

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



The following attended:

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Art Anderson	ODOT	774-6353
Bob Strosser	Jackson County	774-6119
Jim Lewis	Jacksonville	899-7023
Mike Quilty, <b>Chair</b>	Central Point	664-7907
Mike Faught for Rich Rosenthal	Ashland	488-5587
Ruth Jenks	Eagle Point	941-8537
Sarah Westover	Phoenix	972-0869
Tonia Moro	RVTD	973-2063
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Welzenbach	RVCOG	423-1360
Nikki Hart-Brinkley	RVCOG	423-1378
Stephanie Thune	RVCOG	423-1368
<b>Interested Parties</b>	<b>Organization</b>	<b>Phone Number</b>
Alex Georgevitch	Medford	774-2114
John Vial	Jackson County	774-6238
Kelly Madding	Medford	774-2009
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 2:05 p.m.
- Introductions took place and a quorum was confirmed with members from Ashland, Central Point, Eagle Point, Jacksonville, Phoenix, Jackson County, ODOT and RVTD in attendance.
- Item six, “Approval of Letter from RVMPO PAC to the Oregon Transportation Commission (OTC)” was struck from the agenda.

### **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 Sarah Westover, seconded by Jim Lewis, the minutes of the June 27, 2017 meeting were approved as presented.**

*The motion carried unanimously by voice vote.*

## ***Public Hearing***

### **4. 2017-2042 Regional Transportation Plan (RTP) and 2015-2018 Transportation Improvement Program (TIP) Amendments**

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

Karl Welzenbach reported that the state is requesting the amendment of the RVMPO RTP and TIP to include the following three projects:

**A. RVTD-5310 Enhanced Mobility Small Urban (2017-19)**

Description: “*Contracted service and mobility management.*”

**B. RVTD-5310 E&D Transit Capital STP Transfer (17-19)**

Description: “*Contracted service.*”

**C. ORE Salt Pilot PH 2: Bridge Deck Testing & Sealing (KN 21076)**

Description: “*Salt testing on bridge decks; design of sealing and overlay projects, and construction of protective systems.*”

Notice of a public hearing and comment period regarding the amendments was published in the Medford Mail Tribune on Monday, July 3, when it was also posted on the RVMPO website. The 21-day public comment period concludes with today’s public hearing.

Regarding projects **A** and **B** above, Welzenbach stated that – due to their relation to transit initiatives – they were exempt from air quality conformity considerations. Paige Townsend explained that the funding (from two different sources) is for the 17-19 biennium and is primarily used for the para-transit (Valley Lift) ADA service, which is available throughout the RVTD service district.

No additional details were provided regarding project **C**.

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.**

None voiced.

**The Chair closed the public testimony.**

**On a motion by Tonia Moro, seconded by Jim Lewis, the Policy Committee recommended approval of all three amendments to the 2015-2018 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 Application**

Karl Welzenbach reported that Diana Shiplet, representing Phoenix, has submitted a new member application for the Public Advisory Council. At their July 18 meeting, the PAC voted unanimously to recommend to the Policy Committee that Ms. Shiplet be appointed to the PAC.

Mike Faught spoke in support of the appointment, stating that Ms. Shiplet was a great choice for the PAC.

**On a motion by Jim Lewis, seconded by Sarah Westover, the Policy Committee approved the appointment of Diana Shiplet (Phoenix) to the RVMPO Public Advisory Committee.**

*The motion carried unanimously by voice vote.*

In light of an interest in recruitment, Sarah Westover inquired regarding the existence of criteria for serving the PAC in one of the “Special Interest Area” positions. Welzenbach replied that he thought criteria may exist in the PAC bylaws; staff will make the PAC bylaws available to the Policy Committee for review.

### **6. Approval of Letter from RVMPO PAC to the Oregon Transportation Commission (OTC)**

Item struck from agenda.

## ***Presentation***

### **7. “GIS at RVCOG”**

Nikki Hart-Brinkley shared explanations and applications of Geographic Information Systems (GIS) – referred to as “The Science of Where.” Particular focus was placed on the way the data/mapping/spatial analysis software applications are utilized at RVCOG on behalf of the MPOs and member jurisdictions to address questions and solve problems unique to each region. Highlights included:

- Drafting tables with hand drawn contour lines on paper maps have been replaced with the building of interactive electronic maps/map applications from tabular and modular data, often in real, or close to real-time.

- Transportation model data is provided in tabular format by ODOT’s Transportation Planning and Analysis Unit (TPAU) to inform questions such as: “What would the RVMPO’s demand-to-capacity ratio be if none of the projects in the RTP were built?”, “What would it look like if *all* the projects were built?”, etc.
- About 75% of Hart-Brinkley’s work consists of data collection/cleaning/building; the rest is designing the maps themselves from the data.
  - Upon receipt, the data is assessed to determine whether it is accurate and appropriate as presented, or, if not, whether it can be “cleaned” for use in analyzing the particular issue(s) under consideration.
  - Analysis of the final data sets vis-à-vis the issues themselves leads to the generation of online/interactive maps which provide visual representations for stakeholders and help to inform policy.
- Hart-Brinkley is currently working to make RVMPO’s GIS data publicly available, just as the data generated by census, ODOT, Jackson County and the jurisdictions is available for public use. An open data site has just been launched that contains several different data sets regularly used among RVMPO staff, including the TIP projects with built in links to TSP and budget/funding data. Requests for particular maps contained in RVMPO materials can be submitted to Welzenbach, who will ask Hart-Brinkley to work towards loading them on the site.

Comments/inquiries:

- Kelly Madding inquired whether staff could comment on the uses/applications of GIS in terms of social equity (e.g. where money is being spent), sharing that Michael Zarosinski had thought that perhaps today’s presentation would have touched on that issue.
  - Hart-Brinkley mentioned that the upcoming census presentation related to site address updates will be a critical exercise – and involve social equity concerns – as site address counts within jurisdictions play a significant role in funding decisions; it is possible that Zarosinski could have had this event in mind. Welzenbach added that RVMPO staff will be available to assist smaller jurisdictions that may not have the personnel to conduct the site address reviews.
  - Another possibility in Zarosinski’s mind could have been the use of GIS in relation to Title VI Environmental Justice documentation (static maps related to this project are available on the RVMPO website).
- Chair Quilty inquired about the possibility of including state and/or county data related to transportation-linked health issues (e.g. areas in valley with higher numbers of children with lung problems due to heavy traffic, etc.) in the “health” field in the GIS apps available on the open site. Staff welcomed the suggestion and will follow up with research; Tonia Moro recommended beginning with the Oregon Health Authority, since they have representatives on various boards throughout the community and collect data from the Coordinated Care Organizations (CCOs) and other sources.
- Sarah Westover inquired about the type/nature of other fields in the GIS apps on the open site. Hart-Brinkley explained that many fields are included (e.g. housing, agriculture, business, lodging, etc.), though not all are populated with data as yet; they will increasingly be so as applications continue to be built. Conversely, data that exists but has not yet been translated into an application can be downloaded via a .klm file to Google Earth to be viewed spatially. Jurisdictional inquiries/suggestions regarding data/applications should be forwarded to Welzenbach and Hart-Brinkley for consideration.
- Madding expressed interest in the GIS lodging app in light of the transient lodging tax in Medford and wondered whether the app could provide data regarding the lodging choices of area visitors. Hart-Brinkley said it certainly could and noted it could also be expanded to include tent and RV camping capacities.

## *Discussion Items*

### **8. Public Comment**

Mike Montero conveyed the appreciation of many members of the PAC regarding the information shared at their July 18 meeting by both Hart-Brinkley (“GIS at RVCOG”) and Welzenbach (“What are MPOs?”).

## *Regular Updates*

### **9. RVMPO Planning Update**

#### CMAQ Funding Distribution Update

- The OTC met on July 20 to decide on the statewide CMAQ distribution. The RVMPO will have a transitioned fund reduction, beginning with 8% of the total available Oregon CMAQ funds in 2019-20 and decreasing to 7% in 2021-22, until reaching their base of 6% in 2023 which equates to the original 55% fund reduction proposed by the CMAQ PAC. Ultimately, the current RVMPO CMAQ distribution of \$2.4 million will be reduced to \$1.1 million.
  - Portland is still requesting additional funds to address its state greenhouse gas requirement, but no further information is available regarding the status of the request.
  - Recently, ODOT sent a memo that Welzenbach forwarded to both MPOs’ TACs and Policy Committees regarding proposed alterations to CMAQ project criteria; some of those propositions were modified based on commentary/testimony received by the OTC, though a revised memo incorporating the changes has not yet been circulated.
    - One proposed modification was to reinstate road dust mitigation projects as eligible.
    - The restrictions being proposed by ODOT will likely have minimal impact on the RVMPO, except for the preference (requirement?) that on-road bike/ped facilities be located in Activity Centers or downtowns; it is possible that rural road bike lanes/on-road shoulders that provide connection to a major network will remain eligible for CMAQ funds.
  - Tonia Moro and Bob Strosser expressed disappointment that a second letter emphasizing the RVMPO’s dismay with the funding distribution proposal was not sent (as was so moved at their June 27 meeting).
    - Discussion revealed the following miscommunication: Committee members understood that a second letter would be sent even though it would very closely mirror the sentiments expressed in the first letter, whereas Welzenbach and Chair Quilty were under the impression that, since the first letter was resent to all Policy Committee members and no comments or suggestions for additions/changes were received towards the drafting of a second letter, the first letter adequately stated the RVMPO’s position and a second letter would not prove effective.
    - Welzenbach apologized for the misinterpretation of the Policy Committee’s intent and the matter was laid to rest, given that the OTC’s final decision has now been rendered.
  - Mike Faught also shared that Paula Brown had been disappointed that no RVMPO representative was present at the final OTC meeting, though all other MPOs sent delegates. Brown composed a document stating her concerns regarding the fund distribution, which she presented to the OTC; Faught will forward her document to staff so that it can be circulated to all MPO members for information purposes.

#### ODOT’s New Transportation Model

- ODOT is in the final phases of calibrating its new transportation model for the entire MRMPO and RVMPO area; it will be calibrated to 2010 data, which is the most complete set available. The model will be activity-based rather than trip-based, and is meant to be more accurate in capturing all traffic modes, including transit and bike/ped. Rather than looking at trips from Point A to Point B,

it will instead anticipate the daily transportation activities of people falling within specific age and income ranges. It is a data-intensive model, but tests to-date have proven very accurate, which is encouraging. One hitch to use of the activity-based model (ABM) in southern Oregon is that the MRMPO and the RVMPO do not update their plans in the same year; this may cause some glitches related to outdated data across the two MPOs in their respective plan years, but will be taken in stride.

## **10. Other Business / Local Business**

### *ODOT (Art Anderson)*

- The 2018-2021 STIP has been approved by the OTC.
- HB 2017 has earmarked funds for both seismic triage and the Scottsburg Bridge. As a result of additional funds from the bill, certain projects will be moving up the priority list in order to get them obligated in terms of funding and demonstrate delivery capability to the legislature. Some projects slated to be addressed include: Highway 140; two bridge projects in Ashland (Main Street over I-5 and the Ashland Street bridge); and the I-5 culvert project (California to Gold Hill). The projects will be inserted into the STIP and also the MPO's TIP via amendments.
- ODOT (per request via Madding) will give a presentation at the August MPO meetings regarding the effects of HB-2017 on funding and projects.
- Of a \$440 million allocation from HB 2017 (forecast to rise to \$1.3 billion by the 2025-27 biennium), ODOT is receiving about \$300 million for highway projects, which will be distributed as follows: 50% state, 30% counties; 20% cities. The remainder of the \$440 million will be shared between transit services (\$103 million) and ConnectOregon.
- ODOT is planning to utilize the bulk of its share of funds towards fix-it projects (e.g. culverts, bridges, pavement preservation, etc.) and, beyond those projects, towards bond repayment rather than new capacity enhancements. Pursuant to inquiry by John Vial, Anderson explained that this "extra" fix-it money will not build to a sufficient balance to allow spillover into enhancements (although no final determinations have yet been made in that regard), as approximately \$500 million is estimated as necessary to relieve the pressure of backlogged fix-it projects and there are 15 years remaining on the current bond repayment.

### *RVTD (Paige Townsend)*

- Both the Safe Routes to School and transit portions of HB-2017 will need to go through rulemaking, which should be completed by January 2018.
- The Rail and Public Transit Division (RPTD) will be administering the payroll tax revenues – which will begin being collected in January 2018 – called for by HB 2017 to support statewide transit operations. RPTD does not foresee any payroll tax revenue being made available to RVTD prior to January 2019. At that same time, RPTD will be increasing their staff count to review the Transit Development Plans (TDPs; required for eligibility to receive payroll tax revenues) that will be being submitted by approximately 40 transit operations statewide.
  - Every two years, each transit agency receiving payroll tax revenues will report on their performance to ensure that their services are meeting the benchmarks that have yet to be set via rulemaking; in the case of shortcomings, the transit agency will be able to revise its TDP to incorporate suggested/necessary changes. These reports may be made to the Accountability Committee or other established panel; details are not yet known.
  - A floor of \$500,000 has been established for transit agencies in counties that would not be able to raise that amount from the payroll tax.
- RVTD has some service enhancements planned over the next year, with more to come once the extra funds become available. The amount of their funding – which is forecasted based on 2015 economic performance – will be approximately 3.5 million in the first year, rising to \$4.5 million by the ending biennium of 2025-2027.

- Due to their involvement in the bill-making process over the last three years, RVTD is well-positioned to begin service enhancements now as well as to understand ahead of time what will be expected of them as the payroll tax funds are made available so as to be able to put them to use immediately upon receipt.
- RVTD is currently working on a 25-year transit master plan; TAC and Public Advisory Interest Groups will be involved in the process.

## **11. Adjournment**

The meeting was adjourned at 3:08 p.m.

### **Scheduled Meetings:**

RVMPO TAC | Wednesday, August 9 @ 1:30 pm

RVMPO Policy Committee | Tuesday, August 22 @ 2:00 pm

RVMPO PAC | Tuesday, September 19 @ 5:30 pm