\$0.00
WEARING SURFACE DRAIN OUTLETS	EACH	0.0	\$400.00	\$0.00
				\$0.00
				\$0.00
				\$0.00

				\$0.00
				\$0.00
BASES				
COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SQYD	0.0	\$1.75	\$0.00
COLD PLANE PAVEMENT REMOVAL, 4 INCH DEEP	SQYD	0.0	\$2.25	\$0.00
COLD PLANE PAVEMENT REMOVAL, 6 INCH DEEP	SQYD	0.0	\$2.75	\$0.00
AGGREGATE BASE/ SHLDR AGG	TON	600.0	\$25.00	\$15,000.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
WEARING SURFACES				
ASPHALT OIL	TON	25.0	\$600.00	\$15,000.00
ASPHALTIC CONCRETE PAVEMENT	TON	500.0	\$33.00	\$16,500.00
EXTRA FOR ASPHALT APPROACHES	EACH	0.0	\$600.00	\$0.00
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT	SQYD	0.0	\$100.00	\$0.00
STANDARD CURB CONCRETE CURBS	FT	400.0	\$18.00	\$7,200.00
CONCRETE ISLANDS	SQFT	0.0	\$10.00	\$0.00
CONCRETE DRIVEWAYS	SQFT	500.0	\$9.00	\$4,500.00
CONCRETE WALKS	SQFT	4000.0	\$7.00	\$28,000.00
AC Bonus/Smoothnes Bonus	LS	All	7.50%	\$2,362.50
HMAC in leveling	TON	0.0	\$45.00	\$0.00
ASPHALT OIL in leveling	TON	0.0	\$450.00	\$0.00
				\$0.00
				\$0.00
				\$0.00
PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES				
GUARDRAIL, TYPE 2A	FT	0.0	\$20.00	\$0.00
GUARDRAIL, TYPE 3	FT	0.0	\$50.00	\$0.00
GUARDRAIL ANCHORS	EACH	0.0	\$700.00	\$0.00
GUARDRAIL END PIECE	EACH	0.0	\$150.00	\$0.00
GUARDRAIL CONNECTIONS	EACH	0.0	\$2,250.00	\$0.00
GUARDRAIL TRANSITION	EACH	0.0	\$2,500.00	\$0.00
GUARDRAIL TERMINALS, NON-FLARED	EACH	0.0	\$2,800.00	\$0.00
ADJUST GUARDRAIL	FT	0.0	\$5.00	\$0.00
CONCRETE BARRIER	FT	0.0	\$55.00	\$0.00
REMOVE AND REINSTALL CONCRETE BARRIER	FT	0.0	\$15.00	\$0.00
CONCRETE BARRIER, TALL	FT	0.0	\$85.00	\$0.00
IMPACT ATTENUATOR, QUAD GUARD	EACH	0.0	\$22,500.00	\$0.00
DELINEATORS, TYPE 2	EACH	0.0	\$40.00	\$0.00
THERMOPLASTIC, 120 MIL, SPRAYED	FT	200.0	1.25	\$250.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
TOTAL ROADWAY ITEMS (Construction)				\$164,232.74



Project Funding Application:

- Surface Transportation Block Grant (STBG)
- Congestion Mitigation & Air Quality (CMAQ)

Federal Fiscal Years: **2019 - 2021**

Applications Due: **Friday, September 30, 5pm**

Eligibility

This application is to be used to apply for MRMPO 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 Oct., 2018 (Federal Fiscal Year 2019), Oct. 1, 2019 (FFY 2020), Oct. 1, 2020 (FFY 2021). Project will be ready with match funds (generally 10.27%) and additional funds necessary to complete project/phase, in (check one):

☐ Oct. 1, 2018 (FFY 2019) ☐ Oct. 1, 2019 (FFY 2020) ☐ Oct. 1, 2020 (FFY 2021)

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 _____

Staff Contact

Phone

Email:

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

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
		STBG	CMAQ			
Project Devel.		\$	\$	\$	\$	\$
Design/Engineer		\$	\$	\$	\$	\$
Right-of- Way		\$	\$	\$	\$	\$
Construction		\$	\$	\$	\$	\$
Other		\$	\$	\$	\$	\$
Total		\$	\$	\$	\$	\$

Highly leveraged projects earn higher rating)*Fund Preference -**
*if any*STBG ☐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 _____*RVMPO staff will estimate number of people served by project (population and employment) using RVMPO travel demand model data (TAZ data).*

MRMPO CMAQ & STBG Funding, 2019 - 2021 Application

3.b) COMMUNITY VITALITY & LIVABILITY

Likely-Underserved Populations Impact/Benefit: Minority & Limited English Proficiency, Low-Income, Senior, 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, 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 Facility ☐ Yes

Project is or Includes Bicycle Facility 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 Mixed-use/Downtown Area ☐ Yes

Total length: _____

MRMPO CMAQ & STBG Funding, 2019 - 2021 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

CO₂ 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

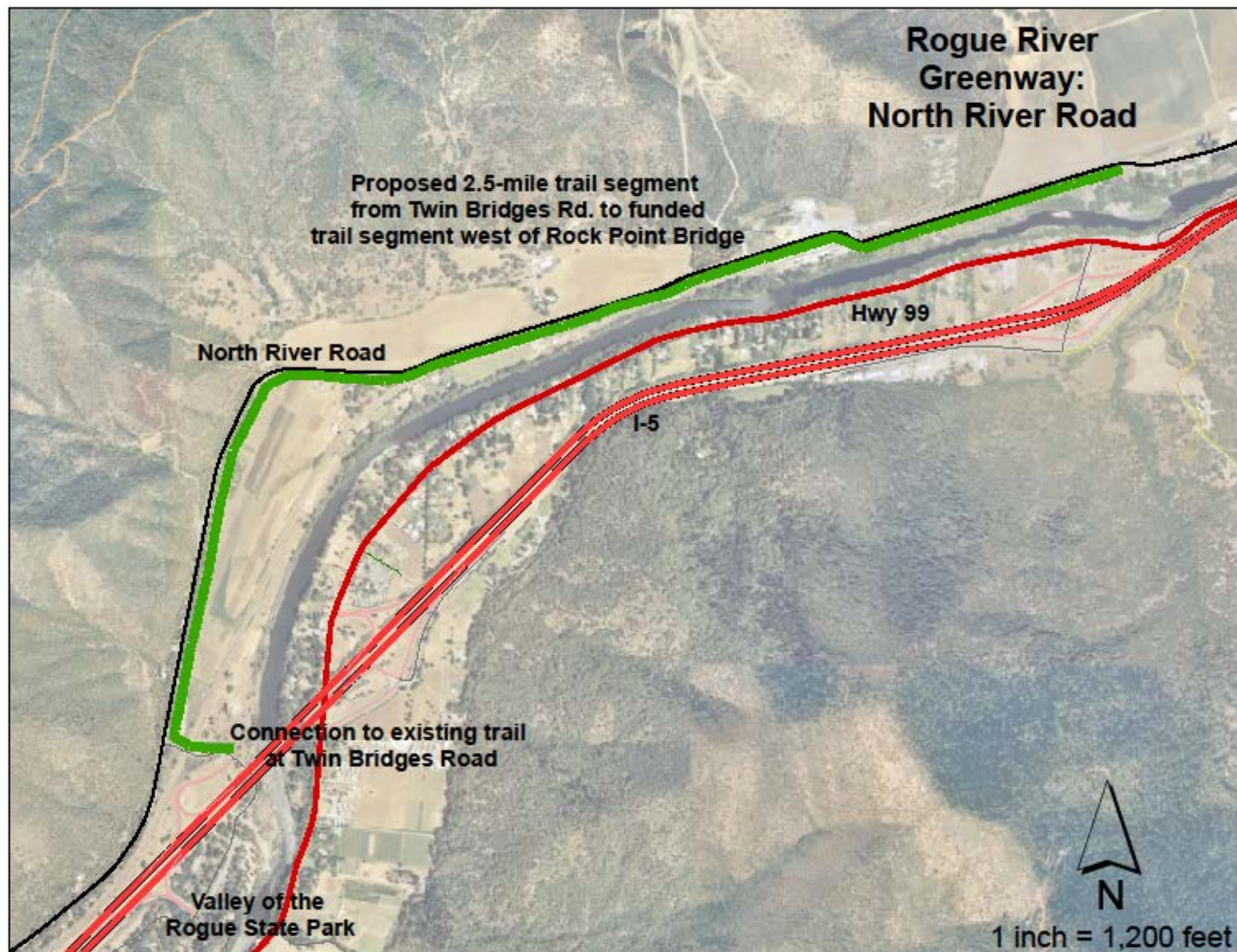
Explain:

(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



RVMPO/MRMPO SCOPING ESTIMATE

(updated June 2016)

PROJECT NAME RRGW - Rock Point to Twin Bridges				COUNTY Jackson	
KIND OF WORK Multi Use Path Construction and Paving			LENGTH 2.44 mi	DATE 12/6/16	ESTIMATE PREPARER James Philp
BID ITEM #	ITEM TITLE	UNIT	QTY	UNIT COST	EXTENDED COST
TEMPORARY FEATURES AND APPURTENANCES					
0210-0100000A	MOBILIZATION	LS	x	10.00%	\$123,804
0225-0100000A	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS	x	8.00%	\$99,043
0280-0100000A	EROSION CONTROL	LS	x	2.00%	\$24,761
ROADWORK					
0305-0100000A	CONSTRUCTION SURVEY WORK	LS	x	1.00%	\$11,904
0310-0100000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	x	3.00%	\$35,713
0310-0101000F	REMOVAL OF CURBS	FOOT		\$ 3.00	\$0
0310-0113000A	REMOVAL OF GUARDRAIL	FOOT		\$ 3.00	\$0
0310-0100000F	REMOVAL OF PIPES	FOOT		\$ 16.00	\$0
0310-0103000J	REMOVAL OF SURFACINGS	SQYD		\$ 5.00	\$0
0310-0102000J	REMOVAL OF WALKS AND DRIVEWAYS	SQYD		\$ 8.00	\$0
0320-0100000R	CLEARING AND GRUBBING	ACRE	4.5	\$ 4,500.00	\$20,250
0330-0105000K	GENERAL EXCAVATION	CUYD		\$ 12.00	\$0
0330-0123000K	EMBANKMENT IN PLACE	CUYD	6700	\$ 15.00	\$100,500
0331-0106000J	12 INCH SUBGRADE STABILIZATION	SQYD	1675	\$ 13.00	\$21,775
0331-0112000J	24 INCH SUBGRADE STABILIZATION	SQYD		\$ 20.00	\$0
0340-0100000Q	WATERING	MGAL	500	\$ 25.00	\$12,500
0350-0105000J	SUBGRADE GEOTEXTILE	SQYD	20067	\$ 1.00	\$20,067
0390-0105000K	LOOSE RIPRAP, CLASS 50	CUYD		\$ 56.00	\$0
0390-0108000K	LOOSE RIPRAP, CLASS 100	CUYD		\$ 60.00	\$0
DRAINAGE AND SEWERS					
0445-010018AF	18 INCH CULVERT PIPE, 5 FT DEPTH	FOOT	240	\$ 68.00	\$16,320
0445-010024AF	24 INCH CULV PIPE, 5 FT DEPTH	FOOT		\$ 75.00	\$0
0445-010036AF	36 INCH CULV PIPE, 5 FT DEPTH	FOOT		\$ 101.00	\$0
0445-010048AF	48 INCH CULV PIPE, 5 FT DEPTH	FOOT		\$ 142.00	\$0
0445-035012AF	12 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT		\$ 49.00	\$0
0445-035015AF	15 INCH STORM SEW PIPE, 5 FT	FOOT		\$ 56.00	\$0
0445-035018AF	18 INCH STORM SEWER PIPE, 5 FT DEPTH	FOOT		\$ 65.00	\$0
0445-035024BF	24 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$ 95.00	\$0
0445-035036BF	36 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$ 119.00	\$0
0445-035048BF	48 INCH STORM SEWER PIPE, 10 FT DEPTH	FOOT		\$ 220.00	\$0
0470-0101000E	CONCRETE STORM SEWER MANHOLES	EACH		\$ 3,550.00	\$0
0470-0307000E	CONCRETE INLETS, TYPE CG-2	EACH		\$ 1,500.00	\$0
0480-0100000F	DRAINAGE CURBS	FOOT		\$ 10.00	\$0
0490-0100000E	ADJUSTING BOXES	EACH		\$ 290.00	\$0
0490-0105000E	ADJUSTING INLETS	EACH		\$ 715.00	\$0
0490-0121000E	MAJOR ADJUSTMENT OF MANHOLES	EACH		\$ 1,500.00	\$0
BRIDGES/STRUCTURES					
	BOX CULVERT EXTENTION	LS	1	\$100,000	\$100,000
	TEMP BRIDGE	LS			\$0
	BRIDGE REMOVAL	LS			\$0
	RETAINING WALL - SEGMENTAL	LIN FT	4500	\$25.00	\$112,500
BASES					
0620-0104000J	COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCH DEEP	SQYD		\$ 3.00	\$0
0620-0120000J	COLD PLANE PAVEMENT REMOVAL, 2 INCH DEEP	SQYD		\$ 1.00	\$0
0640-0100000M	AGGREGATE BASE	TON	7224	\$ 27.00	\$195,048
0640-0101000M	AGGREGATE SHOULDERS	TON		\$ 20.00	\$0
WEARING SURFACES					
0730-0100000M	ASPHALT IN TACK COAT	TON		\$ 425.00	\$0
0744-0202000M	LEVEL 2, 1/2 INCH DENSE MHMAC	TON	2570	\$ 90.00	\$231,300
0744-0302000M	LEVEL 3, 1/2 INCH DENSE MHMAC	TON		\$ 90.00	\$0
0746-0100000F	CRACK SEALING	FOOT		\$ 5.00	\$0
0749-0100000E	EXTRA FOR ASPHALT APPROACHES	EACH	20	\$ 575.00	\$11,500
0755-0100000J	REINFORCED CONCRETE PAVEMENT	SQYD		\$ 125.00	\$0

RVMPO/MRMPO SCOPING ESTIMATE

(updated June 2016)

PROJECT NAME RRGW - Rock Point to Twin Bridges				COUNTY Jackson	
KIND OF WORK Multi Use Path Construction and Paving		LENGTH 2.44 mi	DATE 12/6/16	ESTIMATE PREPARER James Philp	
BID ITEM #	ITEM TITLE	UNIT	QTY	UNIT COST	EXTENDED COST
0759-0127000J	REINFORCED CONCRETE DRIVEWAYS	SQFT		\$ 9.00	\$0
0759-0100000F	CONCRETE CURBS	FOOT	645	\$ 17.00	\$10,965
0759-0103000F	CURB AND GUTTER CONCRETE CURBS	FOOT		\$ 19.00	\$0
0759-0128000J	CONCRETE WALKS	SQFT		\$ 5.00	\$0
0759-0126000J	CONCRETE DRIVEWAYS	SQFT		\$ 7.00	\$0
PERMANENT TRAFFIC CONTROL AND GUIDANCE DEVICES					
0810-0104000F	GUARDRAIL, TYPE 2A	FOOT		\$ 19.00	\$0
0810-0107000F	GUARDRAIL, TYPE 3	FOOT		\$ 50.00	\$0
0810-0109000F	GUARDRAIL, TYPE 4	FOOT		\$ 50.00	\$0
0810-0119000E	GUARDRAIL ANCHORS, TYPE 1	EACH		\$ 780.00	\$0
0810-0122000E	GUARDRAIL END PIECES, TYPE B	EACH		\$ 700.00	\$0
0810-0126000E	GUARDRAIL TRANSITION	EACH		\$ 2,300.00	\$0
0810-0129000E	GUARDRAIL TERMINALS, NON-FLARED	EACH		\$ 2,150.00	\$0
0810-0130000E	GUARDRAIL TERMINALS, FLARED	EACH		\$ 2,100.00	\$0
0812-0101000F	ADJUSTING GUARDRAIL	FOOT		\$ 3.50	\$0
0820-0100000F	CONCRETE BARRIER	FOOT		\$ 61.00	\$0
0820-0127000F	CONCRETE BARRIER, TALL	FOOT		\$ 85.00	\$0
0840-0102000E	DELINEATORS, TYPE 2	EACH		\$ 38.00	\$0
0840-0106000E	MILEPOST MARKER POSTS	EACH		\$ 100.00	\$0
0867-0103000E	PAVEMENT LEGEND, TYPE B: ARROWS	EACH		\$ 270.00	\$0
0867-0111000E	PAVEMENT LEGEND, TYPE B: "SCHOOL"	EACH		\$ 495.00	\$0
0867-0119000E	PAVEMENT LEGEND, TYPE B: RAILROAD CROSSING MARKINGS	EACH		\$ 975.00	\$0
0867-0131000E	PAVEMENT LEGEND, TYPE B-HS: BICYCLE LANE SYMBOLS	EACH		\$ 280.00	\$0
0867-0145000J	PAVEMENT BAR, TYPE B	SQFT		\$ 8.50	\$0
0867-0173000E	PAVEMENT LEGEND, TYPE B: DISABLED PARKING	EACH		\$ 287.00	\$0
0855-0102000E	BI-DIRECTIONAL YELLOW TYPE I MARKERS	EACH		\$ 4.75	\$0
0855-0103000E	BI-DIRECTIONAL YELLOW TYPE I MARKERS, RECESSED	EACH		\$ 6.00	\$0
0860-0200000F	LONGITUDINAL PAVEMENT MARKINGS - PAINT	FOOT		\$ 0.15	\$0
0865-0116600F	THERMOPLASTIC, EXTRUDED, SURFACE, PROFILED	FOOT	1500	\$ 1.00	\$1,500
0857-0101000L	CONTINUOUS RUMBLE STRIPS	MILE		\$ 900.00	\$0
PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS					
	PERMANENT SIGNS	LS			\$0
	INTERPRETIVE PANELS AND DÉCORATIVE HARDSCAPE FEATURES	LS			\$0
0990-0103000A	DETECTOR INSTALLATION, _____	EACH		\$ 2,600.00	\$0
0990-0101000A	TRAFFIC SIGNAL INSTALLATION, _____	EACH		\$ 178,000.00	\$0
0990-0105000A	INTERCONNECT SYSTEM	LS		\$ 30,000.00	\$0
	STREET LIGHTS SINGLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH			\$0
	STREET LIGHTS MULTIPLE - INCLUDING CONECTIONS, WIRING, CONDUIT	EACH			\$0
	ILLUMINATION				\$0
RIGHT-OF-WAY DEVELOPMENT AND CONTROL					
1030-0109000R	PERMANENT SEEDING, MIX NO. 1	ACRE	3.0	\$ 2,400.00	\$7,200
1050-0135000F	_____ CHAIN LINK FENCE	LIN FT		\$ 18.00	\$0
1070-0100000E	SINGLE MAILBOX SUPPORTS	EACH		\$ 150.00	\$0
1070-0101000E	MULTIPLE MAILBOX SUPPORTS	EACH		\$ 350.00	\$0
	ENVIRONMENTAL MITIGATION SITES	LS			\$0
	WATER QUALITY/DETENTION	LS	1	\$ 25,000.00	\$25,000
UNUSUAL ELEMENTS					
1095-0104000E	LITTER RECEPTACLES	EACH		\$1,600.00	\$0
1095-0100000E	BENCHES, TYPE _____	EACH		\$1,700.00	\$0
1040-0200000E	TREE GRATES	EACH		\$1,300.00	\$0
1095-0101000E	BIKE RACKS	EACH		\$600.00	\$0
0759-0161000F	METAL HANDRAIL, 2 RAILS	LIN FT	750	\$72.00	\$54,000
	RAILROAD CROSSING	LS	1	\$250,000.00	\$250,000
CONSTRUCTION SUBTOTAL					\$1,485,650

RVMPO/MRMPO SCOPING ESTIMATE

(updated June 2016)

PROJECT NAME RRGW - Rock Point to Twin Bridges				COUNTY Jackson	
KIND OF WORK Multi Use Path Construction and Paving			LENGTH 2.44 mi	DATE 12/6/16	ESTIMATE PREPARER James Philp
BID ITEM #	ITEM TITLE	UNIT	QTY	UNIT COST	EXTENDED COST

PROJECT PHASES/SUMMARY OF COSTS					
ROW					
	LAND, IMPROVEMENTS, DAMAGES	LS	1	\$ 210,000.00	\$ 210,000.00
	ROW PROCESS (APPR, REV APPR, ACQ, ODOT REV, etc.)	File	7	\$ 10,000.00	\$ 70,000.00
	ROW SUBTOTAL				\$ 280,000.00
UTILITY RELOCATION					
	INSERT APPROPRIATE LINE ITEMS/COSTS FOR ANY REIMBURSABLE UTILITIES				
	UTILITY RELOCATION SUBTOTAL				\$ -
PRELIMINARY ENGINEERING					
	PE - ODOT OVERSIGHT	LS	1	\$ 20,000.00	\$ 20,000.00
	*PE - ENVIRONMENTAL	LS	1		\$ -
	PE - SURVEYING	LS	1		\$ -
	PE - GEO-TECH	LS	1		\$ -
	**PE - DESIGN & PROJECT MANAGEMENT	LS	22%	of CON cost	\$ 326,843.09
	PRELIMINARY ENGINEERING SUBTOTAL				\$ 346,843.09
CONSTRUCTION					
	TOTAL BID ITEM COST (from estimate above)				\$1,485,650
	CE- ODOT OVERSIGHT	LS	1	\$ 20,000.00	\$ 20,000.00
	***CONSTRUCTION ENGINEERING ADMIN & INSPECTION	LS	20%	of CON cost	\$ 297,130.08
	CONSTRUCTION CONTINGENCY	LS	30%	of CON cost	\$ 445,695.12
	CONSTRUCTION SUBTOTAL				\$ 2,248,475.60
TOTAL PROJECT COST					\$ 2,875,318.69

* Environmental costs should account for the typical clearances needed for each environmental area (historic-archaeological & built, hazmat, biology, wetland, noise, etc.), any necessary permits and land use requirements. Contact ODOT LAL for assistance, if needed.

** Typical percentages for federally funded LPA projects range from 15% to 25%. Projects with lower construction costs (under \$1M) typically have higher design percentages.

*** Typical percentages for federally funded LPA projects range from 17% to 25%. Projects with lower construction costs (under \$1M) typically have higher CE percentages.

Designating Critical Rural and Critical Urban Freight Corridors

Critical Rural Freight Corridors (CRFC) and Critical Urban Freight Corridors (CUFC) provide important connections to the National Highway Freight Network (NHFN). States and MPOs designate corridors to add mileage to the National Highway Freight Network and strategically direct federal resources towards improved system performance and efficient freight movement. Adding mileage for CRFCs and CUFCs to the state's NHFN allows expanded use of National Highway Freight Program formula funds and FASTLANE Grant Program funds for eligible projects that support the national highway and multimodal freight system goals.

ODOT considered two approaches to conduct system definition and critical freight corridor designation. One approach would identify segments of the broader multimodal freight network for designation. The preferred approach focuses strategically on qualifying segments in which improvement projects in need of federal funding are being developed or are anticipated in the next five to twenty years. This effort will not impact current roadway designations, such as freight routes from the Oregon Highway Plan and strategic corridors from the Oregon Freight Plan. Table 1 below lists the eligibility requirements to designate corridors.

Table 1: Eligibility Requirements

Critical Rural Freight Corridors	Critical Urban Freight Corridors
<p>Must be a public road within the borders of the state and <i>not in an urbanized area</i></p> <p>Meet one or more of the following:</p> <ol style="list-style-type: none"> 1. Rural principal arterial roadway with minimum 25% of annual average daily traffic (measured in passenger vehicle equivalent units) from trucks (FHWA vehicle class 8-13) (A) 2. Provides access to energy exploration, development, installation, or production areas (B) 3. Connects the PHFS or the Interstate System to facilities that handle more than 50k TEUs per year or 500k tons per year of bulk commodities (C) 4. Provides access to grain elevators, agricultural, mining, forestry, or intermodal facilities (D) 5. Connects to an international port of entry (E) 6. Provides access to significant air, rail, water, or other freight facilities in the state (F) 7. Determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State (G) <p>FHWA encourages states to consider first and last mile connector routes from high-volume freight corridors to key rural freight facilities, such as manufacturing centers, agricultural processing centers, farms, intermodal and military facilities</p> <p>State may designate Critical Rural Freight Corridors</p>	<p>Must be a public road <i>in an urbanized area</i></p> <p>Meet one or more of the following:</p> <ol style="list-style-type: none"> 1. Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility (H) 2. Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement (I) 3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land (J) 4. Important to the movement of freight within the region, as determined by the MPO or the State (K) <p>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</p> <p>Note: <i>MPOs in urbanized areas with population of 500,000 or more may designate Critical Urban Freight Corridors in coordination with the State. In urbanized areas with population under 500,000, the State, in consultation with MPOs, may designate CUFCs.</i></p>

FHWA code for each eligibility item is noted in parentheses and bold italics

Designating Critical Rural and Critical Urban Freight Corridors

According to FAST Act requirements, the State is responsible for designating Critical Urban Freight Corridors, in coordination with MPOs, for urbanized areas with population under 500,000. MPOs may designate CUFCs, in coordination with the State, in urbanized areas with population 500,000 or more.

ODOT is facilitating a discussion with MPOs in Oregon to identify candidates for CUFC designations. The discussion will take place on January 13, 2017 during the regularly scheduled MPO Transit Districts meeting. MPO directors are expected to attend and are invited to bring planning staff or additional MPO staff as desired. To prepare for the discussion, ODOT requests each MPO to develop a refined list of locations or road segments within your metropolitan planning area as candidates for CUFC designation.

Please consider the following as you develop your list:

- ⇒ Use the eligibility requirements for CUFCs listed in Table 1
- ⇒ Develop location/segment list noting the road name, mile points, segment length, and applicable FHWA code(s) to indicate applicable criteria for each facility
- ⇒ Describe each location/segment's importance to freight mobility
- ⇒ Consider anticipated need for improvements on the eligible road network in your metropolitan planning area
- ⇒ Focus on portions of corridors that provide critical links or road segments where an improvement project is being developed rather than an entire highway corridor

In addition, the State is responsible for designating Critical Rural Freight Corridors and miles to be added to the National Multimodal Freight Network in Oregon. ODOT is developing a working group to discuss designation candidates in the winter and spring of 2017. The working group will include representatives of freight transportation modes, shippers and carriers, and jurisdictions involved in rural and regional freight transportation system planning.



Figure 1: Illustration of National Highway Freight Network (blue) and Oregon Highway Plan Freight Routes (red)

Key Facts and Resources

USDOT allotted the following additional mileage for Oregon freight corridor designations:

- ⇒ 155 miles for Critical Rural Freight Corridors
- ⇒ 77 miles for Critical Urban Freight Corridors

FHWA Guidance on Designations:

www.ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm

Oregon Freight Plan:

www.oregon.gov/ODOT/TD/TP/pages/ofp.aspx

For more information on Critical Urban Freight Corridors and Critical Rural Freight Corridors, or for information on the Oregon Freight Plan amendment work currently underway, please contact the ODOT Freight Planning Unit.

Contacts

Scott Turnoy, Freight Planning Program Manager
Scott.turnoy@odot.state.or.us
 503-986-3703

Erik Havig, Planning Section Manager
Erik.M.HAVIG@odot.state.or.us
 503-986-4127

ODOT Planning Project Title VI Report

OREGON FREIGHT PLAN AMENDMENT

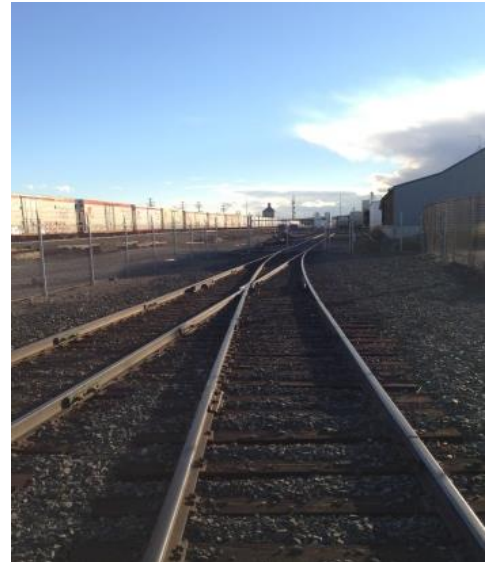


DATA AND ANALYSIS

Freight transportation facilities with mobility issues are currently being inventoried and prioritized into tiers. This effort includes collection of truck travel data, National Performance Management Research Data Set, Average Annual Daily Traffic, and analysis of highway delay areas, intermodal connectors, and non-highway needs identified by aviation, marine, and rail representatives.

PROJECT OVERVIEW AND PROCESS

The Oregon Freight Plan (OFP) must meet new federal requirements for the state to obligate federal formula freight funding beyond December 4, 2017. The requirements and ODOT's approach for meeting them are detailed in the attached document, *FAST Act Freight Planning Requirements and OFP Approach*. While several of the requirements are addressed by the 2011 OFP and other statewide policy plans, ODOT's OFP amendment process will address the remaining requirements, including a tiered statewide inventory of freight transportation facilities with mobility needs; additional urban and rural facilities designated as critical freight corridors; a five-year investment plan listing priority projects; and performance measures. A contract has been established for project management and facilitation services to help ODOT meet the tight timeline to complete the amendment and assist with stakeholder engagement.



KEY OUTCOMES

An amended Oregon Freight Plan, approved by the Oregon Transportation Commission and certified by Federal Highway Administration, which enables the state to continue obligating federal formula freight funding. This effort sets the foundation for freight transportation system investments to be included in the 2018-2021 STIP, as well as for future statewide freight planning.

OUTREACH AND PUBLIC INVOLVEMENT EFFORTS

Outreach to the Oregon Freight Advisory Committee, Metropolitan Planning Organizations and Area Commissions on Transportation are components of the outreach and stakeholder engagement plan for this project. In addition, a working group consisting of freight transportation modal, industry, and rural jurisdiction representatives will provide input on Critical Rural Freight Corridor designations.



Website: www.oregon.gov/ODOT/TD/TP/pages/ofp.aspx

For more Information, Please Contact:

Scott Turnoy, 503-986-3703 scott.turnoy@odot.state.or.us

Erik Havig, 503-986-4127 erik.m.havig@odot.state.or.us

FAST Act Freight Planning Requirements and OFP Approach

Oregon's state freight plan must be compliant with FAST Act planning requirements and approved by Federal Highway Administration's (FHWA) Division Office by December 4, 2017. ODOT is leading the amendment process for the Oregon Freight Plan and will seek approval by the Oregon Transportation Commission of the final state freight plan document in November 2017. For quick reference, ODOT has organized the FAST Act freight planning requirements and ODOT's corresponding approach to meet each requirement in Table 1 below.

Table 1: State Freight Plan Requirements and Approach

FAST Act State Freight Planning Requirements	ODOT Approach	Schedule
1. Identification of significant freight system <i>trends, needs, and issues</i> with respect to the state	The 2011 OFP contains information on trends, needs, and issues - develop spreadsheet that refers to relevant sections of the 2011 OFP for FHWA review	Winter 2017
2. Description of freight <i>policies, strategies, and performance measures</i> that will guide State's freight-related transportation investment decisions	The 2011 OFP and other policy plans contain policies and strategies, but performance measures will either reflect federal measures or short list of measures linked to investment opportunities	Winter 2017 PMs by Spring 2017
3. Listing of: a) multimodal <i>critical rural freight facilities and corridors</i> designated within the state, b) <i>critical rural and urban freight corridors</i> designated within the state	Urban mileage will be designated in consultation with MPOs, rural mileage and additional multimodal mileage will be designated in consultation with working group of modal, freight transportation industry, and rural jurisdiction representatives ODOT GIS Unit will develop proposed designation maps	Revised maps by Spring 2017 Final memo by Summer 2017
4. Description of how the plan will improve the ability of the state to <i>meet the national multimodal freight policy goals and the national highway freight program goals</i>	Provide a crosswalk table that demonstrates correlation between the national goals and existing statewide plan policies, strategies, and the new freight investment plan	Spring 2017
5. Description of how <i>innovative technologies and operational strategies</i> including freight intelligent transportation systems, that improve the safety and efficiency of freight movement were considered	Refer to relevant sections of 2011 OFP and other policy plans for policies and strategies	Winter 2017
6. Description of improvements that may be required to <i>reduce or impede the deterioration of roadways</i> due to projected wear from travel by heavy vehicles	Refer to relevant sections of 2011 OFP, the OHP, and the OTP state of good repair policies	Winter 2017

FAST Act Freight Planning Requirements and OFP Approach

FAST Act State Freight Planning Requirements	ODOT Approach	Schedule
7. Inventory of facilities with freight mobility issues , such as bottlenecks, within the state, and for those facilities that are state owned or operated, a description of the strategies the state is employing to address those freight mobility issues	Inventory of needs will include tiered list of Freight Highway Bottlenecks (Delay Areas), Intermodal Connectors, and non-highway facilities with freight mobility issues Refer to existing plans for strategies to address issues	Winter/Spring 2017
8. Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay	Discuss with ODOT Regions, ODOT Rail Division, and Oregon Freight Advisory Committee (OFAC) related to passing lanes, truck climbing lanes, and rail-highway at grade crossings that have delays	Winter 2017
9. Freight investment plan that includes a list of priority projects and describes how freight formula funds would be invested and matched	The inventory of facilities with freight mobility issues will inform the list of priority projects in the investment plan ODOT will develop a proposal, working with region staff for project scoping and cost information, including freight formula funds and matching fund sources for each project Investment plan proposal shared with ACTs and OFAC for feedback	Summer 2017
10. Consult with the state freight advisory committee	Prepare an OFAC consultation section of the update outlining all points and steps in which OFAC provided input and guided the amendment process. Examples include: <ul style="list-style-type: none"> ✓ Inventory of facilities (bottlenecks, intermodal connectors, non-highway system needs) ✓ Investment strategy ✓ Performance measures ✓ Delay caused by freight movements ✓ Draft plan amendment review 	Winter 2017 Spring 2017 Summer 2017

Contact

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Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning

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

December 20, 2016

Mr. Greg Macpherson
Chairman,
Land Conservation and Development Commission
635 Capital St., N.E., Suite 150
Salem, OR 97301-2540

RE: Metropolitan Transportation Planning and Greenhouse Gas Reduction Targets

Dear Mr. Macpherson:

Over the past year the staff of the Department of Land Conservation and Development (DLCD) has been working closely with and providing support to an Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reductions. Their charter was to provide the Commission on Land Conservation and Development with recommendations regarding the role of local governments and MPOs in developing transportation alternatives (including recommendations concerning the existing Transportation Planning Rules) and setting targets for greenhouse gas reductions.

While the Policy Committee of the Middle Rogue MPO applauds the effort and the professionalism of the DLCD staff, we are concerned with the final recommendations regarding the inclusion of the two smallest MPOs, the Albany MPO and the Middle Rogue MPO, in the Greenhouse Gas target reductions being recommended to the Commission.

In their Technical Memo #2 (and referred to in staff's Target Policy Memo for the November 4, 2016 meeting) DLCD staff stated that inclusion of the two smallest MPOs have "... an insignificant effect on the targets ..." Thus, the logic holds that excluding the two smallest MPOs would also have an insignificant effect on the targets.

It is the opinion of the Policy Committee that the current approach being considered is too open ended and the anticipated benefits are too uncertain, too economically and/or socially infeasible for a small community given the current range of options (parking fees, ridesharing programs, enhanced transit operations, increased land use densities). The Policy Committee believes that it would be wiser for the smaller communities to revisit this issue at a later date once the benefits and efficacy of the proposed remedies and policies are better understood and quantified.

On behalf of the Middle Rogue MPO Policy Committee,

Sincerely,

A handwritten signature in black ink, appearing to read "Darin Fowler", written over a horizontal line.

Mr. Darin Fowler, Chairman
MRMPO