

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
JUNE 28, 2016**



The following attended:
MPO Policy Committee

<u>Member</u>	<u>Organization</u>	<u>Phone</u>
Art Anderson	ODOT	774-6353
Mike Quilty, Chairman	City of Central Point	608-2413
Colleen Roberts	Jackson County	646-2878
Bruce Sophie, Vice Chairman	City of Phoenix	535-1216
Darby Strickler	City of Talent	535-1566
Jim Lewis	City of Jacksonville	899-7023
Rich Rosenthal	City of Ashland	941-1494
Tom Humphrey	City of Central Point	
Tonia Moro	RVTD	
Robert Miller for Ruth Jenks	City of Eagle Point	826-4212
<u>Staff</u>	<u>Organization</u>	<u>Phone</u>
Dan Moore	RVCOG	423-1361
Ryan McLaren	RVCOG	423-1338
Andrea Napoli	RVCOG	423-1369
Dick Converse	RVCOG	423-1373
Bunny Lincoln	RVCOG	944-2446
Others Present -		
<u>Name</u>	<u>Organization</u>	<u>Phone</u>
Alex Georgevitch	City of Medford	774-2114
Mike Baker	ODOT	957-3658

Paige Townsend	RVTD	608-2429
Al Densmore	John Watt Assoc.	601-0704
John Vial	Jackson County	
Alex Campbell	Governor's Office	
Patrick McKechnie	RVPAC	

1. Call to Order / Introductions/ Review Agenda -

The Chairman, called the meeting to order at 2:00 p.m. Committee began with introductions.

2. Review / Approve Minutes -

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

On a motion by Jim Lewis, seconded by Rich Rosenthal, the minutes were unanimously approved as presented.

3. Public Comment -

None.

Public Hearing #1:

The Chair read the procedure for the public hearing.

2015-2018 Transportation Improvement Program (TIP) & 2013-2038 Regional Plan Amendments

Ryan MacLaren presented the (April 20, 2016 memo), explaining that the Policy Committee is being asked to consider approval of the following amendments to the 2013-2038 Regional Transportation Plan and 2015-2018 Transportation Improvement Program. The 21-day public comment period and public hearing were advertised on June 2nd in the Medford Tribune, and information has been available on the RVMPO website since that date. The RVMPO TAC has recommended approval of the amendments.

The projects include:

- **RVMPO Planning Funds**

A. Add New Project to RTP & TIP: RVMPO Planning (KN)

1. Description: RVMPO planning funds.
2. Planning
3. Design
4. Land Purchase
5. Utility Relocate
6. Construction
7. 2017 Other

8. ODOT

- **RVMPO Planning Funds**

B. Add New Project to RTP & TIP: *RVMPO FTA 5303* (KN)

Description: RVMPO FTA 5303 funds. (Support Transit Planning through RTP & TIP (Project #1011))

1. Planning
2. Design
3. Land Purchase
4. Utility Relocate
5. Construction
6. FFY 2017 Other

\$ 83,738(FTA 5303) \$9,584 (Local Match) TOTAL = \$ 93,322
TOTAL FFY15-18 = \$ 83,738 (Federal) \$ 9,584 (Local Match)
TOTAL ALL SOURCES = \$ 93,322

The Chair opened the public hearing

In support: None received

In opposition: None received

The Chair closed the public testimony.

On a motion by Jim Lewis, seconded by Bruce Sophie, the RVMPO Planning Funds Transportation Improvement Program (TIP) Regional Plan Amendment was unanimously approved by voice vote.

On a motion by Tonia Moro, seconded by Rich Rosenthal, the RVMPO FTA 5303 Funds (Support Transit Planning through RTP & TIP (Project #1011)) was unanimously approved by voice vote.

Action Items:

5. Public Advisory Council (PAC)

Patrick McKechnie's application to represent Mass Transit was presented to the Committee. The PAC recommended the appointment, and Mr. McKechnie gave a brief self introduction. Staff stated that Mr. McKechnie has met with Staff to

On a motion by Tonia Moro, seconded by Jim Lewis, Patrick McKechnie was approved by the Policy Committee to represent Mass Transit on the RVMPO PAC by unanimous voice vote.

6. Central Point Conceptual Land Use & Transportation Plan (CP-3)

Tom Humphrey shared a Power Point presentation on Central Point's Conceptual Transportation and Land Use Plan for its Future Growth Area CP-3, identified as an Urban Reserve in the Greater Bear Creek Valley Regional Plan. The concept plan is a general guide for future UGB

expansion amendments. The Planners group monitoring implementation of the Regional Plan determined that the TAC is the appropriate body to consider the plan. The Performance Indicators in the Plan require Central Point to collaborate with the RVMPO in preparing the Conceptual Plan. The Technical Advisory Committee reviewed the conceptual plan at its meeting on June 8th.

Mr. Humphrey went over the land use scenario maps associated with the Concept Plan, Transportation Plans and Implementation Guidelines. Jackson County, ODOT and the Naumes Company own the 36 acres in CP-3. 42% is designated as Employment, with 42% Open Space & Parks. Part of the land is subject to flood a plain designation, and Jackson County zoning (Ag Resource and Rural Residential). A map of the Eastside TOD was included. The City may seek to enlarge the TOD to include CP-3 in order to allow more development flexibility. Several transportation and zoning scenarios were shown, along with a series of conclusions and maps. Several Bear Creek Greenway access scenarios were discussed. A specific scenario will be selected when the City applies for a UGB amendment.

The Committee members briefly discussed the transportation scenarios (in relation to Penninger Road), and Greenway access. The City has collaborated with Jackson County throughout the concept process

Dan Moore, RVMPO Planning Program Manager communicated TAC comments to the Policy Committee. The TAC members offered comments on current transportation issues, as related to current congestion and future road configurations. Penninger Lane was a particular concern.

Dick Converse clarified that the draft letter of support for the conceptual plan with Policy Committee:

June 24, 2016

Chris Clayton, City Manager
City of Central Point
140 s. 3rd Street
Central Point, OR 97502

RE: RVMPO Comments on Future Growth Area CP-3

Dear Chris,

Pursuant to the Regional Plan requirement that cities prepare conceptual plans in collaboration with the Rogue Valley Metropolitan Planning Organization (RVMPO), both the Technical Advisory Committee (TAC) and the Policy Committee reviewed the conceptual plan prepared for Future Growth Area CP-3. The scope of conceptual plan review is defined in Regional Plan Performance Indicators 2.7 and 2.8.

Performance Indicator 2.7 requires that transportation plans are prepared in collaboration with the RVMPO. Central Point submitted its plans to the TAC for review at its June 8, 2016, meeting. The Policy Committee reviewed the plans at its June 28, 2016, meeting, and provides the following comments.

Performance Indicator 2.7.1 requires that plans identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the region. The property is bounded by Pine Street on the south, the Jackson County Expo to the west and north, and the Bear Creek Greenway on its east side. The Greenway is a major pedestrian and bike facility. No arterials are proposed in the growth area, and no County projects are proposed in the area that will affect, or be affected by, location of streets. All of the alternative designs include a Bear Creek crossing to connect Penninger Road and Beebe Road, which will provide additional connections in the area and enhance traffic flows and increase options for access to the Expo Center.

The options for connecting to Penninger range from two that are in CP-3 to others that connect on either side of the Family Fun Center. The latter two connections are outside the urban area, but they place the connection farther from the Penninger Road intersection with Pine Street. By policy, all new collectors will require bike lanes and sidewalks. The proximity to Pine Street increases the need to ensure that development will not adversely affect the function of this major facility that has been included in an Interchange Area Management Plan. Access management will be implemented to provide internal circulation and limit access from Penninger Road in favor of cross-access agreements.

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.8.1 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Only about 5 percent of the URA is designated for residential use, a small area east of Bear Creek along Gebhardt Road. Development will eliminate the 1.88 acres from plan since it is physically separated from the remainder of CP-3.

The Policy Committee finds that the conceptual plan creates no barrier to inter-jurisdictional connectivity and is consistent with other Regional Plan performance indicators. These comments are provided to affirm that Central Point followed the requirements of the Regional Plan to prepare its conceptual plans in collaboration with the RVMPO.

Sincerely,
Michael G. Quilty, Chair
RVMPO Policy Committee

On a motion by Bruce Sophie, seconded by Jim Lewis, the Committee unanimously approved having the Chairman sign the MPO Letter of Support for the Central Point Conceptual Land Use & Transportation Plan (CP-3).

Discussion Items:

**7. Congestion Mitigation & Air Quality (CMAQ) Funding Issues
Mitigation & Air Quality (CMAQ) Funding Issues**

Dan Moore presented comments on Congestion Mitigation & Air Quality (CMAQ) Funding Issues Mitigation & Air Quality (CMAQ) Funding Issues. Two State committees will be created to deal with the new methodologies on future funding. No specific meeting dates have been chosen by ODOT

Oregon CMAQ Funding - FAST Act Annual Amounts

<u>Jurisdiction</u>	<u>without Salem/Eugene</u>	<u>with Salem/Eugene</u>
Metro	\$14,086,017	\$10,561,701
Medford	\$2,465,053	\$1,307,833
Grants Pass	\$704,300	\$532,341
Klamath Falls	\$352,150	\$427,221
Eugene	\$0	\$2,263,636
Salem	\$0	\$2,514,788
Lakeview	\$65,000	\$65,000
Oakridge	\$65,000	\$65,000
LaGrande	\$65,000	\$65,000
	\$17,802,520	\$17,802,520

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

A. FHWA recently confirmed that Salem and Eugene are now eligible for CMAQ funds. This will require an update to the current funding formula. ODOT provided an example of what the new allocation could look like. Under the scenario, the RVMPO's CMAQ funds would go from \$2,465,053/year to \$1,307,833/year.

B. ODOT recently updated the RVMPO CMAQ-funded project balance spreadsheet and it shows a deficit of \$682,216 by 2018. This is due to the RVMPO not receiving anticipated CMAQ funding allotments. Staff is working with ODOT to identify the reason for the funding shortfalls.

Additional information provided to the Committee included:

- Email Memo: Mac McGregor, ODOT CMAQ Funding Allocation Update;
- Memo: RVMPO CMAQ Funding – Allocation Shortfalls;
- Excel Spreadsheets: CMAQ Funding for RVMPO 3-31-16 & CMAQ Funding for RVMPO 3-31-16 with Cuts.
- Memo – Changes to Statewide CMAQ Allocations
- Fact Sheet - What's Happening with CMAQ? (An updated version was made available to the Committee members at the meeting, explaining that Eugene and Salem are now eligible to receive CMAQ funds.

There is an actual equation (2005), along with an explanation as to why Salem and Eugene were not included as participants. The formula has not been updated in the ensuing years, and now there is no explanation for FTA's decision that they should be included now. Rich Rosenthal said that the proposed formula did not make sense. John Vial... State discretion

Mike Quilty talked about how the 2005 formula was previously handled, the fact that the reworked numbers show a reduction in funding for only Metro, Medford and Grants Pass, and asked for documentation on the current data from Salem and Eugene. He also said that base distribution be based upon actual scientific data. Bruce Sophie asked if the MPO had received a response from OTC. Mike Baker suggested that fund distribution should include a localized process.

Dan Moore shared that Staff would continue to work with the TAC and Policy Committee on this matter.

Dan Moore went over his June 21st memo on a recently discovered CMAQ funding shortfall, commenting that ODOT had updated the RVMPO CMAQ-funded project balance spreadsheet and it shows that the RVMPO will have a deficit of approximately \$682,000 by FY 2018. I am working with ODOT to identify the reason for this deficit. It appears that the RVMPO did not receive anticipated allotments of CMAQ funds, and two Tables were included to demonstrate this scenario:

Table 1 lists, by year, the amounts of CMAQ funds programmed by the RVMPO and then allocated to local projects approved by the Policy Committee.

Table 2 lists RVMPO CMAQ allocations from the 15-18 STIP. There are no entries for FYs 2016, 2017 & 2018. Table 2 shows that less funds were allocated to the RVMPO than shown on Table 1 for FYs 14 & 15. ODOT was asked to verify the CMAQ allocations for the RVMPO for FYs 16, 17 & 18. ODOT's guidance at this point is to go ahead with the programmed CMAQ projects through 2018 and reduce the 2019, 2020 and 2021 CMAQ allocations by \$682,216.

The Committee discussed various aspects of why this situation had not been addressed previously. Art Anderson spoke about the fact that a "continuing resolution" allows for spending approved funds at existing levels, but does not allow for increasing them. Dan Moore added that the OTC makes all decisions on final funding.

8. Discretionary Funding

At their June 8, 2016 meeting, the TAC discussed the project selection process for the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds and the schedule for the 2018-21 TIP development. Due to the uncertainty of the CMAQ allocations to the RVMPO, the TAC is recommending delaying the project solicitation process until there is a resolution to the CMAQ funding issue tentatively scheduled to be decided by the OTC in October, 2016. The TIP and RTP must be adopted by March, 2017.

The Policy Committee agreed with the TAC recommendation.

9. RVMPO Planning Update –

- The candidate for the new Planning Manager will be interviewed on July 11th. Staff will email his resume to the membership. Bruce Sophie will take Mike Quilty's place on the interview committee.
- The work on the ITS plan is wrapping up.
- The RTP work is coming to conclusion.
- The Regional Transportation Model is almost completed.
- The RTP Project List will come to the Policy Committee in July.
- July 6 is another GHG Target Rule Advisory Committee meeting.
- Mike Quilty said that the region needed to come up with ways to better fund transit. Julie Brown asked for Committee input on RVTD issues that she could relay to their Board.

10. Public Comment

None received.

11. Other Business / Local Business

- July 9th, RVTD will resume Saturday service, and new routes will open in September.
- Mike Quilty will attend Connect Oregon 6. The airport has received funds to realign taxiways. Funding has also been allocated for large expansion two boat building/repair facilities in the Portland area, thereby creating 100+ new jobs.

12. Adjournment

The meeting was adjourned at 3:30 p.m.

Scheduled Meetings:

RVMPO PAC	Tuesday, July 19th @ 5:50 pm
RVMPO TAC	Wednesday, July 13th @ 1:30 pm
RVMPO Policy	Tuesday, July 26th @ 2:00 pm