

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
JUNE 27, 2017**



The following attended:

Voting Members	Organization	Phone Number
Bob Strosser	Jackson County	774-6119
Brad Bennington for Jim Lewis	Jacksonville	941-0901
Darby Stricker	Talent	535-1566
Julie Brown for Tonia Moro	RVTD	608-2413
Mike Baker for Art Anderson	ODOT	957-3658
Mike Quilty, Chair	Central Point	664-7907
Rich Rosenthal	Ashland	941-1494
Sarah Westover	Phoenix	972-0869
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Dan Moore	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368
Interested Parties	Organization	Phone Number
Alex Georgevitch	Medford	774-2114
Jim Herndon	Medford Private Sector	840-0741
Kelly Madding	Medford	774-2009
Mike Faught	Ashland	488-5587
Mike Kuntz	Jackson County	774-6228

Mike Montero	Montero & Associates	779-0771
Paige Townsend	RVTD	608-2429

1. Call to Order / Introductions/ Review Agenda

- Chair Quilty called the meeting to order at 2:03 p.m. and requested that all emails for him now be routed exclusively to his city email address.
- Introductions took place and a quorum was confirmed with members from Ashland, Central Point, Jacksonville, Phoenix, Talent, Jackson County, ODOT and RVTD in attendance.
- 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 Rich Rosenthal, seconded by Sarah Westover, the minutes of the April 25, 2017 meeting were approved as presented. *The motion carried unanimously by voice vote, with Bob Strosser abstaining.*

Public Hearing:

4. Re-Adoption of the RVMPO 2018-2021 Transportation Improvement Program (TIP) and Amendment of the 2017-2042 Regional Transportation Plan (RTP)

The Chair read the procedure for the public hearing.

Karl Welzenbach reported that, although both the MRMPO and RVMPO met ODOT's deadline for 2018-2021 TIP approval, ODOT subsequently changed items in its STIP. As a result – and since the two documents' projects must match identically prior to submittal to the Governor's office – ODOT is requesting that both MPOs re-adopt their 2018-2021 TIPs to include the previously omitted STIP projects.

Ryan MacLaren highlighted details of information provided in the agenda packet regarding the five project additions under consideration:

- a. RTP #732 | W. Valley View Road Safety Improvements
- b. RTP #921 | OR140 Exit 35 Blackwell Road
- c. RTP #930 | OR62 Corridor Solutions Unit 2 Phase 3 (Medford)
- d. RTP #931 | OR99 Birch Street to Coleman Creek Culvert (Phoenix)
- e. RTP #961 | OR140/OR238 Bridge and Culvert Rail Upgrades

In addition to these five items, the East Nevada Street Bridge project (Ashland) is being “returned” to the TIP since it was never fund-exchanged as intended.

Other updates mainly consisted of changes to construction years, right-of-way years, or funding specifications. None of the projects required air quality assessments or otherwise affected the Air Quality Conformity Determination (AQCD).

Additionally, at the July 14 RVMPO TAC meeting, members noted a need for the following changes to *Appendix B: Transportation Project Funding Sources* of the TIP, which are listed below and have been incorporated by staff into the document:

- *Jackson County* | Remove “Timber Receipts and”
- *City of Medford* | Remove “parking fees”
- *City of Ashland* | Add “food and beverage tax”
- *Cities of Ashland, Eagle Point and Talent (and document-wide)* | Change “STP” to “STBG”

There were no comments or questions by Policy Committee members regarding the proposed changes.

The Chair opened the discussion to public comment, both in support and in opposition.

Support: Mike Montero stated his support of the TIP re-adoption/RTP amendments.

Opposition: None voiced.

The Chair closed the public testimony.

On a motion by Brad Bennington, seconded by Bob Strosser, the Policy Committee recommended the re-adoption of the 2018-2021 TIP with the corresponding amendments to the 2017-2042 RTP.

There was no further discussion.

The motion carried unanimously by voice vote.

Action Items:

5. Public Advisory Council (PAC) New Member Applications

Ryan MacLaren reported that James (Jim) Herndon, representing West Medford, and Robin Lee, representing the Senior interest area, have submitted new member applications for the Public Advisory Council. At their May 23 meeting, the PAC voted unanimously to recommend to the Policy Committee that both applicants be appointed to the PAC.

The Chair (on behalf of Mike Zarosinski and Medford staff), Bob Strosser and Mike Montero all spoke in support of the appointments, citing the candidates’ notable personal obligations to public service and steady attendance at other public meetings.

On a motion by Bob Strosser, seconded by Julie Brown, the Policy Committee approved the appointment of Jim Herndon (West Medford) and Robin Lee (Senior interest area) to the RVMPO Public Advisory Committee.

The motion carried unanimously by voice vote.

Discussion Items:

6. Public Comment

None voiced.

Regular Updates:

7. RVMPO Planning Update

HB-2017

- The concept of instituting Congestion Relief Districts seems to be falling away.
- Many changes continue to be made with the bill; amendment -10 is currently under construction.
- So far, only the elements related to transit funding appear to coming through the process unscathed.

Carryover Balances of CMAQ Funds for RVMPO

- There has still been no reconciliation of the CMAQ fund balance discrepancies showing on reports from three different ODOT offices. The three balances span an approximate \$2 million range from roughly <\$900,000> to just over \$1.4 million and will need to be reconciled before any accurate forecasting of CMAQ funds can occur. An accurate carryover balance is all the more critical at this point, given the pending 55% reduction in the RVMPO's CMAQ fund allocation going into effect in 2019 (details in next segment). Lynde McGregor is placing CMAQ oversight into the hands of Amanda Pietz, who will take over the CMAQ program from this point forward.
 - The reason for the discrepancies is not known, but – as suggested by Mike Baker – could possibly be due to the years-long accumulation of unreconciled variances between target amounts and actual costs as changes occur over projects' life spans.

CMAQ Funding Distribution Update

- PAC negotiations ultimately resulted in a proposed 55% CMAQ funding cut for the RVMPO effective in 2019; the OTC is now reviewing the recommendation.
 - The OTC is concerned by the extent of the proposed cuts to the Southern Oregon MPOs, and ODOT is recommending to the OTC that the CMAQ program be focused to better address statewide goals (related handout referenced below), so the potential for some adjustment still exists. One idea that has been mentioned is a possible “bridge fund” to help the RVMPO transition less abruptly to such a deep funding cut.
 - A handout was provided detailing ODOT's approach to narrow the list of eligible CMAQ projects in order to focus on those “most likely to positively impact state goals such as the environment, health, and equity.”
 - *Per capita (based on 2015 population data)*, the proposed funding cuts are as follows: Portland-Metro (.95¢), RVMPO (\$8.36), MRMPO (\$4.82).
 - *In dollars*, the proposed funding cuts equate to reductions of: Portland-Metro (\$1.5 million/yr), RVMPO (\$1.3 million/yr), and MRMPO (\$250,000/yr).
- Expressed frustrations/disappointments with the process included:
 - Obvious bias towards funding for the Portland-Metro MPO;
 - The huge role of politics that negatively influenced equitable outcomes;
 - Portland's post-agreement request for an additional \$1 million “off-the-top” to pay for their *state* greenhouse gas requirement (however, this has only been requested, not granted, and the other four MPOs have sent letters to the OTC stating their opposition to the idea); and
 - ODOT's refusal to make public the formula used to inform the funding distribution.

Julie Brown moved that a letter to the OTC be drafted by staff and sent on behalf of the RVMPO thanking them for the opportunity to participate in the funding distribution process, yet making clear the concern of inequity regarding the 55% cut to the RVMPO, detailing the impact such a cut would have on the MPO, and including information about the RVMPO's particular/unique air quality issues. The motion was seconded by Bob Strosser.

Discussion ensued:

- Karl Welzenbach stated that he had already sent a letter to the OTC on June 14 (signed by Mike Quilty on behalf of the RVMPO) very similar to the one proposed in the motion and believed he had cc'd all RVMPO voting members. Two Policy Committee members declined having received it, so he will resend the letter to all RVMPO voters.
- Based on recent discussion with Paula Brown, Mike Montero encouraged the drafting of a letter emphasizing the intended use of CMAQ funds, the vulnerability of the RVMPO population in terms of air quality issues, and the RVMPO's adverse topographical conditions.

There was consensus to send another letter, since Welzenbach's June 14 letter was sent prior to the OTC's June 15 meeting.

The Chair restated the motion and called for a vote.

The motion carried unanimously by voice vote.

Staff will draft the letter and send it out for review by Policy Committee members prior to its signature by Chair Quilty and submittal to the OTC.

8. Other Business / Local Business

- *RVTD*: Julie Brown shared that RVTD has been awarded the honor of "Best Small Urban Transportation District in the Nation." They were selected by the Board of Directors of the Community Transit Association of America out of a large pool of applicants from over 3,000 total agencies and 300 RVTD-sized agencies.

9. Adjournment

The meeting was adjourned at 2:48 p.m.

Scheduled Meetings:

RVMPO TAC | Wednesday, July 12 @ 1:30 pm

RVMPO Policy Committee | Tuesday, July 25 @ 2:00 pm

RVMPO PAC | Tuesday, July 18 @ 5:30 pm