

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
FEBRUARY 28, 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	
Julie Brown for Tonia Moro	RVTD	973-2063
Bruce Sophie, Vice Chairman	City of Phoenix	
Bob Strosser	JACO	
Jim Lewis	City of Jacksonville	
Ruth Jenks	City of Eagle Point	

<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

Others Present

Sara Westover	City of Phoenix
Bruce Bauer	SOCAN
Carol Stanton	Citizen

Mike Baker	ODOT
Mike Kuntz	Jackson County
Bev Layer	Citizen
Tom Steen	Citizen
Steve Grigsby	Citizen
Tony Paxton	Citizen
Louise Shawkat	SOCAN
Paige Townsend	RVTD
Gordon Challstrom	Citizen
James Stevenson	Ashland

1. Call to Order / Introductions/ Review Agenda

The Chairman called the meeting to order at 2:00 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 Bruce Sophie, seconded by Jim Lewis, the minutes of the November 22, 2016 and January 24, 2017 meetings were approved as presented. The motion passed unanimously by voice vote.

3. Public Comment

Louise Shawkat, representing SOCAN, asked that the MPO include electric busses in the transportation plans. Bruce Baer gave details on the benefits of electric over all other types of busses. Mike Quilty shared some of the facts about the current transit situation, and explained that RVTD has its own elected board to cover its operations. Julie Brown spoke on behalf of RTVD policies, and explained that the District is in the middle of a study on the feasibility of electric vehicles, noting that there is often an issue with using coal, etc. to create the electricity. RVTD received grants to create the new CNG facility; there are restrictions associated with the grants in terms of allowing for other forms of fuel for the next twenty years. Ms. Brown invited those commenting to attend RTVD Board meetings.

Steve Grigsby spoke about the fact that dams are being removed, and burning coal to generate electricity is viewed very negatively; therefore, the cost for future electricity production will come from increased rates.

Action Item(s):

4. Election of 2017 Chair & Vice Chair

Chairman

On a motion by Jim Lewis, seconded by Ruth Jenks, Mike Quilty was nominated to be the 2017 Policy Committee Chairman.

On a motion by Bob Strosser, seconded by Rich Rosenthal, Michael Zarosinski was nominated to be the 2017 Policy Committee Chairman.

On a motion by Julie Brown, seconded by Jim Lewis, the nominations were closed by unanimous voice vote.

Vice Chairman Bruce Sophie conducted a “show of hands” vote. Mr. Quilty was elected by five votes. Mr. Zarosinski received two votes.

Vice Chairman

On a motion by Mike Quilty, seconded by Julie Brown, the Committee unanimously elected Michael Zarosinski as 2017 Policy Committee Vice Chairman.

On a motion by Rich Rosenthal, seconded by Julie Brown, the nominations were closed prior to the unanimous voice vote.

5. Proposed RVMPO Dues / Review Draft Work Plan 2017-2018

Staff proposed maintaining the dues formula and rate that was approved by the Policy Committee in December 2013. The rate, \$0.16 per capita, would generate a total of \$28,104 for the 2017-18 fiscal year. **Table 1** (below) summarizes population and proposed dues for each jurisdiction. Population estimates are certified as of July 2016 from Portland State University. The TAC recommended approval of the dues schedule at their February 2 meeting.

Table 1 – MRMPO Proposed 2017-18 Dues

Jurisdiction	Population	Dues/Capita	Proposed FY 2017-18 Dues	FY 2016 Dues	Dues Change
Ashland	20,620	\$.16	\$3,299	\$3,265	\$34
Central Point	17,685	\$.16	\$2,814	\$2,798	\$16
Eagle Point	8,765	\$.16	\$1,402	\$1,391	\$11
Jacksonville	2,920	\$.16	\$467	\$461	\$6
Medford	78,500	\$.16	\$12,560	\$12,425	\$135
Phoenix	4,585	\$.16	\$734	\$724	\$0
Talent	6,305	\$.16	\$1,009	\$1,003	\$6
Jackson County	36,367	\$.16	\$5,819	\$5,738	\$81
Total	175,647		\$9,656	\$8,388	\$289

All population estimates are Portland State University certified July, 2016

Dues provide funding for general operations, which primarily consist of activities that require local funds including lobbying and local match obligations. Dues also pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of MPOs and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO’s planning budget. Table 2 summarizes anticipated use of FY2018 member dues. The TAC recommended Policy Committee approval of the dues schedule.

Table 2 – Dues Estimates

Policy Committee Dues, Travel: state, regional national	\$11,241.41
UWPW Work Activities Support	\$16,862.11
Total	\$28,103.52

On a motion by Jim Lewis, seconded by Bruce Sophie, the proposed 2017-18 RVMPO Dues Schedule was unanimously approved by voice vote.

Discussion Item(s):

6. 2017–2042 Regional Transportation Plan (RTP), 2018–2021 Transportation Improvement Program (TIP) & Air Quality Conformity Determination (AQCD) Workshop

Dan Moore welcomed the meeting visitors, and explained that all projects must be fiscally constrained and go through air quality conformity determination. The Policy Committee will conduct a public hearing next month on the 2017-2042 RTP, 2018-2021 TIP, and AQCD.

Attachments: #4 –Draft 2018-21 TIP; AQCD for the 2017-42 RTP, Draft conformity document (Link below). Draft 2017-42 RTP & 2018-21 TIP project lists.

http://rvcog.org/FTP/2017%20RVMPO%20AQCD/2017%20AQCD_Final%20Draft.pdf

Dan Moore gave a Power Point presentation on the three referenced documents, along with explanatory overviews of each:

2017-42 RTP -

- Chapter 1 – Introduction (Overview, RVMPO, Plan Contents, Plan Consistency)
- Chapter 2 – Goals & Policies (Goals, Policies, Potential Actions, Performance Indicators)
- Chapter 3 – Public Involvement (RTP Planning Process & Public Participation, including a survey rating graph)
- Chapter 4 – Planning Area Characteristics (Demographics, Employment Characteristics with pie charts comparing the RMPO and MRMPO area employment related travel patterns)
- Chapter 5 – Regional Transportation System Management/Options (Air & Rail, Multi-Modal Safety/Security, Land Use Nexus)
- Chapter 6 – Air Quality (Conformity, CO [Medford UGB] & PM₁₀ [Medford-Ashland AQMA])
- Chapter 7 – Environmental Considerations (Considerations in Planning (avoiding/managing negative impacts), Environmental Justice)
- Chapter 8 – Plan Implementation (RTP Projects, Selection Criteria, RTP Project List)

- Chapter 9 – Financial Plan (Required Fiscal Constraints, Funding Availability, Source Identification, Accounting for Inflation, Revenue Sources [charts provided for Street Systems & Transit])
- Chapter 10 – Future Conditions (Travel Demand Modeling [population/employment forecasting], RVMPO Model)

Other Information:

- Mode Share (RVMPO v4.2 Model)
- Future Congestion
- 2017 & 2042 Estimated Congestion Maps (comparisons of increases to 2042)

Tony Paxton asked if the Hwy 62 bypass was considered on the congestion map, and Art Anderson explained how that had been done.

Air Quality Conformity Determination

- Carbon Monoxide (CO) (EPA approved Limited Maintenance Plan in September, 2016)
- PM₁₀ (Particulates & Transportation Control Measure (TCM)) analyses were done with/without transit.

Julie Brown was concerned how the model worked with respect to transit. Mr. Welzenbach explained that the Rogue Valley transit model has a disbursed impact because of the current employment center/high density layout. Mike Quilty stressed that smaller community sizes in the area make transit problematic. Steve Grigsby asked if rising fuel costs had been considered with regard to modeling and increased transit. A discussion ensued regarding how ridership increased in the early 2000s when gas prices were so high. Ms. Brown spoke about the fact that the first thing – even before alternative fuels (CNG/electricity) – that needed to be addressed was the significant problem of single-driver vehicles being used throughout the region. Sara Westover wondered if the Plan made policy recommendations or studies that forecasted beyond past trends; Dan Moore shared that the policies, performance indicators and the recent Strategic Assessment associated with Chapter 2 in the Plan have all been used to help with this situation. Policy directions and Alternative Measures need to be further reviewed. The Regional Problem Solving (RPS) process set the urban reserve boundaries for the next 40-50 years, and was also designed to encourage higher densities in existing cores, rather than forcing them into new areas. RVTD cannot forecast for this Plan, but is working on a Transit Master Plan that will include additional modeling scenarios with greatly improved transit service that will also benefit the RVTD Master Plan (which does not need to be constrained). RTVD also has an in-house model that allows for expanded scenarios and analysis. Bruce Bauer asked about whether rail was included in the model, but was told by Staff and the Chairman that it was not sustainable or cost effective in this area. Also, the transit system is not impacted by trips that leave the area. Mike Montero commented on the benefits of periodic updates to the models as related to future demand and changes in disposable income of the Valley’s population.

Dan Moore talked about the Transportation Control Measure Street Sweeping (EPA Report) implemented by the MPO for White City and Medford, which used CMAQ funds to purchase sweepers. The program has been in place for years, but has not been being used in the intended fashion. Staff is meeting with the EPA, USDOT and ODOT in the next few days to discuss strategies to meet conformity. Meeting air quality standards is not an issue now because PM₁₀ measurements are below the budget limits. It is hoped that a consensus will be reached that the

2003 TCM has met conformity, and that it would then be appropriate to create a Limited Maintenance Agreement to continue conformity.

Gordon Challstrom commented that street sweeping could be more cost effective if it were handled on a contract basis with private companies.

Art Anderson and Karl Welzenbach explained that the conformity issue must be addressed in a timely manner because the TCM is part of the SIP.

2018-21 Transportation Improvement Program

- 4- year MPO investment program
- RTP/RTP Consistency
- TIP includes federally funded and regionally significant projects
- Projects meet Clean Air Act (AQCD)
- TIP approved by Governor & part of statewide STIP

The public hearing on the three documents will be held on March 28th @ 2:00 p.m.

7. Planning Update

Mike Quilty shared that regional MPO representatives attended the CMAQ meeting; no additional funds will be forthcoming. Four funding scenarios were proposed. Currently, the RVMPO is set for a 47% reduction in funds. METRO MPO is also expected to take a significant CMAQ loss. Various formulas will be considered as discussions continue. Three discussion topics were: 1) determination of the specific disbursement formula that will be used, 2) rural area funding protocols, and 3) small city funding methods.

8. Other Business / Local Business

None addressed.

9. Public Comment

James Stevens asked if there were greenhouse gasses included in the air quality emissions analysis, and was told that only CO and PM₁₀ were studied for the AQCD.

10. Adjournment

The meeting was adjourned at 3:40 p.m.

Scheduled Meetings:

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