

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
JULY 22, 2014**



The following attended:

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
Al Densmore, Vice Chairman	City of Medford	282-1415
Art Anderson	ODOT	774-6353
Bill Cecil	City of Talent	535-1566
Bruce Sophie	City of Phoenix	535-1634
Don Skundrick	Jackson County	774-6118
Julie Brown	RVTD	608-2143
Mike Quilty, Chairman	City of Central Point	664-7907
Rich Rosenthal (Mike Faught)	City of Ashland	941-1494
Ruth Jenks	City of Eagle Point	826-4212
 <u>Staff</u>		
Dan Moore	RVCOG	423-1361
Jonathan David	RVCOG	
Andrea Napoli	RVCOG	423-1369
Bunny Lincoln	RVCOG	944-2446
Mike Cavallero	RVCOG	

Others Present

Ian Horlacher, Mike Kuntz, Alex Georgevitch, Mike Montero, Paige Townsend, Dan Bunn.

1. Call to Order / Introductions/ Review Agenda -

Chairman Mike Quilty called the meeting to order at 2:07 p.m. Introductions followed.

2. Review / Approve Minutes -

The Chairman asked if there were any additions or corrections to the June meeting minutes.

On a motion by Bruce Sophie, seconded by Ruth Jenks, the minutes were unanimously approved as presented.

3. Public Comment -

None.

Public Hearing

4. 2012-2015 TIP amendment

The Chair read the public hearing procedure for the hearing.

Andrea Napoli explained that ODOT needed to have the Interstate 5, Exit 35 to Blackwell Road, project entered into the 2015 TIP as a TIP (not RTP) amendment in order to deliver the project on time (2017). The amendment will simply move \$410,000 from one fund into another.

The Chair opened public testimony.

In support: None received

In opposition: None received

Chair closed the public hearing.

Art Anderson made a motion to approve the proposed 2012-2015 TIP amendment, moving the Highway 140 engineering project into the TIP. The motion was seconded by Don Skundrick.

Art Anderson pointed out that the OTC must still approve the amendment.

The motion passed unanimously by voice vote.

5. Air Quality Conformity Determination –

Jonathan David explained Sierra Research (using the MOVES model) found that the CO budget was exceeded by 2-3 times the allowed limits. This scenario was created because “cold starts” had never been factored in as part of previous modeling exercises. He then went on to outline the recent COG efforts to resolve this situation through interagency consultations. The Governor’s office and the City of Medford were involved as well. The result of this effort was a determination by the consultants that the various transportation projects under scrutiny represented no regional CO significance in terms of negative impacts.

Dan Moore presented additional information on the CO modeling and budget, stipulating that the consultant group concurred that the existing budget was inadequate. ODOT officials identified that the projects were not that long in length, and, therefore, not regionally significant in terms of negative CO impacts. It was suggested that Staff research how other MPOs use adopted criteria and screening processes for this type of situation. After doing so, Staff found that many MPOs use such a screening process, and created draft screening criteria for the RVMPO.

The ODOT Transportation Planning Analysis Unit helped Staff evaluate the ADT and VMT data for each of the projects. With the interagency consultants’ concurrence that the projects within the CO boundary are not regionally significant, they can move into the 2015-18 TIP. Based upon this determination, CO modeling is not required.

Jonathan David shared that the DEQ and EPA are on board with proactive, forward movement on this issue. With the anticipated adoption of a Limited Maintenance Plan (LMP) next year, no

further modeling will be required. Members discussed the benefit of further involving the governor's office, and other congressional delegations, in this issue. They also talked about the definitions of a "regionally significant" project. Al Densmore thanked the COG Staff, on Medford's behalf, for their diligence on resolving this issue in such a timely manner.

On a motion by Al Densmore, seconded by Mike Faught the Committee recommended tentative approval of the regionally significant project criteria. Final approval will be subject to TAC review, with the matter returning to the Policy Committee in August for final approval.

Mike Cavallero commented that this "bad data" scenario had occurred elsewhere, in other regions. No current provisions are available for updating CO budgets. Members agreed that it would be appropriate to notice the State delegation about this issue, with Staff requested to draft a letter accordingly.

The motion passed unanimously by voice vote.

6. MPO Planning Update –

- Jonathan David will be making Strategic Assessment (with ODOT and DLCD) presentations to the TAC and PAC in October. The Policy Committee will be invited to participate as well.

7. Public/Audience Comment

Ian Horlacher shared that ODOT will be holding a Hwy. 99 Corridor Open House on July 24th. Alex Georgevitch thanked Staff for their efforts on CO emissions issue on behalf of Medford and the entire MPO. A \$10 million loan has been approved for the Foothills Road improvements, with construction expected to begin in 2017, and completion expected in 2018. Mike Montero shared that Hwy. 99 ROW reservations are being identified and worked on by the various jurisdictions and agencies involved.

Members discussed Highway 62 – Phase #2 timing, and future JACO Foothills improvements. Al Densmore shared information about the Oregon Transportation Forum, and frustrations surrounding federal transportation funding. States are beginning to consider budgeting outside federal processes to assure that their infrastructure is preserved. Little federal change is expected at least until after the 2106 elections.

Al Densmore will attend the September RVACT for Mike Quilty. Chairman Quilty reported on OTC activities, Connect Oregon 5, and local projects.

8. Other Business / Local Business

The next meeting will be held on August 26th @ 2:00 PM.

9. Adjournment

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