



AGENDA

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee

Date: *Thursday, May 3, 2018*

Time: *1:30 p.m.*

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

Transit: *served by JCT Routes #35, 40, 50, 80 and the Rogue Valley
Commuter Line*

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
Attachment	#1 MRMPO TAC Draft Minutes 04/05/18	
Action Items		
3	Joint ODOT/MRMPO/Josephine Co. Transit IGA	Karl Welzenbach
Background	This draft contract is an update to an existing contract (signed in 2015) that promotes coordination between the three identified agencies and lays out, in the scope of work, the agencies’ respective responsibilities.	
Attachment	#2 Draft IGA	
Action Requested	Review and Recommend Approval by Policy Committee	

4	2018-2021 Transportation Improvement Program (TIP) Amendment	Ryan MacLaren
Background	The TAC is being asked to make a recommendation to the Policy Committee on the proposed TIP amendment. The 21-day public comment period and public hearing was advertised on or before April 25 in the Medford Mail Tribune, Rogue River Press, and Grants Pass Daily Courier; information is currently available on the MRMPO website.	
Attachment	#3 Memo: RTP/TIP Amendments	
Action Requested	Forward recommendation to Policy Committee.	
Discussion Items		
5	Public Comment *Limited to one comment per person, five minute maximum time limit.	Chair
Presentations		
6	“All Ages and Abilities”	Gary Shaff Harlan Bittner
Background	This presentation by Siskiyou Velo board member Gary Shaff and President, Harlan Bittner is a concise overview of the National Association of City Transportation Officials’ <u>Designing for All Ages and Abilities</u> . The “all ages and abilities” design shifts the paradigm from the realm of the “strong and fearless” to an everyone – and everyday – mode of travel. The presentation hopes to contribute to existing efforts to make the Rogue Valley’s transportation system “safe and convenient” for all modes and all people.	
Attachments	#4 Change in Demand with Safe and Convenient Bike Facilities #5 Bike Mode Share – Experience from Other Cities	
Action Requested	None; information only.	
Regular Updates		
7	Updates on Currently Active MRMPO Projects	TAC Members
Attachment	#6 Tracking Spreadsheet for Currently Active MRMPO Projects	

8	MPO Planning Update	Karl Welzenbach
9	Other Business / Local Business Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.	Chair
10	Adjournment	Chair

- The next MRMPO Technical Advisory Committee (TAC) meeting will be **Thursday, June 7, 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 17, 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 5, 2018

The following attended:

Voting Members	Organization	Phone Number
Dan Roberts	ODOT	774-6383
Dick Converse	Gold Hill	423-1373
Eric Heesacker <i>for Chuck DeJanvier, Vice Chair</i>	Josephine County	
Ian Horlacher	ODOT	423-1362
Jason Canady	Grants Pass	450-6110
Mike Kuntz <i>for John Vial, Chair</i>	Jackson County	774-6228
Michael Bollweg	Rogue River	660-0093
Scott Chancey, Chair pro tem	Josephine County Transit	474-5441
Wade Elliott	Grants Pass	450-6114
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368
Interested Parties	Organization	Phone Number
Lesley Orr	Bike/Ped	707-218-4025
Tom Schauer	Grants Pass	450-6072

[MRMPO TAC April 5, 2018 Agenda Packet](#)

Full meeting recording: [180405 MRMPO TAC Meeting Audio](#)

NOTE: Due to server space restrictions, the hyperlinks to cut audio files for specific items have been eliminated. Please use the times listed behind each agenda item to forward to the segment you wish to listen to using the link to the full meeting recording above.

1. Call to Order / Introductions / Review Agenda 00:00 – 01:29

1:30 p.m. | *Quorum:* Grants Pass, Jackson County, Josephine County, ODOT

- Chair pro tem Scott Chancey stated that he may need to move Item 9 ahead of Item 8 on the agenda to be certain information related to “Local Business” could be shared prior to his necessary departure at 2:00 p.m.

2. Review / Approve Minutes 01:30 – 02:32

The Chair pro tem asked if there were any changes or additions to the February 1 meeting minutes.

02:05 | Jason Canady moved to approve the February 1 MRMPO TAC meeting minutes as presented. Chair pro tem Chancey seconded.

There was no further discussion.

*The motion carried by voice vote.**

**All attendees except for Canady, Chancey and Roberts abstained, having not been present at the February 1 meeting.*

Action Items

3. 2015-2040 Regional Transportation Plan (RTP) and 2018-2021 Transportation Improvement Program (TIP) Amendments 02:33 – 08:56

Ryan MacLaren reported that the MRMPO RTP and TIP need to be amended to add Project A below, but that only the TIP would be amended for the combination of the two projects specified under Project B:

- Southern Oregon Seismic Triage (KN 21296)
Description: *“Perform seismic upgrades on 17 bridges and 7 hillside slopes.”*
- Copies of the “Rogue Valley* Seismic Event Highway Triage Approach” document were made available for review.
*“Rogue Valley” is a misnomer on the document. The study comprises all of southern Oregon up to Eugene.
- The MRMPO has seven bridges (three on I-5 and four on Highway 99) and zero landslides included in the seismic triage plan.
- \$35 million was earmarked by HB2017 for the seismic triage work.
- Even though this project will soon be split into two separate projects, it is necessary to amend it into the RTP and TIP as is at this time so that it can get started.
- Grants Pass Signal & Pedestrian Upgrades (KN 19960) **and** I-5 Exit 58 – 6th & Morgan (KN 17477)
Description: *“The original project K19960 included a signal at 7th and M Street; after project kickoff it was determined that the justification for the signal was not appropriate for ARTS funding of the project. The signal was removed from the project allowing those funds to be moved to other safety projects,*

primarily K18880 for Region Rumble Strips.” It has been determined that the safety improvements in K17477, I-5: Exit 58 6th & Morgan Intersection Improvements, are aligned with the same type of safety upgrades remaining in K19960. Combining the two projects with similar funding sources and common safety and ADA improvements will create a single project to utilize the funding effectively and efficiently. The proposal is to combine K19960 and K17477, utilizing K19960 and its current project name.

- The projects are already in the RTP, so no amendment is necessary for that document.
- The elimination of \$1.3 million in project cost triggers a full TIP amendment, since the funding change exceeded 20%.

08:20 | Jason Canady moved that the MRMPO TAC recommend approval of the proposed amendments to the 2015-2040 MRMPO RTP and 2018-2021 MRMPO TIP to the Policy Committee. Ian Horlacher seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

4. MRMPO UPWP | FY2018-2019 08:57 – 12:21

The UPWP is required for every MPO by the federal government and comprises the MPO’s annual program budget, delineating how much planning money will be received, where it is coming from and how it will be spent. The document has been publicly noticed for over one month now, and was reviewed once previously by the TAC in February. Adoption of the document is required this month.

Tasks 1 and 2 of the document have been slightly modified to ensure that Task 1 contains program management (administrative) items only and that Task 2 items all pertain to short range planning.

11:51 | Mike Kuntz moved that the MRMPO TAC recommend adoption of the MRMPO UPWP | FY2018-2019 to the Policy Committee. Ian Horlacher seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

Presentations

5. Proposed Project Streamlining 12:22 – 27:05

Karl Welzenbach [presented](#) an idea regarding GIS-based project streamlining for the MPO that could potentially be implemented at a planning level as the MRMPO develops/updates its Regional Transportation Plan (RTP). The goal of the streamlining effort would be to pre-identify issues (e.g. through SHPO, DEQ and other agencies) with projects before they are submitted for MPO funding consideration.

Response to Welzenbach’s proposal was generally favorable, with the primary concern being that the permitting agencies would have no real incentive to review the projects/submit comments in a timely manner at such an early stage (essentially pre-planning) of the projects.

- Welzenbach will be presenting the idea to all MPO committees over the coming month as well as to the OMPOC members in April to elicit feedback to inform next steps.

- To-date, several ODOT staff are enthused by the project's potential and John Rausch, ODOT's Natural Resources Unit Manager, is supportive. Mike Baker has suggested a regional pilot of the process to gauge local permitting agencies' willingness to participate.
- If some sort of participation agreement from the permitting agencies could be reached within the next six months, an attempt could be made to incorporate the project streamlining efforts into the MRMPO's RTP update process, which is slated to begin in July (RTP adoption required in 2020).

Discussion Items

6. Public Comment 27:06 – 27:54

- *Lesley Orr, Chair, Grants Pass Bikeways and Walkways* | Copies of a [press release and map](#) concerning upcoming construction on the Rogue River Greenway were made available.
- *Tom Schauer, Grants Pass Senior Planner* | The project management team is getting ready to update the TSP.

Regular Updates

7. Updates on Currently Active MRMPO Projects 27:55 – 39:25

The spreadsheet of funded projects was reviewed; all jurisdictions present provided updates, which will be incorporated and made available for May's meeting.

8. MPO Planning Update 46:55 – 51:37 **Item postponed until after Item 9*

- *Obligation Reports* | Ryan MacLaren will be emailing draft copies of the MRMPO FFY2016 & FFY2017 obligation reports out for review. Sign-off by the MPO is not required, but any inaccuracies or other comments should be directed to rmaclaren@rvcog.org by Friday, April 13. If no comments are received, the reports will be published as presented in draft form.
- *Transportation Planning Rule (TPR)* | The new TPR is anticipated to be adopted by the Land Conservation and Development Commission (LCDC) in May. Under the existing TPR, the MPO was required to develop a regional TSP that was consistent with the RTP and the TSPs of each jurisdiction. According to the new language in the TPR, however, responsibility for TSPs and Alternative Measures will fall to the local jurisdictions and agencies rather than the MPO, although the MPO can act as a coordinator if there is unanimous agreement across the jurisdictions.
 - Three options – a menu approach of sorts – will be presented at the end of the proposed revisions to the TPR; depending on the option selected, LCDC's report on economic impact may need to be modified.

9. Other Business / Local Business 39:26 – 46:54 and 51:38 – 51:45 *(no additional comments)*

Chair pro tem Chancey explained that Grants Pass has a CMAQ project for which they entered into a partnership with Josephine County to provide sidewalk infill along certain segments surrounding transit stops. The project is nine years old and was difficult to start, because of funds moving through a channel of FHWA, FTA, Josephine County, and now finally Grants Pass.

Initially, with a project award of roughly \$1.7 million, roughly 23,000 linear square feet of sidewalk were to be built, but after building only approximately 10,000 linear sf, the project is out of budget. This appears due to the fact that the project estimate has jumped from \$50/sf to \$150/sf, mainly due to the curb cuts and ramps required.

It would be best to keep the project moving forward, since it is easier to amend funding into an existing project, but this means that Grants Pass will need to come back to the MPO mid-funding stream to request additional CMAQ funds. Some of the original project segments were removed due to right-of-way issues, so approximately 10,700 linear square feet of sidewalk remain to be built, which would require roughly another \$1.7 million CMAQ award. The parties are hopeful of funding approval in light of the MRMPO's CMAQ carryover (though this amount remains to be clarified by ODOT) and the fact that the other active CMAQ projects are for Josephine County Transit, with funding already secured.

Discussion revealed no objections to the additional funding request, so Grants Pass will bring an application and formal proposal to the MPO for consideration.

10. Adjournment 51:46 – 51:55

2:20 p.m.

Scheduled Meetings

MRMPO Policy Committee | April 19, 2018 | 2:30 p.m.

MRMPO TAC | May 3, 2018 | 1:30 p.m.

Misc. Contracts and Agreement
No. 32750

INTERGOVERNMENTAL AGREEMENT
ODOT/MPO/Public Transportation Providers Agreement
Metropolitan Planning, Financial Plans and Obligated Project Lists
Middle Rogue Metropolitan Planning Organization
Josephine County – Josephine Community Transit

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "ODOT;" the MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION, acting by and through its Policy Board, hereinafter referred to as "MPO;" and JOSEPHINE COUNTY – JOSEPHINE COMMUNITY TRANSIT acting by and through its elected officials, hereinafter referred to as "Public Transportation Provider," all herein referred to individually as "Party" or "Agency" and collectively as "Parties."

RECITALS

1. By the authority granted in Oregon Revised Statute (ORS) [190.110](#), state agencies may enter into agreements with units of local government for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.
2. Intergovernmental agreements defining roles and responsibilities for transportation planning between ODOT, the Metropolitan Planning Organization for an area, and the public transportation provider for the area are required by 23 U.S.C. 134 and 23 CFR 450.314."
3. MPO is an ORS 190 intergovernmental organization consisting of representatives of the following jurisdictions and agencies from the City of Grants Pass, City of Rogue Valley, City of Gold Hill, Josephine County, Jackson County, MPO, and ODOT, and designated in March, 2013, by the Governor of Oregon as the MPO for the Grants Pass Urbanized Area. Establishment of this MPO is outlined in ODOT Agreement No. 29044 between ODOT and the aforementioned entities, executed on March 6, 2013.
4. MPO is a recipient of Federal Highway Administration (FHWA) Planning (PL) funds and Federal Transit Administration (FTA) Section 5303 funds. ODOT's Annual State Fiscal Year Unified Planning Work Program Agreement and any Project Specific Agreements are separate agreements with specific deliverables and funding that remain in effect and are not in any way modified by this Agreement.
5. MPO is responsible for complying with the Metropolitan Planning requirements of 23 CFR 450 and 49 CFR 613 for the development of transportation plans, transportation improvement programs, work programs, and all other actions necessary to carry out the metropolitan transportation planning process. A decision must be made by the MPO Policy Board using the procedures established to adopt the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). In order to be implemented, the recommendations of all other regionally significant transportation planning efforts need to be incorporated into the MTP and TIP. Therefore, it is the general policy of MPO that transportation planning products

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

be developed with the goal of obtaining support from the MPO Policy Board. This general approach requires a high level of communication between all of the MPO participants.

6. Public Transportation Provider is the designated recipient of the FTA Section 5307 Program (49 U.S.C. 5307) funds in the MPO area. The designated recipients are the public bodies with the legal authority to receive and dispense these federal funds.

NOW THEREFORE, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

SECTION 1. TERMS OF AGREEMENT

1. Pursuant to the authority above, ODOT, MPO, and Public Transportation Provider agree to define roles and responsibilities in carrying out the metropolitan transportation planning and metropolitan transportation financial planning processes, as further described in the Statement of Work, marked "Exhibit A," attached hereto and by this reference made a part hereof.
2. This Agreement only addresses roles and responsibilities, and does not address funding. Each party shall be responsible for funding their own duties and obligations under this Agreement. The Parties may choose to enter into additional agreement(s) detailing deliverables and funding for the specific projects identified in Exhibit A.
3. The term of this Agreement shall begin on the date all required signatures are obtained. The work identified in Section 1, Paragraph 1 shall be completed no later than December 31, 2024, on which date this Agreement terminates unless extended by an executed agreement.
4. This Agreement may be revisited as needed, including upon adoption of any new Federal Transportation Authorization, and will be reviewed upon commencement of the MPO recertification or self-certification process. If the Parties determine there is a need to add or revise the roles and responsibilities, the Parties will enter into an amendment to this Agreement.

SECTION 2. ODOT OBLIGATIONS

1. ODOT will fulfill its stewardship obligations to FHWA by providing oversight of the MPO to ensure that the MPO carries out its federal duties in a manner that complies with 23 U.S.C. 106(g).
2. ODOT will engage the other Parties to this Agreement in its transportation planning processes, including financial planning processes, ("Processes") and planning products ("Products"), as identified in "Exhibit A." Where ODOT is the lead agency for a Process or Product, it will be responsible for pursuing communication with the other Parties as agreed. ODOT will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

3. Where ODOT is a party of interest, as identified in Exhibit A, to a Process or Product, it will participate in the development of the Process or Product as specified in this Agreement. ODOT will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
4. ODOT, in cooperation with the MPO and the Public Transportation Provider, will establish and conduct a continuous, cooperative, and comprehensive transportation planning process in the development of projects, Processes, Products, and programs that address the required federal planning factors and 23 CFR 450.
5. ODOT's Project Manager for this Agreement is Ian Horlacher, MPO Liaison Planner, ODOT, P.O. Box 3275, Central Point, Oregon 97502; phone (541) 423-1362; email: ian.k.horlacher@odot.state.or.us, or assigned designee upon individual's absence. ODOT shall notify the other Parties in writing of any contact information changes during the term of this Agreement.

SECTION 3. MPO OBLIGATIONS

1. MPO will engage the other Parties to this Agreement in its Processes and Products as identified in Exhibit A. Where MPO is the lead agency for a Process or Product, it will be responsible for pursuing communication with the other Parties as agreed. MPO will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where MPO is a party of interest, as identified in Exhibit A, to a Process or Product, it will participate in the development of the Process or Product as specified in this Agreement. MPO will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. MPO, in cooperation with ODOT and the Public Transportation Provider, will establish and conduct a continuous, cooperative, and comprehensive transportation planning process in the projects, Processes, Products, and programs that address the required federal planning factors and 23 CFR 450.
4. MPO will work with Public Transportation Provider and local agencies to provide a yearly report of obligated projects each October.
5. MPO's Project Manager for this Agreement is Karl Welzenbach, Planning Program Manager, MPO, P.O. Box 3275, Central Point, Oregon 97502; phone: (541) 423-1360; email: kwelzenbach@rvcoq.org, or assigned designee upon individual's absence. MPO shall notify the other Parties in writing of any contact information changes during the term of this Agreement.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

SECTION 4. PUBLIC TRANSPORTATION PROVIDER OBLIGATIONS

1. Public Transportation Provider will engage the other Parties to this Agreement in its Processes and Products as identified in Exhibit A. Where Public Transportation Provider is the lead agency for a Process or Product, it will be responsible for pursuing communication with the other Parties as agreed. Public Transportation Provider will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where Public Transportation Provider is a party of interest, as identified in Exhibit A, to a Process or Product, it will participate in the development of the Process or Product or the financial planning process as specified in this Agreement. Public Transportation Provider will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. Public Transportation Provider, in cooperation with ODOT and the MPO will establish and conduct a continuous, cooperative, and comprehensive transportation planning process in the development of projects, Processes, Products, and programs that address the required federal planning factors and 23 CFR 450.
4. Public Transportation Provider will provide a yearly report of obligated FTA projects to MPO and ODOT each October.
5. Public Transportation Provider's Project Manager for this Agreement is Scott Chancey, Transit Program Supervisor, Josephine Community Transit, 201 River Heights Way, Grants Pass, Oregon 97527; phone: (541) 474-5441; email: schancey@co.josephine.or.us, or assigned designee upon individual's absence. Public Transportation Provider shall notify the other Parties in writing of any contact information changes during the term of this Agreement.

SECTION 5. GENERAL PROVISIONS

1. This Agreement may be terminated by mutual written consent of all Parties.
2. ODOT may terminate this Agreement effective upon delivery of written notice to MPO and Public Transportation Provider, or at such later date as may be established by ODOT, under any of the following conditions:
 - a. If MPO or Public Transportation Provider fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
 - b. If MPO or Public Transportation Provider fails to perform any of the other provisions of this Agreement or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from ODOT fails to correct such failures within ten (10) days or such longer period as ODOT may authorize.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

- c. If ODOT fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow ODOT, in the exercise of its reasonable administrative discretion, to continue to fund performance of this Agreement.
 - d. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if ODOT is prohibited from paying for such work from the planned funding source.
3. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
4. If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against a Party with respect to which any other Party may have liability, the notified Party must promptly notify the other Parties in writing of the Third Party Claim and deliver to the other Parties a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to that Party's liability with respect to the Third Party Claim.
5. With respect to a Third Party Claim for which ODOT is jointly liable with MPO or Public Transportation Provider (or would be if joined in the Third Party Claim), ODOT shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by MPO or Public Transportation Provider in such proportion as is appropriate to reflect the relative fault of ODOT on the one hand and of MPO and Public Transportation Provider on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of ODOT on the one hand and of MPO and Public Transportation Provider on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. ODOT's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if ODOT had sole liability in the proceeding.
6. With respect to a Third Party Claim for which MPO or Public Transportation Provider is jointly liable with ODOT (or would be if joined in the Third Party Claim), MPO and Public Transportation Provider shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by ODOT in such proportion as is appropriate to reflect the relative fault of MPO and Public Transportation Provider on the one hand and of ODOT on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of MPO and Public

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

Transportation Provider on the one hand and ODOT on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines, or settlement amounts. MPO's and Public Transportation Provider's contribution amount(s) in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

7. The Parties shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279B.220, 279B.225, 279B.230, 279B.235 and 279B.270 incorporated herein by reference and made a part hereof. Without limiting the generality of the foregoing, the Parties expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) ORS 659A.142 and the Americans with Disabilities Act of 1990 as Amended by the ADA Amendments Act of 2008; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations. In addition, MPO and Public Transit Provider expressly agrees to comply with 23 CFR 420.121(g) and 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities, which are applicable to all tiers of recipients of FHWA and FTA planning and research funds.
8. Each Party shall ensure that its activities under this Agreement comply with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as amended by the ADA Amendments Act of 2008 (together, "ADA"). The Parties agree that all Processes, Products, and projects identified in Exhibit A shall be ADA-compliant, and that all options and alternatives evaluated as part of such Processes, Products, and projects shall meet ADA requirements. MPO and Public Transportation Provider agree to ensure that each of its planners responsible for carrying out activities under this Agreement attend at least one ADA-related ODOT training course within two years of the effective date of this Agreement.
9. If MPO or Public Transportation Provider fails to comply with the requirements of this Agreement or the underlying federal laws or regulations, ODOT may:
 - a. Withhold approvals related to the Process or Products identified in Exhibit A until MPO or Public Transportation Provider comes into compliance, and
 - b. Determine that MPO or Public Transportation Provider is ineligible to receive or apply for Title 23, United States Code funds until ODOT receives full reimbursement of any costs incurred.
10. All employers, including MPO and Public Transportation Provider, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. Employers Liability insurance with coverage limits of not less than

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

\$500,000 must be included. MPO and Public Transportation Provider shall ensure that each of their subcontractors complies with these requirements.

11. MPO and Public Transportation Provider acknowledge and agree that ODOT, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of MPO and Public Transportation Provider which are directly pertinent to this specific Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after expiration of this Agreement. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by ODOT.
12. The Parties shall attempt in good faith to resolve any dispute arising out of this Agreement. In addition, the Parties may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.
13. The Parties certify and represent that the individual(s) signing this Agreement has been authorized to enter into and execute this Agreement on behalf of their Party, under the direction or approval of its governing body, commission, board, officers, members or representatives, and to legally bind the Party.
14. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
15. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either Party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of ODOT to enforce any provision of this Agreement shall not constitute a waiver by ODOT of that or any other provision.

SIGNATURE PAGE TO FOLLOW

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

**MIDDLE ROGUE METROPOLITAN
PLANNING ORGANIZATION**, by and
through its Policy Board

By _____
Chair

Date _____

JOSEPHINE COUNTY, by and through its
elected officials

By _____
Commission Chair

Date _____

MRMPO Contact

Karl Welzenbach, Planning Program Manager
Rogue Valley COG
155 North First Street
P.O. Box 3275
Central Point, OR 97502-4178
Phone: (541) 423-1360-
Email: kwelzenbach@rvcog.org

Public Transportation Provider

Scott Chancey, Transit Program Supervisor
Public Transportation Provider
201 River Heights Way
Grants Pass, OR 97527
Phone: (541) 474-5441
Email: schancey@co.josephine.or.us

STATE OF OREGON, by and through its
Department of Transportation

By _____
Division Administrator
Transportation Development

Date _____

By _____
Division Administrator
Public Transit

Date _____

APPROVAL RECOMMENDED

By _____
Region 3 Manager

Date _____

By _____
Region 3 Planning and Development
Manager

Date _____

**APPROVED AS TO LEGAL
SUFFICIENCY**

By Jennifer O'Brien, Assistant Attorney
General by email dated April 11, 2018

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ODOT/MPO/Public Transportation Provider
Agreement No. 32750

EXHIBIT A STATEMENT OF WORK

SECTION I. ACRONYMS – These acronyms used in Exhibit A are common to financial plan and obligated projects development and maintenance processes, and are defined as follows:

- FHWA:** Federal Highway Administration
- FMIS:** Federal Management Information System
- FTA:** Federal Transit Administration
- MPO:** Metropolitan Planning Organization
- ODOT:** Oregon Department of Transportation
- RPTD:** ODOT Rail & Public Transit Division

SECTION II. DEFINITIONS – The following definitions apply to this Agreement specifically and shall not be construed to apply to any other agreement between any of the Parties.

- a. **Air Quality Conformity:** A clean Air Act requirement that ensures Federal funding and approval are given to transportation plan, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Applicable to MPOs in designated nonattainment or maintenance areas as defined in 23 CFR 450.104.
- b. **Congestion Management Process (CMP):** A systematic approach that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. through the use of travel demand reduction and operational management strategies required by TMAs only.
- c. **Consider:** Take into account opinions and relevant information from other Parties in making a decision. Receive the information or comments, acknowledge such, and document the acknowledgement. Those receiving comments are not bound by the opinions or information received.
- d. **Consult:** Confer with other identified Parties in accordance with all applicable established processes; consider the views of other Parties prior to taking action, inform other Parties about action taken in accordance with established process. This communication should be timely, and ahead of decisions. Those receiving comments are not bound by the opinions or information received.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

- e. **Cooperate and Collaborate:** Parties involved work together to achieve a common goal or objective. Cooperation or collaboration are often employed where multiple Parties have a vested interest in the outcome and may involve a shared project or policy outcome. Parties may share expertise, resources, etc., to accomplish the goal.
- f. **Coordinate:** Develop plans, programs, and schedules cooperatively among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate. Coordinated projects are usually those for which all Parties, other than the lead agency, do not have a vested interest and are often a specific projects rather than policy outcomes. The lead agency is the project proponent and the other Parties are not deeply involved. The lead agency is expected to consult with the others to ensure efficiencies are utilized and conflicts are avoided. Parties with legal standing should be involved in the coordination and Parties should operate in good faith.
- g. **Financially Constrained or Fiscal Constraint:** The MTP, TIP, and STIP demonstrate sufficient financial information and can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in the air quality nonattainment and maintenance areas can be included in the first two (2) years of the TIP and STIP only if funds are “available” or “committed.”
- h. **Financial Plan:** The required documentation included with both the MTP and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of federal, state, local, and private revenues and the costs of implementing proposed transportation system improvements.
- i. **Illustrative Project:** An additional transportation project that may (but is not required to) be included in a Financial Plan for a MTP, TIP, or STIP if reasonable additional resources were to become available.
- j. **Indian Tribal Government:** Duly formed governing body for an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian Tribe pursuant to the federally recognized Indian Tribe List Act of 1994, Public Law 103-454.
- k. **Lead Agency:** Agency responsible for making sure the project, Process, or Product is completed and communication protocols are followed.
- l. **Levels of Communication:** Consider, Consult, Coordinate, Cooperate, or Collaborate. The Agreement may employ any or all of these terms and different Processes or Products may utilize these different levels of communication between the Parties involved.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

- m. **Measure:** An expression based on a metric that is used to establish a target and to assess progress toward achieving the established targets.
- n. **Metropolitan Planning Area (MPA):** The geographic area determined by agreement between the MPO for the area and the Governor, which must include the entire urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period in which the metropolitan transportation planning process is carried out.
- o. **Metropolitan Planning Organization:** The Policy Board of an organization created and designated to carry out the metropolitan transportation planning process.
- p. **Metropolitan Transportation Plan (MTP):** A plan prepared by a Metropolitan Planning Organization in accordance with 23 CFR 450 Subpart C and 49 USC 5303(i), in order to accomplish the objectives outlined by the metropolitan planning organization, the state, and the public transportation providers with respect to the development of the metropolitan area's transportation network. This plan must identify how the metropolitan area will manage and operate a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's economic, transportation, development and sustainability goals – among others – for a 20+-year planning horizon, while remaining fiscally constrained.
- q. **Obligated Projects:** The projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the supporting federal funds were authorized and committed by the state or designated recipient in the preceding or current program year, and authorized by the FHWA or awarded as a grant by the FTA.
- r. **Oversight:** Activities undertaken to ensure Federal programs are in compliance with applicable laws and regulations.
- s. **Owner:** The agency that keeps and maintains the final Product as referenced in Exhibit A.
- t. **Party of Interest:** A Party to this Agreement that is not the lead agency for a particular planning project, but is affected by that project.
- u. **Performance Based Planning and Programming (PBPP):** Refers to the application of performance management principles within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. This includes a range of activities and products undertaken by a transportation agency together with other parties, stakeholders, and the public as part of a 3C (cooperative, continuing and comprehensive) process. PBPP attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals for improving the overall transportation system. It also involves measuring progress toward meeting goals, and using information on past and anticipated future performance trend to inform investment decisions.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

- v. **Performance Measure Coordination Process** – Provides an overview of the required coordination and collaboration between ODOT and the metropolitan planning organizations within Oregon in establishing federally required performance targets.
- w. **Performance Target** – A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FHWA or FTA.
- x. **Performance Period**: A determined time period during which condition/performance is measured and evaluated to: assess condition/performance with respect to baseline condition/performance; and track progress toward the achievement of the targets that represent the intended condition/performance level at the midpoint and at the end of that time period. The “performance period” applies to all measures in this part except the measures for the Highway Safety Improvement Program. Each performance period covers a 4-year duration beginning on a specified date as provided in CFR 490.105.
- y. **Planning Process**: A procedure by which ODOT, MPO and Public Transportation Provider cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process.
- z. **Planning Product**: The final documented result of a planning activity. Planning products that may be developed may include plans, programs, tools, and administrative products.
- aa. **Public Transportation Provider (PTP)**: The primary provider(s) of public transportation services in an area.
- bb. **Reasonably Available Funds**: New funding sources that are reasonably expected to be available. New funding sources are revenue that do not currently exist or that may require additional steps before the ODOT, a metropolitan planning organization, or a public transportation provider can commit such funding to transportation projects.
- cc. **Regional Intelligent Transportation System (ITS) Architecture**: A regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.
- dd. **Regionally Significant Project**: A transportation project (other than projects that may be grouped in the TIP and/or STIP), or exempt projects as defined in the Environmental Protection Agency’s (EPA’s) transportation conformity regulation 40 CFR 93 that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, employment centers, or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

- ee. **Responsible:** Answerable or accountable, as for something within one's power, control, or management. There can be multiple levels or roles in responsibility. Examples of levels of responsibility include:
- *Authority:* Authority to make the final decision; signature authority.
 - *Lead:* Responsible for making sure the activity is completed and communication protocols are followed.
 - *Coordination:* Responsible for coordinating all elements necessary to complete an activity.
 - *Support:* Provide administrative or technical support necessary to complete an activity.
 - *Information:* Provide input and information necessary to complete an activity.
- ff. **Statewide Transportation Improvement Program (STIP):** The statewide prioritized listing/program of transportation projects covering a period of four (4) years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
- gg. **Stewardship:** Activities undertaken to ensure the efficient and effective use and management of the public funds that have been entrusted by the FHWA and FTA.
- hh. **Sufficient Financial Information:** Financial information that is required in the PCS (PCSX) data entry tool and proof of local commitment to provide matching funds where local match is included in project finance (such as inclusion in the local capital improvement program).
- ii. **Transportation Improvement Program (TIP):** The prioritized listing/program of transportation projects covering a period of four (4) years that is developed and formally adopted by an Metropolitan Planning Organization as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. 5303. The TIP must be developed in cooperation with the state and public transit providers.
- jj. **Unified Planning Work Program (UPWP):** A statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work, time frames for completing the work, the cost of the work, and the source(s) of funds.
- kk. **Visualization Techniques:** The methods used by states and MPOs in the development of transportation plans and programs with the public, elected and appointed officials, and other stakeholders in a clear and easily accessible format such as maps, pictures, and/or displays, to promote improved understanding of existing or proposed transportation plans and programs.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

- II. **Year-of-Expenditure Dollars:** Dollar sums that account for inflation to reflect expected purchasing power in the year in which the expenditure will be made, based on reasonable financial principles and information.

SECTION III. SUMMARY OF PROCESS AND PRODUCT RESPONSIBILITIES

1. All Parties agree to cooperatively develop and share information related to the development of the Products and Processes that support the MTP, the TIP, and the development of the annual listing of obligated Projects, and other transportation-related Processes, tools, and administrative products.
2. Exhibit A, Table 1 shows the Plans, Programs, Tools, and Administrative Products covered by this Agreement and each Party's level of responsibility for each product. The lead Party holds overall responsibility for the product and the other Parties assist by cooperating, communicating, and sharing information necessary to complete and maintain the product. Each of these Products has one or more lead Party and the others are partners in completion of the Products by cooperating and providing support and information as needed.

EXHIBIT A
Table 1

Project, Process, or Product	Owner	ODOT	MPO	PUBLIC TRANSPORTATION PROVIDER
I. PLANS¹				
Area/Concept Plans ²	MPO Transportation Provider ODOT	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Congestion Management Process (CMP) (TMAs only)	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Coordinated Public Transit Human Services Transportation Plans	Public Transportation Provider	Cooperate/Collaborate	Cooperate/Collaborate	Product Owner Lead Agency
Facility Plans ³	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
ITS Architecture	ODOT MPO	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Cooperate/Collaborate

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

Metropolitan Transportation Plan	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Oregon Transportation Plan and Modal Plans	ODOT	Product Owner Lead Agency	Consult	Consult
Project, Process, or Product	Owner	ODOT	MPO	PUBLIC TRANSPORTATION PROVIDER
Transit Plans	MPO Public Transportation Provider	Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Transportation System Plans	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
II. PROGRAMS				
Metropolitan Transportation Plan Financial Plan and Processes	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Statewide Transportation Improvement Program	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Statewide Transportation Improvement Program Financial Plan and Processes	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Transportation Improvement Program ⁴	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Transportation Improvement Program Financial Plan and Processes	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
III. TOOLS				
Data Resources	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Geographic Information System Resources	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Integrated Models	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

Land Use Models	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Transit Planning Resources	Public Transportation Provider	Cooperate/Collaborate	Cooperate/Collaborate	Product Owner Lead Agency
Transportation Demand Models	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Project, Process, or Product	Owner	ODOT	MPO	PUBLIC TRANSPORTATION PROVIDER
IV. ADMINISTRATIVE PRODUCTS				
Air Quality Conformity	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Disadvantaged, Minority Business Enterprise Use Plans	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
MPO Federal Certification	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Performance Based Planning and Programming ⁵	ODOT MPO Public Transportation Provider	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Annual Obligation Report	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Public Participation Plan	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
State Agency Coordination Agreement	ODOT	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Title VI Plan	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Environmental Justice Plan	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate
Unified Planning Work Program	MPO	Cooperate/Collaborate	Product Owner Lead Agency	Cooperate/Collaborate

¹ Party roles, responsibilities and funding may be further refined in a specific product agreement.

² Plans, other than facility plans, prepared by any of the Parties.

³ Facility plans include, but are not limited to, interchange area management plans, expressway management plans, access management plans, or other plans that require approval by the Oregon Transportation Commission.

⁴ Pursuant to 23 CFR 450.326. The TIP is incorporated verbatim into the STIP ("After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP...").

ODOT/MPO/Public Transportation Provider Agreement No. 32750

⁵ Pursuant to 23 CFR 450.206(c), 23 CFR 450.2116(f), 23 CFR 450.218 (q), 23 CFR 490, 49 CFR 625, 49 CFR 630 and 49 CFR 670(3).

3. Each time a new transportation planning Process or Product commences, the roles, responsibilities, and expectations of each Party will be written down and distributed to each participant of the Product as applicable. The Parties will specify at least nine (9) items identified below; other items should be added as needed to ensure that the responsibilities and expectations of each Party are clearly identified.
 - a. Product Owner
 - b. Lead Agency
 - c. Responsibilities of each Party
 - d. Primary levels of communication
 - e. Specific communication procedures
 - f. Use of consultant services
 - g. Decision process
 - h. Funding, reporting responsibilities
 - i. Resource sharing agreements

If the answers will vary by task, Product subpart, or other conditions, the responsibilities of each Party under each condition will be specified. (Definitions set forth in this Agreement will apply). An example of such a Product may be an Interchange Area Management Plan, where the lead Party would be ODOT, or a Transit Center study conducted by Public Transportation Provider. However, any of the Parties may request that the roles and responsibilities of any "Planning Project" be clarified and redefined within the constraints of a separate cooperative agreement. MPO may develop a form to facilitate the identification of responsibilities.

4. The questions that follow are examples of items to consider when answering the nine (9) items above. Not all items may apply to a specific Process or Product, nor is this list intended to be all inclusive. Parties should use these considerations as a starting point to answer the nine (9) items above and to evaluate what information may need to be set forth in a separate Product-specific agreement.
 - a. Product Parties
 - What Parties will participate in the Product?
 - Which agency will own the Product? (See Definitions)
 - Which is the lead Party? (See Definitions)
 - Which Party will develop the scope of work? Who will approve it?
 - What level of responsibility does each Party have for each task or part of the Product? (See Definitions)
 - Who are the contact people?
 - When are the different Parties involved?
 - Who provides data?
 - Who analyzes the data?

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

b. Communication

- What levels of communication are appropriate for the planning Product? (See Definitions)
- What procedures for communication are appropriate for the level of interaction needed? (See Definitions)
- Who from each Party needs to be informed?
- Who is responsible for implementing communication protocols?
- How will communication occur with the ACT, TAC, or other advisory committees?
- Who is responsible for coordinating communication with the public?
- Who is responsible for coordinating and joint communications with other Parties?

c. Consultants

- Will consultants assist with the Product?
- Which Party is responsible for recruiting for and/or selecting any consultants to assist the Product?
- Who is responsible for contract administration?
- Who is responsible for communicating with the consultants?
- Who is responsible for reviewing and approving work?

d. Decision Process

- Which Party has decision authority for which kinds of issues?
- Who is responsible for providing information/support for the decision? How?
- Who has responsibility to serve on decision-making bodies?
- How will needs for amendments to the Product be communicated and decided upon?
- Who is responsible for completing amendments and when?
- How will differences of opinion be handled?

e. Funding

- What level of funding is available?
- What types of funds are to be used?
- What restrictions are there on use of the funds?
- Who is responsible for authorizing funds?
- Who is responsible for reporting use of funds and accomplishments, at what level of detail and to whom?

f. Sharing Resources

- Who is responsible for what elements of different kinds of Products?
- When will each Party be responsible for supporting the others?
- Is this consistent with existing agreements or adopted plans for the area?

g. Transit

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

- How will the Parties cooperate with PTP's in the area?
- How will the PTP's participate in the planning Product?
- Have private providers been considered?

SECTION IV. FINANCIAL PLAN DEVELOPMENT AND MAINTENANCE ROLES AND RESPONSIBILITIES

– There are different financial plan requirements for ODOT and MPO with regard to the long-range plans and the transportation improvement programs. Work under this task will address the financial plan tracking of the funding for projects that are included in both the current TIP and STIP and development of the financial plan for the long-range MTP. The STIP and TIP financial plan process has been developed to ensure that the TIP and STIP are constrained throughout their lifecycles. These financial plans act as “checkbooks” for the various programs both at the state level and at the MPO level. The financial plan for the MTP enables fiscal constraint for the long-range plan.

a. Responsibilities of Each Agency for Financial Plan and Fiscal Constraint Development (TIP/STIP Updates)

ODOT

1. ODOT's Active Transportation Section, Program and Funding Services Unit is the lead agency for administration of the STIP financial plan. ODOT's Active Transportation Section, Program and Funding Services Unit will ensure that all federal funds used within the state are programmed in the STIP and accounted for and that the STIP captures any project activity related to federal funds or regionally significant projects. ODOT shall program funds to projects in a manner that maintains financial constraint and is consistent with federal regulations.
2. ODOT, including the Rail and Public Transit Division, shall provide MPO and Public Transportation Provider sufficient financial information (including information regarding grant awards, annual appropriation amounts, limitations, and rescissions, as applicable) in a timely manner. ODOT will provide project financial information to MPO as needed for demonstration of fiscal constraint of the metropolitan TIP.
3. ODOT coordinates the special purpose committee described below. The special purpose committee projects long range federal and state revenues for development of the financially constrained MTP also referred to as the Regional Transportation Plan (RTP). The special purpose committee consists of a representative from ODOT and each metropolitan planning organization and each metropolitan public transportation provider. These representatives will cooperatively develop a methodology for estimating state and federal revenues, as well as the actual estimates. This methodology includes the development of a process for distributing these funds to ODOT regions and metropolitan planning areas. The planning horizon will be sufficient to enable each metropolitan planning organization to produce its next MTP.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

4. ODOT will coordinate a meeting with MPO and Public Transportation Provider during each STIP/TIP cycle to mutually agree upon funding assumptions.
5. ODOT is responsible for demonstrating fiscal constraint for the STIP.

MPO

1. MPO is the lead agency for administration of the TIP financial plan. MPO shall ensure that all federally funded or regionally significant projects within the MPA are included in the TIP, which will then be included in the STIP and in the STIP financial plan.
2. To provide consistency and transparency the MPO shall establish a PBPP process for their Region to clearly define the parameters and factors considered in the project evaluation process, as well as share all of the evaluation results used in the decision making process.
3. MPO shall program funds to projects in a manner that maintains financial constraint and is consistent with federal regulations. Proposed programming that needs to utilize state funding authority to maintain fiscal constraint must be approved by ODOT's Active Transportation Section, Program and Funding Services Unit prior to programming being submitted for inclusion in the STIP.
4. MPO shall provide sufficient financial information (including information regarding funding obligations, as applicable) to ODOT and Public Transportation Provider in a timely manner.
5. MPO shall submit to ODOT cost-estimates for local projects that include year-of-expenditure dollars consistent with programming years.
6. MPO is the lead agency for completion of the MTP financial plan and for projecting local and private funds for the preparation of the financially constrained MTP. MPO will cooperatively develop these projections with ODOT and the Public Transportation Provider. MPO will participate on the special purpose committee on state and federal funds that is coordinated by ODOT.
7. MPO agrees to utilize the mutually agreed upon funding assumption for their TIP development forecasts.
8. MPO is responsible for demonstrating fiscal constraint for the MTIP.

PUBLIC TRANSPORTATION PROVIDER

1. Public Transportation Provider shall provide MPO and ODOT sufficient financial information in a timely manner.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

2. Public Transportation Provider shall provide MPO with project cost-estimates, in year-of-expenditure dollars, for federally funded or regionally significant projects.
 3. Public Transportation Provider is the lead agency in projecting long-range local and private revenues for public transit investments. Public Transportation Provider will cooperatively develop these projections with ODOT and MPO. Public Transportation Provider will participate on the special purpose committee on state and federal funds that is coordinated by ODOT.
 4. Public Transportation Provider is responsible for demonstrating fiscal constraint for the MTIP.
- b. Responsibilities of Each Agency for ODOT's STIP Financial Plan and Fiscal Constraint Amendments (TIP/STIP Activity)**

ODOT

1. ODOT's Active Transportation Section, Program and Funding Services Unit will reconcile funds to the FHWA's FMIS through transactions that are posted. These transactions will be captured in the ODOT's STIP financial plan and made available monthly to MPO. Information in the financial plan will include all fund activities of authorizations, apportionments/appropriations, limitations, rescissions, and revenue aligned budget authority.
2. The ODOT's STIP financial plan will identify any fund programming amendments and project activity that affect funding and fiscal constraint including project additions, deletions, obligations, de-obligations, project fund authority "slips" between fiscal years, reimbursement expenditures, and project closeout balances to be returned to the total MPO funding balance. At the end of each federal fiscal year, ODOT's Active Transportation Section, Program and Funding Services will ensure that there are no planned projects unaccounted for and that any such projects are slipped into later years or cancelled via amendments.
3. ODOT's Active Transportation Section, Program and Funding Services Unit shall provide the MPO their obligation authority amounts.
4. ODOT, including the Rail and Public Transit Division, shall provide MPO and Public Transportation Provider sufficient financial information (including TIP/STIP amendments as applicable) in a timely manner. ODOT will provide project financial information to MPO as needed for demonstration of fiscal constraint of the metropolitan TIP.

MPO

1. MPO will maintain the TIP financial plan, which will include the current programming for all projects located within the MPA boundary and identify amendments and

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

project activity that affect funding and fiscal constraint. This includes project additions, deletions, obligations, de-obligations, project fund authority “slips” between fiscal years, reimbursement expenditures, and project closeout balances to be returned to the total fund authority balance.

2. MPO shall ensure that the transactions identified in the STIP financial plan are accurate and must alert ODOT’s Active Transportation Section, Program and Funding Services Unit to any changes, errors, or omissions.
3. MPO shall cooperate with ODOT’s Active Transportation Section, Program and Funding Services Unit on the development of financial forecasts, authorizations, apportionments and regional sub-allocation of FTA funding.
4. MPO shall provide TIP amendments, as applicable and sufficient financial information, to ODOT and Public Transportation Provider in a timely manner.

PUBLIC TRANSPORTATION PROVIDER

1. Public Transportation Provider shall cooperate with MPO on the development of financial forecasts, authorizations, apportionments and regional sub-allocation of FTA funding. Public Transportation Provider shall provide MPO with on-going financial information on FTA grant transactions, including actual apportionment, allocations, earmarks, TIP amendment requests, project slips/advances, grant awards, project obligations and de-obligations.

c. Communication and Information Sharing related to the Financial Plan – Development and maintenance of STIP and TIP financial plans and obligated project lists requires ongoing, effective communication among ODOT, MPO, and Public Transportation Provider. The Parties will consult with one another individually as needed and at regularly scheduled meetings. The Parties will communicate, share necessary information, cooperate, and assist one another to meet their individual responsibilities for development and maintenance of these products.

ODOT

1. ODOT’s Active Transportation Section, Program and Funding Services Unit shall reconcile the STIP financial plan on a monthly basis and make it available to the MPO. MPO will be notified of the availability of the updated STIP financial plan. ODOT’s Active Transportation Section, Program and Funding Services Unit shall also provide FMIS information upon request, to enable MPO to track the funding and obligation status of federally funded projects. In addition, ODOT’s Active Transportation Section, Program and Funding Services Unit will be available for any other issues/questions via telephone, email and in person during regular business hours.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

- 2 ODOT will utilize the most current STIP amendment matrix to communicate proposed programming changes to MPO.

MPO

1. MPO shall communicate and work directly with ODOT. MPO will utilize the most current STIP amendment matrix to communicate programming changes to ODOT's regional STIP coordinator and Active Transportation Section, Program and Funding Services Unit.

PUBLIC TRANSPORTATION PROVIDER

1. Public Transportation Provider shall primarily communicate directly with MPO on any finance related issue, specifically changes to the TIP or STIP. As necessary, Public Transportation Provider may request joint meetings with MPO and ODOT's Active Transportation Section, Program and Funding Services Unit. In addition, the Public Transportation Provider may work with RPTD where appropriate.

SECTION V. CLARIFICATION AND RESOLUTION OF CONCERNS

ODOT

1. ODOT's Active Transportation Section, Program and Funding Services Unit has the responsibility to ensure the correct funding levels are identified through working with FHWA and FTA. Any changes to Processes will be communicated initially through the quarterly meetings between ODOT, MPOs, FHWA, and FTA. If more immediate action is necessary, ODOT's Active Transportation Section, Program and Funding Services Unit will contact those affected either by phone or email.
2. If there are questions relating to the implementation of federal rules, the appropriate federal agency will be consulted for clarification. On such questions where the answer will apply statewide, ODOT will send a letter to the appropriate federal agency and communicate the response to MPO and ODOT's Active Transportation Section, Program and Funding Services Unit at the quarterly meeting or via email.

MPO

1. If MPO disputes a decision made by ODOT, MPO will contact or consult the respective federal agency for further clarification.

PUBLIC TRANSPORTATION PROVIDER

1. Public Transportation Provider has responsibility to ensure the correct funding levels are identified by working with FTA and RPTD. If there are questions regarding the interpretation of federal rules, the respective federal agency will be consulted for further clarification.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

SECTION VI. ANNUAL LISTING OF OBLIGATED PROJECTS ROLES AND RESPONSIBILITIES

– Pursuant to 23 CFR 450.332 the MPO is required to develop an annual listing of projects that were obligated in the preceding program year, within ninety (90) days of the end of the program year. The program year corresponds to the Federal fiscal year of October 1 to September 30. ODOT, MPO, and Public Transportation Provider must cooperatively develop the listing of projects. The list must include all Title 23 and Title 49 federally funded projects, and include sufficient description to identify the project or phase, the agency responsible for carrying out the project, the amount of federal funds requested in the TIP, the amount obligated during the preceding year, the amount previously obligated, and the amount remaining for subsequent years. The list must be published in accordance with the MPO's public participation criteria for the TIP.

a. Responsibilities of Each Agency

ODOT

1. ODOT's Active Transportation Section, Program and Funding Services Unit shall provide documentation of obligated projects roles and responsibilities from FHWA to MPO no later than thirty (30) days after the end of each federal fiscal year, which ends September 30th. The documentation will include the necessary data elements as required in federal regulations, summarized in the preceding paragraph, including the identification of bicycle and pedestrian projects.
2. ODOT's Active Transportation Section, Program and Funding Services Unit will provide FMIS data sheets in PDF format to MPO upon request.
3. ODOT's Geographic Information Services (GIS) Unit will provide geographic data (shapefiles and/or PDF maps) for ODOT's obligated projects upon request by MPO.

MPO

1. MPO is the lead agency in production of the obligation report. MPO will take the data provided from ODOT, FTA, and Public Transportation Provider and create a report that will be made available to the public in accordance with the federal regulations and MPO public participation criteria for the TIP.

PUBLIC TRANSPORTATION PROVIDER

1. Public Transportation Provider shall provide MPO with documentation that includes the necessary data elements as required in federal regulations, including the identification of bicycle and pedestrian projects.
2. Public Transportation Provider will provide FTA Transit Award Management System (TrAMS) data to MPO in a format that meets the federal reporting requirements.
3. Public Transportation Provider will also provide visualization techniques – geographic data (shapefiles and/or PDF maps) for all of its obligated projects.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

b. Communication and Information Sharing related to the annual listing of Obligated projects

ODOT

1. ODOT's Active Transportation Section, Program and Funding Services Unit will deliver documentation identified in Section VI in an electronic medium to MPO. If a report is created, then ODOT's Active Transportation Section, Program and Funding Services Unit will send an email notifying MPO that the report is ready and including a link to the report.

MPO

1. MPO will utilize the data provided by ODOT's Active Transportation Section, Program and Funding Services Unit and the Public Transportation Provider to create the required annual report. MPO shall make the report available to all Parties.

PUBLIC TRANSPORTATION PROVIDER

1. Public Transportation Provider will deliver documentation as identified in Section VI in an electronic medium to MPO in a format consistent with the report required by the MPO.

**SECTION VII. PERFORMANCE BASED PLANNING AND PROGRAMMING
PROCESS ROLES AND RESPONSIBILITIES**

ODOT

1. ODOT shall collaboratively develop with all metropolitan planning organizations and public transportation providers in Oregon one or more Performance Measure Coordination Processes for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance information to be used in tracking progress toward attainment of critical outcome for the region of each metropolitan planning organization and the collection of data for the risk based transportation asset management plan for the National Highway System (NHS) and post this process document(s) to the ODOT Website at <http://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx#OHP> This process document(s) will include the following:
 - a. ODOT's responsibilities regarding data and data sharing with metropolitan planning organizations necessary to develop targets and calculate performance for federal reporting.
 - b. ODOT's responsibilities regarding performing analysis necessary to calculate performance measure results for both state and metropolitan planning organization targets.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

- c. ODOT's responsibilities for coordinating with metropolitan planning organizations and public transportation providers for reporting both state and metropolitan planning organization level performance target reports.
- d. ODOT's responsibilities to consult with metropolitan planning organizations in amending and revising state targets in accordance with federal rules.
- e. ODOT's responsibilities for coordinating with metropolitan planning organizations and public transportation providers when amending and revising metropolitan planning organization-specific targets.
- f. ODOT's role for documenting how the state is using a PBPP approach to programming projects as part of the STIP and how the selected projects help the state achieve its designated targets.

MPO

1. MPO shall collaboratively develop with ODOT the Performance Measure Coordination Process described in Section VII above, and to the maximum extent practical ensure consistency with the State. This process includes the following:
 - a. MPO will fulfill all MPO responsibilities outlined in the Performance Measure Coordination Process.
 - b. MPO in coordination with ODOT will establish, adjust, and report as necessary, MPO performance targets.
 - c. MPO will be responsible for documenting, to the extent possible, how the performance measure information was used in project selection and prioritization processes with funds under the responsibility of the MPO, as well as how the selected projects help support the MPO in achieving performance targets, to the extent possible. This will be documented as part of MPO's submittal of the self-certification with the TIP.

PUBLIC TRANSPORTATION PROVIDER

1. Public Transportation Provider shall collaboratively develop with ODOT and MPO a Performance Measure Coordination Process described in Section VII above for cooperatively developing and sharing information related to public transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcome for the Public Transportation Provider, and to the maximum extent practical ensure consistency with the State. This process includes the following:
 - a. Public Transportation Provider will fulfill all Public Transportation Provider responsibilities outlined in the Performance Measure Coordination Process.
 - b. Public Transportation Provider, in coordination with ODOT and MPO, shall document performance of the transportation system, to ensure

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

consistency and report the performance measure results to the appropriate federal agency.

SECTION VIII. GENERAL ROLES, RESPONSIBILITIES, AND OBLIGATIONS

ODOT

1. ODOT will engage the other Parties to this Agreement in its activities relating to financial plan development and maintenance, and development of the annual listing of obligated projects as set forth in this Agreement. ODOT will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where ODOT is a party of interest, it will participate in the development of each Product as specified in this Agreement. ODOT will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. ODOT will develop a formula for allocation of planning funds authorized by 23 U.S.C. 104(f) among metropolitan planning organizations within Oregon, in consultation with MPO and other metropolitan planning organizations, subject to approval by FHWA.

MPO

1. MPO will engage the other Parties to this Agreement in its activities relating to financial plan development and maintenance, and development of the annual listing of obligated projects as set forth in this Agreement. MPO will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where MPO is a party of interest, it will participate in the development of each Product as specified in this Agreement. MPO will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. MPO in accordance with 23 U.S.C. 104(f) will consult with ODOT on the formula developed by the State, and approved by the FHWA.

PUBLIC TRANSPORTATION PROVIDER

1. Public Transportation Provider will engage the other Parties to this Agreement in its activities relating to financial plan development and maintenance, and development of the annual listing of obligated projects as set forth in this Agreement. Public Transportation Provider will communicate early and in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.

ODOT/MPO/Public Transportation Provider
Agreement No. 32750

2. Where Public Transportation Provider is a party of interest, it will participate in the development of each Product as specified in this Agreement. Public Transportation Provider will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.



DATE: April 26, 2018

TO: MRMPO Technical Advisory Committee

FROM: Ryan MacLaren, Senior Planner

SUBJECT: TIP Amendment(s)

The TAC is being asked to make recommendations to the Policy Committee on the proposed TIP amendment(s) described below. The Policy Committee will hold a public hearing at 2:30 p.m. on Thursday, May 17, 2018 to consider adoption of the proposed TIP amendment(s). The 21-day public comment period and public hearing will be advertised on or before April 25 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 TIP: I-5: Homestead (Rogue River) bridges to bridges over OR99 (KN 20470)

Description: Perform structural overlay and repair expansion joints on all four bridges. (Bridge numbers 08381S, 08381N, 08383S, and 08383N)

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														
I-5: Homestead (Rogue River) bridges to bridges over OR99	Perform structural overlay and repair expansion joints on all four bridges. (Bridge numbers 08381S, 08381N, 08383S, 08383N)	n/a	Exempt - Table 2, Safety								\$ -			\$ -
				20470	FFY2018	Design	\$ 241,432	NHPP	\$ 20,368	ODOT	\$ 261,800			\$ 261,800
				20470	FFY2018	Land Purchase	\$ 9,222	NHPP	\$ 778	ODOT	\$ 10,000			\$ 10,000
				20470	FFY2018	Utility Relocate	\$ 9,222	NHPP	\$ 778	ODOT	\$ 10,000			\$ 10,000
				20470	FFY2020	Construction	\$ 1,542,841	FIX-IT SWB	\$ 130,159	ODOT	\$ 1,673,000			\$ 1,673,000
						Other					\$ -			\$ -
					Total FFY18-21		\$ 1,802,717		\$ 152,083		\$ 1,954,800			\$ 1,954,800

Change in Demand with Safe and Convenient Bike Facilities (before and after experience)

US Cities are highlighted. It should be noted that there is no indication of the extent of the connecting bike network associated with the protected bike lanes cited below. If they are isolated and do not connect to an “all ages and abilities” network the impact on bike ridership can be diminished. It is like building a freeway without on-ramps. No one can use it.

In 2007, the city of Seville, Spain, rapidly connected a network of protected bike lanes. They grew the bike network from 7.5 miles of protected bike lanes in 2006 to 94 miles in 2013. During the same time period the number of bike trips grew 435 percent from 3 million in 2006 to more than 16 million in 2013. At the same time, the risk of being involved in a crash with a motor vehicle dropped 61 percent.

R. Marqués and V. Hernández-Herrador - [On the effect of networks of cycle-tracks on the risk of cycling: The case of Seville](#)

38 percent of people biking on Sherbourne Street in Toronto switched to biking for that trip after Sherbourne got a protected bike lane. Of those, 24 percent switched from driving. People taking longer trips and people over age 40 were more likely to make a car-to-bike switch.

Raymond Ziemba, Raktim Mitra, Paul M. Hess - [Mode Substitution Effect of Urban Cycle Tracks: Case Study of a Downtown Street in Toronto, Canada](#)

On Washington DC's first protected bike lanes, bike traffic has been growing seven times faster than the citywide rate.

District Department of Transportation, 2009-2013 - [How high can they go? DC bike counts show continuing surge in protected lane use](#)

In Seville, an 80-mile network of protected bike lanes boosted biking from 0.6 percent to 7 percent of trips in six years.

London Cycling Campaign, 2012 - [Cycling increased tenfold in Seville after construction of miles of bike tracks.](#)

In Hangzhou, China, where 84 percent of main and secondary roads separate bikes from cars, 44 percent of middle school parents who own cars (and 62 percent of those who don't) ride a bike at least once a week.

Lusk et al, 2014 - [Gender and used/preferred differences of bicycle routes, parking, intersection signals, and bicycle type: Professional middle class preferences in Hangzhou, China.](#) Journal of Transport & Health.

In the two U.S. cities that first started building modern protected bike lanes, New York and Washington D.C., bike commuting doubled from 2008 to 2013.

US Census - [NYC and DC, protected lane pioneers, just doubled biking rates in 4 years](#)

The average protected bike lane sees bike counts increase 75 percent in its first year alone.

Monsere, C., et al., 2014 - [Lessons from the Green Lanes \(National Institute for Transportation and Communities\)](#)

Intersections in Montreal with protected bike lanes saw 61 percent more bike traffic than comparable intersections with no bike infrastructure.

The Journal of Transport and Land Use, 2013 - [Spatial modeling of bicycling activity at signalized intersections](#)

On D.C.'s Pennsylvania Avenue protected bike lane, bicycle volumes increased 200 percent after the facilities were installed.

District Department of Transportation, 2012 - [District Department of Transportation Bicycle Facility Evaluation](#)

NYC's Prospect Park West protected bike lane saw a 190 percent increase in weekday ridership.

NYC DOT, 2012 - [Prospect Park West: Traffic Calming & Bicycle Path](#)

After a protected bike lane was installed on Chicago's Kinzie Street: Bicycle ridership on increased 55 percent, according to morning rush hour counts; Forty-one percent of respondents changed their usual route to take advantage of the new lane; Bicyclists accounted for a majority of all eastbound traffic (53 percent) and more than one third (34 percent) of total street traffic during a CDOT traffic count conducted during morning rush hour in August 2011.

Chicago DOT, 2011 - [Initial Findings: Kinzie Street Protected Bike Lane](#)

After buffered bike lanes were installed on Philadelphia's Spruce and Pine streets, bike traffic increased 95 percent and the number of people biking on the sidewalks fell 22 percent.

Bicycle Coalition of Greater Philadelphia, 2009 - [Bicycle usage up 95% on Spruce and Pine bike lanes](#)

From 2006-2011, bicycling in San Francisco increased 71 percent. From 2010-2011, it increased 7 percent, making up 3.5 percent of all trips in the city. The greatest growth in bicycling came on Market Street, which has protected bike lanes. On Market Street, bicycling increased 115 percent from 2006, and 43 percent from 2010.

San Francisco Municipal Transportation Agency, 2012 - [2011 Bicycle Count Report](#)

After New York City installed a protected bike lane on Columbus Avenue, bicycling increased 56 percent on weekdays, crashes decreased 34 percent, speeding decreased, sidewalk riding decreased, traffic flow remained similar, and commercial loading hours/space increased 475 percent.

New York City Department of Transportation, 2011 - [Columbus Avenue parking-protected bicycle path preliminary assessment](#)

Source: <http://peopleforbikes.org/our-work/statistics/statistics-category/?cat=protected-bike-lane-statistics>

Attachment 5
(Agenda Item 6)

Bike Mode Share with Safe and Convenient Bike Facilities Experiences from Other Cities

- 1) “To increase cycling *mode share*, safety and comfort, *the City of Vancouver* has been expanding and upgrading cycling routes to be ‘*All Ages and Abilities*’ (AAA). Travel surveys suggest that since 2013 *the city-wide cycling mode share* has increased from four to seven per cent *of all trips*.” (source: <https://www.sciencedirect.com/science/article/pii/S2214140517304838>), M. Winters, 2017

2)

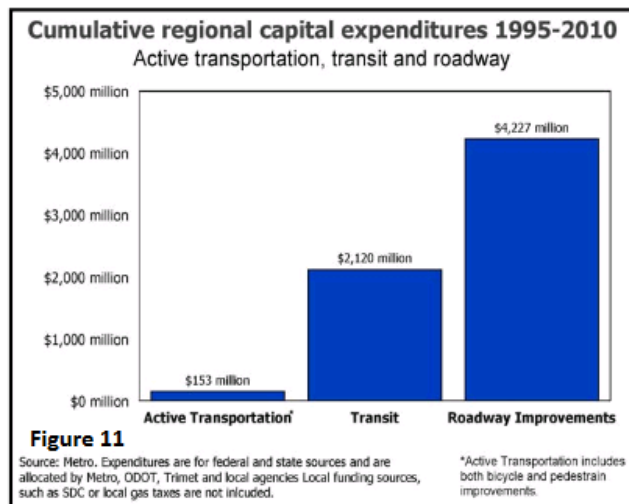
In regard to bicycle transportation, the experience of cities around the world demonstrates that a 25% mode split is achievable with high quality bikeways that provide a comfortable and safe experience. Compared to the world’s best bicycle transportation cities, Portland’s bicycle network is largely substandard and incomplete. Most of that 250% growth in bicycling in Portland since 1994 occurred in the face of bicycle facilities now recognized as inadequate for most people, that fail to match best practices in bikeway design

10/11

March 2013

and that do not directly serve the destinations found on most of Portland’s commercially zoned streets⁸. This is why, at 5.5% of trips city-wide, the potential for increases in bicycle transportation is largely untapped.

Will the city achieve 25% of all trips by bicycle by 2035? This paper demonstrates that there is a pathway to that goal and that there are still tremendous gains to be made in bicycle transportation. The juxtaposition of the potential for bicycle transportation together with the cumulative regional capital expenditures made in the period 1995-2010 (Figure 11) paint a clear picture about the affordability of bicycle transportation and the large return on investment it offers. In the world of non-automotive travel, bicycling is the low-hanging fruit. In order to achieve our goals for climate change, health, equity, and movement of goods we need to dramatically increase our heretofore limited investments in bicycling and active transportation.



Source:

**What Does the Oregon Household Activity Survey Tell Us About
the Path Ahead for Active Transportation in the City of Portland?**

a White Paper by Roger Geller
March 2013

<https://www.portlandoregon.gov/transportation/article/452524>

- 3) The link below is to a listing 700 cities worldwide and their individual low and high bike mode share estimates. The highest mode share cities are in Germany, Netherlands, Denmark, and Sweden. [Making Cycling Irresistible](#) notes that cities in Germany, Netherlands and Denmark have designed and built “all ages and abilities” networks. Remarkably, the mode share for these are clustered in the 10 to 50 percent bicycle mode share range. Impressive.

Bike mode share estimates for 700 cities: <http://www.cityclock.org/urban-cycling-mode-share/#.Wr8N9n8h2lp>

41
Ongoing MRMPO Projects 04-05-18

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)		Comments Received
				P	S	
Grants Pass	Alt Fuel Facility Plan	15-18	15	PL		On hold.
				D		
				LP		
				UR		
				CN		
				OT		
Grants Pass	Bike/Ped Improvements	15-18	16	PL		Just bid 3rd phase, and construction to begin shortly.
				D	2	
				LP		
				UR		
				CN	2	
				OT		
Grants Pass	Redwood Ave Phase 2	15-18	14	PL	3	Complete.
				D	3	
				LP	3	
				UR	3	
				CN	3	
				OT	3	
Grants Pass	Redwood Ave Phase 3	15-18	15	PL	3	Complete.
				D	3	
				LP	3	
				UR	3	
				CN	3	
				OT	3	
JCT	Commuter Service	15-18	14	PL	0	Still going to the State to try to acquire additional STIP dollars. Budgeted through this year.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	2	

42
Ongoing MRMPO Projects 04-05-18

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)		Comments Received
Josephine County	Merlin Road Sidewalk	15-18	17	PL		On hold.
				D	2	
				LP	1	
				UR	1	
				CN	1	
				OT	1	
RVCOG	Hybrid Vehicle	15-18	14	OT	3	Complete.
Grants Pass	Allen Creek Road Improvements	18-21	18	PL	0	Contracts in procurement, or design. Design phase active in May.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
JCT	Electric Transit Vehicles	18-21	19	PL	0	Tested new vehicle. Another company wants to demo a bus for JCT. Needing to continue research on manufacturers.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
JCT	Transit Hub	18-21	19	PL	1	Working with ODOT to transfer enhancement dollars to FTA. Once that has taken place, JCT will put together the application.
				D	1	
				LP	1	
				UR	1	
				CN	1	
				OT	1	
Jackson County	Rogue River Greenway: Rock Point to Twin Bridges Rd	18-21	19,20	PL	3	Still looking to deliver in 2019. Working with the railroad to improve existing crossing.
				D	2	
				LP	1	
				UR	1	
				CN	1	
				OT	1	

43
Ongoing MRMPO Projects 04-05-18

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)	Comments Received
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<u>Phase</u>	<u>Status</u>
PL= Planning	0 = N/A
D = Design	1 = Not Started
LP = Land Purchase	2 = In Process
UR = Utility Relocate	3 = Complete
CN = Construction	
OT = Other	