

**Summary Minutes
Rogue Valley MPO Policy Committee
January 22, 2019**



The following attended:

Voting Members	Organization	Phone Number
Art Anderson	ODOT	774-6353
John Vial for Bob Strosser	Jackson County	774-6238
Darby Ayers-Flood	City of Talent	535-1566
Jim Lewis, Vice Chair	City of Jacksonville	899-7023
Eric Zimmerman for Al Densmore	City of Medford	744-2009
Mike Quilty, Chair	City of Central Point	664-7907
Rich Rosenthal	City of Ashland	941-1494
Ruth Jenks	City of Eagle Point	941-8537
Sarah Westover	City of Phoenix	972-0869
Tonia Moro	RVTD	973-2063
Alternate Voting Members Present	Organization	Phone Number
John Harrison	City of Talent	897-0530
Mike Baker	ODOT	957-3658
Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Nikki Hart-Brinkley	RVCOG	423-1378
Interested Parties	Organization	Phone Number
Julie Brown	RVTD	541-601-1840
Paige West	RVTD	608-2429

Tim D’Alessandro	RVTD	779-5821
Alex Georgevitch	City of Medford	774-2114
Chris Luz	City of Phoenix	261-3139
Mike Montero	Montero & Associates, LLC	944-4376

RVMPO Policy Committee [January 22, 2019 Agenda Packet](#)

Full meeting recording: [2019-01-22 RVMPO Policy Committee Meeting Audio](#)

1. Call to Order / Introductions / Review Agenda 00:00–01:21

2:01 p.m. | *Quorum*: Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, Talent, Jackson County, ODOT, RVTD

2. Public Comment 01:22–01:38

3. Review / Approve Minutes 01:39–02:11

01:55 | *Jim Lewis moved to approve the November 27, 2018 Policy Committee meeting minutes as presented. Seconded by Rich Rosenthal.*

No further discussion.

Motion carried unanimously by voice vote.

Presentations

4. ODOT Crash Analysis Tool 02:12–14:21

5. Participant Statistical Areas Program (PSAP) Census Presentation 14:22–19:31

Action Items

6. Review and Discussion of IGA between RVTD and RVMPO 19:32–01:07:01

Mike Baker provided an overview and history of how alternative measure 7 came about as well as current structure of funding allocations:

Oregon’s Transportation Planning Rule requires a 5% reduction in Vehicle Miles Traveled (VMTs), which the RVMPO has not met completely. The Transportation Planning Rule allows for alternate ways of meeting that goal.

Through alternative measures, bench marks were set to meet that goal in an alternative way. One alternative that was developed was Alternative Measure 7 which relates to transit.

Funds made available to the RVMPO through the Surface Transportation Program are the only funds over which the RVMPO has complete discretion. RVMPO jurisdictions agreed to direct 50% of the revenue stream (STP, now STBG funds) to the transportation district. As the funds have grown over the last 20 years, the allocation to transit has grown.

Caveats associated with the alternative measure when adopted include: 1. STP funds would be used to expand transit service or if RVTD is successful with a local funding package, and funding is no longer needed, it is therefore proposed that STP transit allocation be directed to RTP, bicycle, pedestrian, and transit-oriented development (TOD) areas. RVTD has since had access to funds from a local bond measure that passed as well as State Transportation Improvement Fund (STIF) Program developed in 2017 from HB 2017 payroll tax.

Jackson County had asked the RVMPO whether Alternative Measure 7 was still necessary. A subcommittee was formed made up of John Vial (Jackson County), Alex Georgevitch (City of Medford), Julie Brown (RVTD), and Mike Baker (ODOT). The subcommittee met three times in the later part of 2018 to discuss and present their current funding structures, the local jurisdictional needs, associated costs with those needs, and how more funding would help.

The subcommittee narrowed it down to a few alternative options with the subcommittee settling on recommending to the RVMPO that they keep an established fund set aside for RVTD (currently about 1 million dollars) to be capped at 700,000 dollars annually of STBG funds. Caveats on that were RVTD would not be eligible to apply for the additional funds. The funding structure is to be reviewed every five years, plus or minus a year to be in line with the STP/TIP project selection cycle; if there are significant changes to available transportation funding; or if there are changes in the local operating levy for RVTD.

Questions and Important Issues that were Raised:

Rich Rosenthal: What is the total amount of the STBG funds available?

John Vial: Last year (2018), the total STBG funds available totaled to 1,965,562 dollars of which 50% goes to RVTD, which was 982,781 dollars.

Mike Quilty: The fund trended steadily upward over the years, but not every year, with no cap since the program started.

Art Anderson: Did the subcommittee discuss what a significant change in funds would be?

Mike Baker: A significant change in funds is a different idea for everyone and could include fund changes pertaining to the operating levy, new legislation relating to greenhouse gas taxes, or another major recession.

Sarah Westover: Are there criteria that exist to help the policy committee and subcommittee to decide how to best allocate funds to help reduce VMTs?

Mike Baker: We can measure VMTs using the model, but the benchmarks for the alternative measures

offer easily measured things such as new sidewalks and projects modeled in the MPO's Regional Transportation Plan, which can be used to get an idea of VMT reductions. We are currently not meeting goals for sidewalks and bike lanes and those are things that should be considered and paid attention to by the jurisdictions.

John Vial: The benchmark for alternative measure 7 was, 'did we give them the money?' There was no correlation of money given to RVTD, that VMTs were reduced.

Mike Quilty: Money given to them to support transit, hence VMT reduction. There are other alternative measures that cover transit. Any reduction in transit funds is supposed to go to bike/pedestrian projects. A set level of funding allows RVTD to budget more easily with longer term financial plans.

Tonia Moro: We are still waiting on possible changes to the LCDC's Transportation Planning Rule that could affect things.

John Vial: We are happy with the compromises we made on the subcommittee and what we came up with after our meetings.

Julie Brown: RVTD can't supplant our general fund and use that money to match the federal transit funds available. Currently STIF money has to be okayed by the Oregon Transportation Commission. STIF money was specified as currently for expanded transit services, not maintaining what transit districts currently have. There is no guarantee that if we lose our local levy, we would get money from somewhere else in that biennium.

01:06:06 | *Art Anderson moved to table the IGA action item for 30 days to allow for the jurisdictions to have time to discuss the IGA with their councils and committees and it is to be brought back to the February 26, 2019 policy committee meeting. Seconded by Sarah Westover.*

Motion carried unanimously by voice vote.

7. Public Advisory Council Member Term Renewals 01:07:02–01:09:15

Rich Rosenthal suggested that in the future it would be a better practice for PAC members to submit new applications when renewing their terms.

01:08:33 | *Rich Rosenthal moved to recommend approval of the PAC member term renewals including: Ron Holthusen, Mary Wooding, Michael Stanek, Mark Earnest, Thad Keays, Edgar Hee, Mike Montero, and Larry Martin. Seconded by Jim Lewis.*

No further discussion.

Motion carried unanimously by voice vote.

Discussion Items

8. Public Comment 01:09:16–01:09:28

Regular Updates

9. RVMPO Planning Update 01:09:29–01:11:25

10. Other Business / Local Business 01:11:26–01:13:43

11. Adjournment

3:15 p.m.

Scheduled Meetings

RVMPO Policy Committee | March 26, 2019 | 2:00 p.m.

RVMPO TAC | March 13, 2019 | 1:30 p.m.

RVMPO PAC | March 19, 2019 | 5:30 p.m.