

**SUMMARY MINUTES  
ROGUE VALLEY MPO POLICY COMMITTEE  
AUGUST 23, 2016**



The following attended:

**MPO Policy Committee**

<b><u>Member</u></b>	<b><u>Organization</u></b>	<b><u>Phone</u></b>
<b>Kelli Sparkman for Art Anderson</b>	ODOT	774-6353
<b>Mike Quilty, Chairman</b>	City of Central Point	608-2413
<b>Colleen Roberts</b>	Jackson County	646-2878
<b>Bruce Sophie, Vice Chairman</b>	City of Phoenix	535-1216
<b>Kelli Sparkman</b>	ODOT	
<b>Jim Lewis</b>	City of Jacksonville	899-7023
<b>Rich Rosenthal</b>	City of Ashland	941-1494
<b>Ruth Jenks</b>	City of Eagle Point	
<b>Mike Zarosinski</b>	City of Medford	
<b>Tonia Moro</b>	RVTD	
<b><u>Staff</u></b>	<b><u>Organization</u></b>	<b><u>Phone</u></b>
Dan Moore	RVCOG	423-1361
Ryan McLaren	RVCOG	423-1338
Bunny Lincoln	RVCOG	944-2446
<b>Others Present -</b>		
<b><u>Name</u></b>	<b><u>Organization</u></b>	<b><u>Phone</u></b>
Alex Georgevitch	City of Medford	774-2114
Paige Townsend	RVTD	608-2429
Al Densmore	John Watt Assoc.	601-0704
John Vial	Jackson County	

Mike Faught

City of Ashland

Mike Montero

Montero & Assoc.

---

---

**1. Call to Order / Introductions/ Review Agenda -**

The Chairman, Quilty called the meeting to order at 2:08:p.m. The Committee began with introductions.

**2. Review / Approve Minutes -**

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

**On a motion by Jim Lewis, seconded by Bruce Sophie the minutes were approved as presented. Michael Z abstained.**

**3. Public Comment -**

None.

***Public Hearing:***

**The Chair read the procedure for the public hearing.**

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

Ryan MacLaren presented the August 16, 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 2<sup>nd</sup> 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 amendments include:

- **RVTD Mass Transit Program**

- A. Amendment to RTP & TIP: *RVTD Mass Transit Program 15-17 (KN19915)***

- Description: Category A Vehicle Replacement. (CNG fuel)**

- Federal Funds: \$ 426,218      Match: \$ 48,783 (RVTD)      Total: \$ 475,001

- Total All Sources: \$ 475,001**

Paige Townsend answered questions from the Committee members, offering specifics on the funding sources.

**The Chair opened the public hearing**

**In support:**                      None received

**In opposition:**                None received

The Chair closed the public testimony.

On a motion by Tonia Moro, seconded by Jim Lewis, the Amendment to RTP & TIP: RVTD Mass Transit Program 15-17 (KN19915) were unanimously approved by voice vote.

- **Region-wide Rumble Strips**

**B. Add New Project to RTP & TIP: Region-Wide Rumble Strips (KN 18880)**

Description: Install edge line rumble strips, center line rumble strips, and center line recessed pavement markers to a number of highway segments within the Region (see file tables for exact mile markers). Only a small segment of center line recessed pavement markers fall within the RVMPO boundary (general location map on file).

\$15,000 =

\$2,000 =

**RTP Project #: 919**

**Phases:**

Key: 18880	FY: 2015 Design	Federal: \$ 68,243 HSIP
ODOT Design Match:	\$ 5,757 Total Match: \$74,000	Total All Sources: \$ 74,000
Key: 18880	FY: 2016 Design	Federal: \$ 215,000 HSIP
Total Match: \$ 215,000	<b>Total All Sources: \$ 215,000</b>	
Key: 18880	FY: 2016 Construction	Federal: \$1,750,000HSIP
Total match \$1,750,000	<b>Total All Sources: \$1,750,000</b>	
Key: 18880	FY: 2017 Construction	Federal:\$3,063,153 HSIP
Total Match \$ 3,063,153	<b>Total All Sources: \$ 3,063,153</b>	

Grand Total FFY15-18	Federal: \$5,096,396	ODOT Design Match: \$5,757
Total Match: \$ 5,102,153	<b>Grand Total All Sources: \$5,102,153</b>	

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 Tonia Moro, the Region-wide Rumble Strips (KN 18880) were unanimously approved by voice vote. The Committee recognized that actual CMAQ funding is unclear at this point, due to inclusion of Eugene and Salem in the process.

*Action Items:*

**5. Regional Transportation Plan (RTP) 2017-2042 Financial Forecasts**

The TAC reviewed the draft financial forecasts for the 2017–2042 RTP included in the memo and recommend Policy Committee approval. The PAC also recommended approval. The Table below outlines the different sources of funding that make up the RVMPO financial forecast.

Federal (STBG & CMAQ), State (ODOT) (Highway Enhance/Fix It and Maintenance) and Local Jurisdictions (SUFs, SDCs and other urban fees) are the revenue sources,

The forecasts are divided into short, medium and long range timeframes of the 2017-2042 RTP. Short Range forecasts include all committed (in the 2015-18 TIP) federal funds for 2015 to 2018 (see Table 3 – RVMPO Revenue Summary 2017-42). Proposed RVMPO Discretionary Funds which include; Enhance & Fix-It, STBG and CMAQ are depicted in Table 4. Discretionary funds can be used for medium and long range projects that are in need of funding. RVTD’s financial forecasts are depicted in Tables 6 – 9.

The Tables include:

- #1 Highway Funds
- #2 Highway Fund Distribution
- #3 RVMPO Revenue Summary 2017-42
- #4 Discretionary Funds (with the inclusion of Salem/ Eugene)  
**Notes:** 1.8% annual increase used. No calculations were done for potential “payback” of shortfall)  
Due to CMAQ cutbacks, TAC is recommending anticipated funding calculation at 50%.
- #5 Revenue & Expenditure Assumptions
- #6 RTVD Revenue Assumptions (Tables #6-9 coordinated with RVTD).  
**Notes:** Medium & long range needs show anticipated shortfalls.
- #7 RVTD Expenditure Assumptions
- #8 RVTD Revenue & Expenditure Summaries
- #9 RVTD Revenue & Expenditure Assumptions

The Policy Committee was asked to review and consider approval of Tables 1 through 9. These tables will be included in the appropriate chapters of the draft 2017-42 RTP in order to show financial constraints.

**On a motion by Jim Lewis, seconded by Michael Zarosinski , the Regional Transportation Plan (RTP) 2017-2042 Financial Forecasts were approved by the Policy Committee on a unanimous vote.**

## **6. Regional Transportation Plan (RTP) 2017-2042 Project Lists .**

Dan Moore shared that the TAC reviewed the draft short, medium and long range projects to be included in the 2017–2042 Regional Transportation Plan (RTP) and recommend approval. The draft project lists were attached to the explanatory memo on this matter. Also attached was a draft Tier 2 project list.

The RTP, like the Transportation Improvement Program (TIP), includes projects that meet federal guidelines, specifically: regionally significant (generally adding travel lanes) and federally funded. Any project that adds system capacity (other than local street expansion) must be included for air quality conformity. The project list in the RTP must also be financially-constrained; meaning that funding to build the projects is reasonably expected to be available at the time of construction. The RVMPO typically uses discretionary Surface Transportation Block

Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds, in addition to local funds, to supplement short, medium and long range RTP projects in order to demonstrate financial constraint. Estimated ODOT Enhance funds for the RVMPO area are also used in the discretionary funding formula. The TAC recommended that the MPO only plan on receiving one half of the Enhance funds for future MPO projects. This seems realistic in that not all of the Enhance funds for Region 3 will go to MPO projects.

Federal planning requirements limit RTP projects to those which full funding has been identified. The anticipated funding must be reasonable and based on the RTP's approved financial forecast. There is adequate MPO discretionary funding (STBG, CMAQ & Enhance) to supplement the funds needed for the short, medium and long range projects (through 2042). Table 1 depicts the breakdown of discretionary funding needs:

**Discretionary Needs (\$ X \$1,000) -**

**Need Totals = \$63,045**

**Discretionary Funding Totals = CMAQ \$38,830    STBG \$45,942    Enhance \$19,440**

**Grand Total = \$104,212**

**Balance = \$41,168**

The anticipated amounts of CMAQ, STBG and Enhance funding for the short, medium and long range RTP timeframes are shown were shown in Table 1. under the "Potential Funding" column. The second column under "Discretionary Funding Needs," shows the amount of funding needed to fully-fund proposed RTP projects for the short, medium and long range timeframes. The last column shows the balances for each timeframe after applying the potential funding for each timeframe. There are balances of \$7 million in the short range, \$3.8 million in the medium and \$30 million in the long range timeframes.

The draft project lists are financially-constrained. In other words, the MPO can reasonably expect to receive the funding needed to construct the projects in the 2017-42 RTP. There is one project on the Tier 2 list (Jacksonville's Hey. 238 bypass). The Tier 2 lists projects that are needed, but not funded (or need some legislative action such as a comprehensive plan amendment). Once funding is identified, the RVMPO may list them in the RTP projects list. Tier 2 projects cannot be relied upon for metropolitan planning purposes. They are not considered to be planned projects in the RTP. However, they can be analyzed and listing these projects in Tier 2 serves to identify unmet needs.

The single, **Tier 2 Project** is Jacksonville's Project #401, Pair-a-Dice Ranch Rd., OR 238 to city limits to construct a two lane truck route connection with the city's share within the UGB). The project cost is set at \$7,032,000. A Comprehensive Plan amendment will be required for the City to move ahead with construction.

Dan Moore explained the differences in maintenance plans for PM10 and PM 2.5. (The PM2.5 issue is more related to wood stoves than transportation.) He also explained jurisdictions could apply for MPO discretionary funds to help complete their project.

When approved, the Project Lists will be given to ODOT. Staff is waiting for some updated figures from RVTD's Finance Manager. This does not affect the RTP Project List or constraints.

**On a motion by Tonia Moro, seconded by Jim Lewis, the Committee unanimously**

**approved the Regional Transportation Plan (RTP) 2017-2042 Project Lists, with anticipated updates to the RVTD figures.**

***Discussion Items:***

**7. RVMPO Planning Update –**

- **The new Planning Manager will begin work in October.**
- **PAC Letter to the Policy Committee on CMAQ funding issues**

**Rogue Valley Metropolitan Planning Organization**  
***Regional Transportation Planning***

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City  
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

August 15, 2016

Mike Quilty, Chair  
Rogue Valley Metropolitan Planning Organization  
PO Box 3275  
Central Point, OR 97502

Dear Mike,

RVMPO staff briefed the Public Advisory Committee (PAC) at our July 19, 2016 meeting about potential reductions in RVMPO Congestion Mitigation and Air Quality (CMAQ) funding due to the addition of the Salem and Eugene Air Quality Maintenance Areas to the statewide CMAQ funding formula. The PAC reviewed the Policy Committee's letter to the Oregon Transportation Commission (OTC) and shares the same concern that no harm should befall our region's air quality as a result of a reduction in CMAQ funding.

In addition to the Policy Committee's concerns and recommendations, the PAC believes that specific regional factors need to be brought to the OTC's attention concerning the region's air quality situation. Below is a list of a few expressed concerns.

- a. The Rogue Valley has unique topographic problems, such as lower wind speeds and location between high mountain ranges. As a result, the Rogue Valley is perilously closer to violating EPA limits for ozone and very small particles - posing significant health risks for the local population.
- b. Voluntary efforts are being made to mitigate air quality problems such as Oregon DEQ's Inspection and Maintenance (I&M) Testing Program here in the Rogue Valley.
- c. The Rogue Valley area is the only Maintenance Area in the State mandated to do dispersion modeling.
- d. The region is economically hamstrung for putting stringent emissions reduction requirements on certain industrial users in the region as opposed to other areas in the state where this is not a problem.

Thank you for the opportunity to comment.

Sincerely.

Justin Hurley  
RVMPO Public Advisory Council Chair

RVMPO is staffed by Rogue Valley Council of Governments  
• 155N. First St. • P O Box 3275 • Central Point OR 97502 • 664-6674

- **ODOT Letter to Oregon Transportation Commission (OTC) on CMAQ Funding**

**Oregon Transportation Commission**  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** August 4, 2016

**TO:** Oregon Transportation Commission

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** Agenda I – CMAQ Funding Program

***Requested Action:***

Provide input related to the process for making changes to the allocation and use of the federal Congestion Mitigation and Air Quality (CMAQ) funding in Oregon. The discussion will include how to engage appropriate stakeholders and expected timelines.

***Background:***

The CMAQ program is a federal-aid funding source for transportation projects that reduce traffic congestion and improve air quality, specifically for the pollutants of ozone, carbon monoxide and particulate matter. Within this general purpose, the program can fund a wide variety of projects, with each project meeting three basic criteria: *it should be a transportation project, it should generate an emissions reduction, and it should be located in or benefit a nonattainment or maintenance area.* Some general project categories include: dust reduction, traffic flow improvements, transit vehicles, initial operations assistance for new transit service, transit infrastructure, bicycle and pedestrian facilities and programs, Transportation Options, alternative fuels and vehicles, data systems and planning, and education/outreach.

The Federal Highway Administration (FHWA) determines which nonattainment and maintenance areas CMAQ funds are eligible to be used within. The Oregon Department of Transportation (ODOT), as the state department of transportation, has the discretion on how to allocate the funds for projects within these eligible areas. Historically, almost all of the CMAQ funds have been allocated to the individual eligible areas that control project selection and investment decisions at their local level. The allocation formula was last modified in 2006 and agreed to by representatives from the specific Oregon eligible nonattainment and maintenance areas and ODOT staff. That formula remains in effect currently and sets the percentage of

available annual funding that each eligible area has control of. Until recently the qualifying areas were: the Portland metro area, Medford-Ashland, Grants Pass, Klamath Falls, Lakeview, Oakridge, and La Grande.

***New Considerations:***

In March 2016, at the urging of the Salem-Keizer and Central Lane Metropolitan Planning Organizations and with ODOT staff support, the FHWA Oregon Division Office in coordination with their Washington, D.C. program office, confirmed that both the Salem and Eugene areas are now eligible CMAQ areas. Upon this determination, all eligible CMAQ areas in Oregon were notified of the two additional eligible areas and the need to reevaluate future distributions of CMAQ funds.

In April 2016, the proposed National Performance Management Measures for Assessing the CMAQ Improvement Program were released as part of the MAP-21 required performance measures. While not approved yet, the proposed rules would require states to estimate statewide emission reductions and set 2 and 4-year total emission reduction targets, based on the reductions for each CMAQ funded project.

***Next Steps:***

Originally, ODOT staff planned to convene stakeholders in summer 2016 to form a recommendation to the Oregon Transportation Commission by fall 2016 on how to allocate CMAQ funding and how to include all nine eligible areas. After further consideration, taking into account the feedback heard from various stakeholders, ODOT staff now recommends taking the necessary time to work the issues with stakeholders and ensure the CMAQ funds are used in a strategic and effective manner. Because CMAQ funds were identified in the current 2015-2018 STIP for the previous eligible areas, the focus will be on funding decisions for 2019 and beyond. To thoroughly engage the eligible CMAQ areas, the potential recipients of these funds, and other interested stakeholders, this process is anticipated to take 9-12 months. This is in alignment with stakeholder engagement and program development for other large funding programs. The goals of this effort will be to set clear objectives for this funding source in Oregon, ensure the strategic use of these funds, and consider on-going stakeholder engagement for this funding source, possibly through an advisory committee.

***Attachments:***

- Attachment 1 – CMAQ letters from local governments

***Copies (w/attachments) to:***

Jerri Bohard \* Travis Brouwer \* Tom Fuller \* Bob Gebhardt \* Mac Lynde \* Rian Windsheimer  
Sonny Chickering \* Frank Reading \* Bob Bryant \* Craig Sipp

- Mike Quilty spoke to the OTC. Representatives from Eugene and Springfield, and Lane County MPO spoke at the meeting about their anticipated funding eligibility. Chairman Quilty shared RVMPO's concerns about the effect that funding cuts will have on the region. Mr. Quilty spoke privately to three (3) OTC Commissioners about losing ability to expend federal funds. A stakeholder group has not been established, but he also stressed that our region absolutely needs to be considered for representation.
- The regional travel demand model is almost completed.



- The RTP is on schedule.
- The GHG Target Rule Advisory Committee did not make any decisions at their 8/23/16 meeting. The question was whether targets should be mandatory, and different for different MPOs, or identical across the State. There was even discussion about some MPOs not having targets at all. Implementation funding is a concern for many.

**8. Public Comment**

None received.

**9. Other Business / Local Business**

- Rogue Disposals CNG facility is operational now. Grand opening will be held in October, with the public then being allowed to use it as well.
- A legislative hearing will be held at the Medford Library on August 31<sup>st</sup>.

**10. Adjournment**

The meeting was adjourned at 3:15 p.m.

**Scheduled Meetings:**

RVMPO PAC	Tuesday, Sept. 20th @ 5:50 pm
RVMPO TAC	Wednesday, Sept. 14th @ 1:30 pm
RVMPO Policy	Tuesday, July 27th @ 2:00 pm