

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
APRIL 25, 2017**



The following attended:

Voting Members	Organization	Phone Number
Art Anderson	ODOT	774-6353
Bob Strosser	Jackson County	774-6119
Jim Lewis	Jacksonville	899-7023
Mike Quilty, Chair	Central Point	664-7907
Rich Rosenthal	Ashland	941-1494
Ruth Jenks	Eagle Point	941-8537
Sarah Westover	Phoenix	972-0869
Tonia Moro	RVTD	973-2063
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Stephanie Thune	RVCOG	423-1368
Interested Parties	Organization	Phone Number
Alex Georgevitch	Medford	774-2114
Bruce Sophie	Phoenix	535-1216
John Vial	Jackson County	774-6238
Mike Baker	ODOT	957-3658
Paige Townsend	RVTD	608-2429

Others Present	Organization	Phone Number
Al Densmore	JWA Public Affairs	601-0704
Mike Montero	Montero & Assoc., LLC	944-4376

1. Call to Order / Introductions/ Review Agenda

- Chair Quilty called the meeting to order at 2:04 p.m., introductions took place, and a quorum was confirmed.
- Introductions took place. **(Phoenix)** Farewell to Bruce Sophie, welcome to Sarah Westover. **(Talent):** Multiple absences in recent months were noted; Tonia Moro will contact Mayor Stricker.
- The agenda was approved as presented.

2. Public Comment

None voiced.

Consent Agenda:

3. Review / Approve Minutes

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

On a motion by Jim Lewis, seconded by Bob Strosser, the minutes of the March 28, 2017 meeting were approved as presented. *The motion carried unanimously by voice vote.*

Action Items:

4. Adoption of FY 2017-2018 Unified Planning Work Program (UPWP)

The UPWP is the program budget for the MPO and is updated annually. Budget figures comprise federal planning funds from two sources: FHWA (“PL funds”) and FTA (“5303 funds”), as well as dues from member/local governments, and grants from ODOT and DLCDC. A brief overview of the primary UPWP tasks was given.

The current draft has been out for public comment for over 30 days, with no comments received; however, editorial comments from the TAC committee (which recommends UPWP approval) have been incorporated into the document.

Mike Baker responded to an inquiry by Tonia Moro regarding “Exit 27 TDM” (p. 42, Part III – ODOT Planning Projects) by explaining that the item pertained to TDM metrics. ODOT staff will be determining whether some Exit 27 backups can be addressed through TDMs over the coming year, perhaps by working with local businesses.

On a motion by Jim Lewis, seconded by Bob Strosser, the Policy Committee proposed adoption of Resolution Number 2017-1: Metropolitan Planning Organization – Policy Committee | Adoption of the FY 2018 Unified Planning Work Program. *The motion carried unanimously by voice vote.*

On a motion by Jim Lewis, seconded by Art Anderson, the Policy Committee proposed adoption of Resolution Number 2016-2: Metropolitan Transportation Planning Process Self-Certification. The motion carried unanimously by voice vote.

Post-meeting note: RVCOG staff corrected “Resolution Number 2016-2” to “Resolution Number 2017-2.”

Discussion Items:

5. Alternative Measure 7 Funding Distribution Agreement

Pursuant to a November Policy Committee meeting request, RVCOG staff and interested parties formulated some options for addressing and/or modifying the existing Alternative Measure 7. Karl Welzenbach distributed a memo listing the four options devised by the work committee consisting of himself, Julie Brown (RVTD), Mike Baker (ODOT), and John Vial (Jackson County). He stated that the work committee favored option four, but that it was up to the Policy Committee as a whole to discuss the options and reach agreement. Special note was made that discussion and decisions related to this policy issue are to be handled exclusively by the Policy Committee; input from the TAC will not be sought.

Welzenbach explained that Alternative Measure 7 is not truly a “measure,” but rather a requirement – which has been in effect since 2002 – that the MPO give 50% of its STBG funds to RVTD. The measure’s original intent was to help the Rogue Valley meet its VMT benchmarks by funneling extra funds to RVTD and, to-date, RVTD has received a little over \$11 million via this arrangement.

Discussion ensued, with Ruth Jenks calling to mind the funds RVTD is receiving from its five-year levy, which will generate annual average revenue of approximately \$1.8 million per year through 2021. She stated that taxpayers could be dismayed to find that, though they voted to pay a tax to increase RVTD services, those services could subsequently be affected by another group’s (i.e. the MPO’s) reduction in fund contributions. Karl Welzenbach stepped in to clarify that a reduction in Alternative Measure 7 funding for RVTD is not being proposed; the suggestion contained in option four of the memo is rather to *cap* the funds at an annual rate of \$928,580, which is the average of the past three years’ allocations.

Paige Townsend explained that the STBG funds for RVTD via Alternative Measure 7 have been instrumental in helping the Rogue Valley reduce its VMT by providing money for maintenance/fleet upkeep (approximately \$1.4 million/year) and capital projects, thereby freeing up money from the general fund for other uses such as transit routes.

Welzenbach and Baker highlighted the memo’s recommendation that an inter-governmental agreement be drafted as a vouchsafe for steady RVTD funding outside of Alternative Measure 7, since there is no guarantee of perpetuity for *any* of the alternative measures in the TPR and TSP. Art Anderson suggested that – were an IGA to be drafted – it include wording to address the possibility of STP (STBG) funds diminishing in future years, e.g. “If STP is substantially reduced, the parties agree to revisit the current arrangement.”

It was agreed that Karl Welzenbach will work with Julie Brown and Paige Townsend to draft an IGA agreement to solidify funding for RVTD that is currently provided under Alternative Measure 7. The draft will be reviewed/discussed at the May 23 RVMPO Policy Committee meeting, and brought – with incorporated revisions/changes - for a vote to the June 27 Policy Committee meeting.

6. RVMPO Planning Update

CMAQ

A reduction in CMAQ funds is expected for Oregon MPOs. Karl Welzenbach explained that the RVMPO is in a unique position of being able to essentially “side” with one MPO or another (e.g. Portland or Eugene/Salem) as funding discussions proceed.

Siding with Portland would entail partnering with Portland to push for the inclusion of unique state requirements in the formula under construction. In this scenario, Portland wins by keeping all of their CMAQ dollars (despite their “attainment” status effective October 1) to help them meet unique state mandates, and the RVMPO wins by having their Alternative Measure 7 requirement factored in as part of the CMAQ funding formula, thereby increasing their CMAQ revenues.

Siding with Eugene and Salem would entail going jointly to bat against Portland to have Portland’s CMAQ funding level reduced in accordance with their upcoming attainment status, and abandoning the argument to have unique state requirements considered as part of the CMAQ formula. Here, the RVMPO, Eugene and Salem would all see an increase in CMAQ funds due to Portland’s significant reduction, with the lion’s share of the revenues going to the RVMPO.

A handout with an excerpt from CFR Title 23 Section 149 was provided specifying that even if Portland were to receive its full CMAQ funding once in attainment status, they would not be permitted to spend it. It was further noted that if Portland’s CMAQ funds were reduced, this would result in a revenue stream dip for them, but would not affect their bond rating (if CMAQ funds cannot cover the bond, STBG funds will be used, with Tri-Met [transit] funds as a third coverage option).

POTENTIAL MPO CONTRIBUTIONS TO MAJOR CAPITAL PROJECTS

There was a recommendation made by one of the workgroups of the Joint Committee for MPOs to contribute 30 – 50% towards major capital projects in their region of the state (currently funded 100% by ODOT). One way the MPOs could raise funds to do this would be to become taxing districts. To-date, no bill has resulted from packages currently under consideration, but information will be shared as it becomes available.

UPCOMING TIP RE-ADOPTION

The TIP will need to be re-adopted in June as there were several ODOT projects not included that should have been. A revised draft should be available for committee review in May, after which time a 30-day public notice period will commence so that the Policy Committee can vote on the re-adoption at their June 27 meeting.

7. Public Comment

Paige Townsend expressed appreciation for the years that RVTD has benefited from Alternative Measure 7 funds. Art Anderson expressed the support of the MPO for RVTD’s endeavors, acknowledging the need for their services for large numbers of the valley’s population.

8. Other Business / Local Business

Chair Quilty shared that at the Green Transportation Summit & Expo in Portland a couple of weeks ago, the Clean Cities Coalitions in the western region presented RVTD with the Compressed Natural Gas Pioneer award for their twenty-plus years of dedication to running their system on alternative fuels. Their perseverance has made them a national leader for small transit districts trying to run their fleets on diesel alternatives. Additionally, one of the valley’s private fleets, Combined Transport, won an award for their efficiencies, one of which has been cutting 100,000 VMT per year by relocating their depot to Exit 35 where Blackwell Transport used to be. Art Anderson mentioned the admirable

collective spirit of doing the right things air-quality-wise long-term in the valley, and noted that Rogue Disposal was also to be commended for their efforts.

9. Adjournment

The meeting was adjourned at 3:13 p.m.

Scheduled Meetings:

RVMPO TAC	Wednesday, May 10 @ 1:30 pm
RVMPO Policy	Tuesday, May 23 @ 2:00 pm
RVMPO PAC	Tuesday, May 23 @ 5:30 pm