

**SUMMARY MINUTES
 ROGUE VALLEY MPO POLICY COMMITTEE
 JANUARY 24, 2017**



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	664-7907
Rich Rosenthal	City of Ashland	941-1494
Mike Zarosinski	City of Medford	
Tonia Moro	RVTD	973-2063

<u>Staff</u>	<u>Organization</u>	<u>Phone</u>
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Ryan MacLaren	RVCOG	423-1338
Karl Welzenbach	RVCOG	423-1360
Nicki Hart-Brinkley	RVCOG	
Mike Cavallero	RVCOG	
Dick Converse	RVCOG	

Others Present -

Alex Georgevitch	City of Medford	774-2114
Ian Horlacher	ODOT	774-6399
Mike Baker	ODOT	

Mike Kuntz	Jackson County
Mike Faught	Ashland
Mike Montero	Montero & Assoc.
Al Densmore	John Watt Assoc.
Scott Fleury	Ashland
Tom Humphrey	Central Point
Matt Samitore	Central Point
Ray DiPasquale	Phoenix
Laurel Samson	Phoenix
Matt Brinkley	Medford
John Vial	Jackson County
Patrick McKechnie	RVMPO PAC
Jamie McLeod	Phoenix
Kora Mousseaux	JACO Soil & Water
Sarah Westover	Phoenix
Paige Townsend	RVTD
Chris Luz, Mayor	Phoenix

1. Call to Order / Introductions/ Review Agenda –

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

Tonia Moro asked to have a discussion/report on the CMAQ project selection process as part of Agenda Item #5.

2. Review / Approve Minutes -

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

Tonia Moro found inaccuracies incorporated into the November 22, 2016 minutes, specifically the proposed “GHG Letter”, which ultimately was not approved by the Committee, and asked to table the minutes so that she could read through them more thoroughly.

On a motion by Tonia Moro, seconded by Rich Rosenthal, the minutes the November 22nd meeting were tabled until the February 28th meeting. The motion passed unanimously by voice vote.

3. Public Comment – No comments were forthcoming.

Public Hearing:

4. Transportation Improvement Program (TIP) & Regional Plan Amendments

• OR 140 / OR 238 Bridge & Culvert Rail Upgrades

The Chairman opened the public hearing and read the hearing procedures.

2015-2018 Transportation Improvement Program.

Ryan MacLaren presented the Staff Report in Memo #2 (1/24/17), and shared that the 21-day public comment period and public hearing were advertised on January 2nd in the Medford Tribune. Information has been available on the RVMPO website since that date.

No public testimony was offered, and the Chairman closed the public testimony.

On a motion by Bruce Sophie, seconded by Art Anderson, the Amendments to RTP & TIP: OR 140/OR 238 Bridge & Culvert Rail Upgrades (KN 19961) were unanimously approved by Policy Committee voice vote.

Action Items:

5. Discretionary Funding Application Presentations

Tonia Moro commented that her understanding regarding the TAC meeting on the scoring criteria (previously approved by the Policy Committee) was that the anticipated, vigorous debate on the various project proposals did not occur, most likely due to the lengthy discussion on Medford's Foothills project. Ms. Moro had also heard something about what discussion there was on the criteria and it appeared to her that there may have been a shift in Staff's perspective/understanding of the various criteria definitions. She reported that, using the historical view of those criteria, Paige Townsend had proposed a different ranking than that proposed by staff which the TAC ultimately accepted.

She also noted that Ms. Townsend's funding proposal did not have any effect on the staff's low ranking of two (2) RTVD projects, and that the TAC had recommended the subsequent project rankings to the Policy Committee based upon those changes. Ms. Moro shared that the ongoing CMAQ funding controversy led to the delay in the application and ranking process for the proposed projects.

Ms. Moro noted that Mike Quilty & Julie Brown will attend the CMAQ Advisory Committee to represent the RVMPO's position on this issue, and it is vital that the scrutiny to which all the projects will be subjected at the Advisory Committee level clearly demonstrate that our MPO that they will be representing has a keen awareness of the purpose of the CMAQ funds. She read from an on-line FHA memorandum that demonstrated an emphasis on the cost effectiveness of a

project and she read a list of the types of projects meeting that criteria. Given the staff ranking and ultimate proposal to fund the projects recommended by the TAC, Ms. Moro was concerned that the projects do not reflect a level of understanding of that criteria. She suggested that going forward the Policy Committee needed to look very carefully at the various projects, always keeping in mind that some may run the risk of not meeting actual CMAQ criteria for cost/benefit analysis.

After Ms. Moro completed her remarks, the Committee moved on to a workshop-style session, where applicants seeking federal funds had an opportunity to present their projects and answer questions from members. Based on the information provided in both the presentations and the agenda packet (TAC project ranking sheet, project scoring sheet, and funding tables), the PAC made recommendations to the RVMPO Policy Committee on project ranking for the 2019-2021 Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program funds.

The various projects were presented in Power Point formats by representatives of each agency/jurisdiction. The information shared included maps, photos and narrative overviews (funding amounts/sources (CMAQ, STBG and match dollars being pledged), proposed ROW acquisitions, engineering, design, “road sharing” surfacing standards, environmental constraints, cooperative agency/jurisdictional partnerships and exchanges, land use planning components, bike/ped benefits, multi-use potentials, drainage improvements, ADT data, accident statistics, safety considerations, transportation options, project flexibilities, etc.).

1. Ashland	Scott Fleury	Chip Seal Project (PM ₁₀ reduction)
2. Central Point	Matt Samitore	West Pine Street Improvements (Glenn to Brandon)
3. Eagle Point	Robert Miller	South Royal Improvements
4. Jackson County	Mike Kuntz	EXPO Parking Lot Paving (PM ₁₀ reduction)
5. Jackson County	John Vial	Foothill Road (Delta Waters to Dry Creek) Ranked #1 on the JACO Bike/Ped Improvement Plan
6. Jackson County	Mike Kuntz	Bear Creek Greenway -Hwy 140 Shared Use
7. Medford	Alex Georgevitch	Foothill Rd. to Delta Waters
8. Phoenix	Ray DiPascale	North Couplet Improvements (STBG \$ project)
9. RVTD	Paige Townsend	Replace three (3) 1998 diesel busses with CNG Vehicles
10. RVTD	Paige Townsend	Individualized Marketing – Trip Reduction Program (Outreach to encourage non-vehicular travel modes)

The presenters also responded to questions from Committee members.

6. Discretionary Funding Project Selection

The Policy Committee was asked to make a tentative decision (pending future public hearing) on allocation of federal transportation funds (Surface Transportation Block Group and Congestion Mitigation and Air Quality Program).

All applications and related meeting agendas and minutes may be found on the RVMPO website (www.rvmopo.org).

Next Steps

Project funding decisions made by the Policy Committee will be tentative, pending public hearing, and drafting of the new 2015-2018 Metropolitan Transportation Improvement Program. The tentative decisions will enable staff to begin work on drafting the new MTIP.

2016 RVMPO Project Selection

Rank	Jurisdiction/Agency	Project
1	Central Point	W. Pine St. Reconstruction, Glenn Way to Brandon Ave
2	Jackson Co.	Foothill Rd. – Delta Waters to Dry Creek
3	Phoenix	North Couplet Pedestrian Crossing
4	Ashland	Chip Seal
5	Eagle Point	Royal Ave Improvements, Design & ROW
6	Jackson Co.	Bear Creek GW - Hwy 140 Shared -Use Path
7	Medford	Foothill Rd. - Cedar Links to Delta Waters
7	RVTD	RVTD Bus Replacement – Diesel to CNG
7	RVTD	RVTD Trip Reduction Program
7	Jackson Co.	Expo Parking Lot Paving

Karl Welzenbach shared the project rankings with the Committee for their review. As detailed in the **Project Selection Summary** spreadsheet, the first six projects are being recommended for funding through this cycle.

Tonia Moro again urged MPO caution with respect to how the CMAQ funds are allocated, and that the MPO needs to show the State that they fully understand the selection process and those types of projects that are eligible for funding. She mentioned that cost benefit projects have been emphasized since MAP 21, and that is why RVTD did not propose any road projects.

Mike Kuntz explained a bit about how the TAC dealt with the projects, and called on Paige Townsend to speak more specifically on the matter because she had made a motion to accept the Staff rankings before a broader discussion ensued. Ms. Townsend spoke about how she felt it was strange that the RVTD projects were ranked last, but gave the benefit of the doubt to Staff for their ranking decisions. Realizing that only one large project could be funded, she felt that the list was appropriate as it was presented.

Mike Zarosinski wanted to discuss Medford’s Foothills Project and why it was not awarded funding status in the ranking process. Karl Welzenbach responded that the Project List must be constrained, and the Foothills improvements are not currently part of the RTP, so funding was not possible. Even though a lesser RTP Foothills project WAS in the RTP, the design standards for that project called for a three lane project, as opposed to the five lanes now being proposed. Air Quality Conformity is not an issue.

A discussion ensued about RTP amendments and the process required for doing so. Medford feels that it would take about three months to amend the Medford’s TSP. Alex Georgevitch said that Medford did not show adequate funding in their earlier TSP but that a similar process of project applications has been followed in the past. Medford did not show adequate funding in the early 2000s. The City is not 100% sure that air quality conformity would not be an issue. It

was agreed that the Foothills project scored well, was an extremely important one, and should remain a priority for funding. The TAC discussion on this issue was lengthy and vigorous.

Mike Kuntz said allowance of the project is more of a policy issue, but that any “placeholder” concept has not really been discussed previously by the MPO. Mr. Welzenbach said that, while things can change over time, when a project goes into a plan it is expected to be pursued, rather than being used as a placeholder, and should have a demonstrable revenue stream to show that it is constrained. Chairman Quilty shared that the Policy Committee has had an unwritten policy that placeholders are not used for projects.

The TAC offered a compromise whereby the application could be submitted as a three lane improvement, be changed to five lanes at a later date, and remain consistent with the RTP and TSP.

The TAC felt compelled to move forward based upon time constraints. Art Anderson asked for clarification on why the TAC changed the order of the Staff’s recommendations. Paige Townsend explained the reasoning behind her motion to approve the rankings as they were adjusted and recommendation to the Policy Committee for approval. The TAC priority rationales included:

- Future possibility of full funding
- Public safety
- Transit and bike/ped benefits
- Project innovation
- Financial compromise on other projects

Karl Welzenbach and Dan Moore explained the timing process to get the RTP/TIP into the 2018 STIP. The cost/timing of any required air quality conformity was also explained. Mike Montero shared that the PAC reluctantly supported the TAC decision, with concern about more discussions occurring on the Medford project. They also wanted to be sure that RVTD got support to apply for any funds that might be available through the Volkswagen settlement. The total financial allocation, expenses Vs revenues, was discussed in relation to changing projects.

Karl Welzenbach spoke about the situation with CMAQ funding changes resulting from the inclusion of Central Lane and Salem in the process, and shared that ODOT has reached an agreement to allocate up to \$14 million from 2018 to 2021 so that there will not be a negative financial “hit” to the current MPO CMAQ project budgets.

Mr. Welzenbach and Mike Quilty reminded the Committee that they are the ultimate decision makers on the project rankings, and have the option to make any changes or rejections they feel are warranted. Amendments to the 2018-21 STIP cannot be made until after October.

On a motion by Art Anderson, seconded by Robert Miller, it was proposed that the Policy Committee adopt the RVMPPO Project as presented (funding projects #1-6) with a caveat that, if/when additional CMAQ funds are available the MPO will relook at fully funding and/or funding the other projects on the list.

Discussion:

The timeline for the recommendation going forward was explained again, and Mike Zarosinski expressed his frustration that the Medford Foothills' project was not given more vigorous evaluation, and that he felt that these situations should be remedied in the future.

Tonia Moro asked for clarification that the same ranking would be used for consideration of the other submitted, but not approved, projects on the list if/when more funding is made available. Ms. Moro also felt that Medford's Foothills design standards (5 lanes and dedicated bike lanes) were much more in line with CMAQ cost benefit criteria than the County's standards calling for only a shared shoulder. She understood sending the list to the State, but didn't believe that the JACO Foothills project was the best project for CMAQ as related to cost benefit.

The motion passed by unanimous voice vote.

7. Phoenix Urban Reserve Concept

Dick Converse presented the concept plans for Phoenix' contiguous Future Growth Areas PH-5 and PH-10 (490 total acres), adjacent to Medford. In the RPS process, the area was identified early as the South Valley Employment Center, and is unique in its location and potential for large lot development in close proximity to Interstate 5. Five scenarios have been reduced to three based on preliminary analysis conducted by the ODOT Transportation and Analysis Unit (TPAU). TPAU then conducted a more detailed analysis of the three scenarios and has released a draft technical memorandum outlining its findings. At their December meeting, the TAC recommended the **Draft Letter** to the Policy Committee for their approval.

A future South Stage connection was reviewed by TPAU, but has now been removed from the RTP. Therefore, TPAU has requested another model run to determine the level of impact for this change (without the crossing); with the possibility of a limit on the amount of development that can occur if the impacts are found to be significant.

Jamie McLeod, spoke to the Committee stressing that the Phoenix plan was a 50 year conceptual document, presenting a significant regional economic development opportunity. She also stressed that the concept could be "tweaked" over time, and that timing was sensitive with respect to moving forward with the approval process as soon as possible. The City will be receptive to additional comments, but is anxious to have the Committee's approval of the work done to date, and reflected in the **Draft RVMPO Policy Committee Letter of Concurrence (Attachment #6)**.

Art Anderson, ODOT, said that the work on this conceptual plan is some of the best ODOT has seen, to date. He also shared that there is a lot of support for the South Stage overcrossing. When the State legislature met locally with RVACT recently it was again found to be a priority project.

On a motion by Art Anderson, seconded by Tonia Moro the Draft RVMPO Letter of Concurrence for Phoenix URAs PH-5 and PH-10, as written, were recommended for Committee approval.

Discussion/Additional Comments:

Medford intends to restore the South Stage connection as a Tier 2 project. The TPAU modeling is also moving forward, and expected to be completed in February. 2017.

Art Anderson read a quote from his memo to Phoenix on reserving/protecting future transportation corridors for preservation, referencing **RPS Chapter 5, page 5.5** of the attachment. He also stated that there is evidence that the crossing has regional support.

The motion was approved by the Policy Committee on a unanimous voice vote.

On a straw vote, the Policy Committee, agreed to provide a letter of support for RVTD applying for a share of the Volkswagen decision money

8. Public Advisory Council (PAC) Appointments

PAC members requesting to be reappointed to their current positions were:

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| Aaron Prunty, Eagle Point | Mike Stanek, White City |
| Glen Anderson, East Medford | Mark Earnest, East Medford |
| Ron Holthusen, Jacksonville | Thad Keays, Talent |
| Mary Wooding, Ashland | Mike Montero, Freight Industry |
| Edgar Hee, Bicycle / Pedestrian Interest | |

Efforts will be made to fill the existing vacancies.

On a motion by Bruce Sophie, seconded by Bob Strosser, the nine (9) applicants for reappointment to the Public Advisory Council were unanimously approved by voice vote.

Discussion Items:

9. Statewide Freight Plan

Dan Moore shared that ODOT is updating its Freight Plan as part of the Fix America’s Surface Transportation (FAST) Act. Included in the update are the designation of Critical Rural and Critical Urban Freight Corridors. Oregon is allowed to add seventy seven (77) new miles to its freight system, and that amount is expected to be allocated throughout the State on a formulaic percentage basis. ODOT has asked for input in defining both the Rural and Urban Critical Freight Corridors. Fourteen (14) proposed, intermodal corridors, connecting Interstate 5, were identified for the region in January, 2017. (**Attachment #9**)

Metro is expected to get the majority of the new miles (approximately 35 miles), with other MPOs sharing the remainder (approximately 47 miles). Selection criteria are being determined now, and the RVMPO will have to negotiate for its share of miles. Current TIP projects or those located within proposed freight corridors (6.28 miles), if the corridor miles are approved, would be eligible for future freight funding. There will be a status update in this issue at the next meeting.

Mike Baker asked questions about the presentation maps, and asked that the Highway 62 Bypass be added to the National Freight Network (Unit #2, Phases #1 and #2.) The current Highway 62

will become a State highway upon completion of the Bypass. Both will remain freight corridors. Further research on this issue will be done by Staff, including adding additional roadways to the designations. Foothills is also considered to be a critical freight corridor. Based on their jurisdictional controls, and potential funding opportunities, the Hwy. 62 and the Bypass will be proposed as separate corridors. The South Stage crossing will be shown as a future project.

10. Planning Update

- The CMAQ group met in December, and ODOT will distribute the future funds. The next CMAQ meeting is February 21st. The MPOs will gather the applications for submittal to ODOT.
- Alternative Measure #7 – The Policy Committee will discuss Alternative Measure #7 funding allocations for RTVD.

11. Other Business / Local Business

12. Public Comment

13. Adjournment

The meeting was adjourned at 5:15 p.m.

Scheduled Meetings:

RVMPO PAC	Tuesday, March 21st @ 5:50 pm
RVMPO TAC	Wednesday, Feb. 8th @ 1:30 pm
RVMPO Policy	February, Dec. 28th @ 2:00 pm