

**Summary Minutes  
Rogue Valley MPO Public Advisory Council  
August 13, 2014  
Special Meeting**



The following attended:

**MPO Public Advisory Council**

Aaron Prunty, Chairman	Eagle Point	864-9868
Brad Inman	Mass Transit	482-2807
David Chapman	Ashland	
David Lewin	Phoenix	512-0436
Eric Heesacker	Talent	455-7138
Glen Anderson	East Medford	
Kay Harrison	Central Point	664-1066
Mark Earnest	Jacksonville	899-8080
Mike Montero	Freight	779-0771
Mike Stitt	Phoenix	
Ron Holthusen	Jacksonville	
Thad Keys	Talent	

**Staff**

Jonathan David	RVCOG	423-1338
Bunny Lincoln	RVCOG	944-2446
Andrea Napoli		

**1. Call to Order/Introductions/Review Agenda -**

Chairman Aaron Prunty called the meeting to order at 5:32 p.m.

**2. Review/Approve Minutes -**

Previous meeting minutes will be reviewed in September.

**3. Public Comment -**

None received.

**4. Proposed Regional Significance Screening Criteria –**

Jonathan David presented an update on the approved Project List, explaining the new modeling, and the fact that it was discovered that the region was over the allowed CO budget by 2-3X. The new modeling procedure demonstrated that erroneous info related to the omission of “cold starts”, in the ten year old data, had created the budget excesses when the new model was run. The FHWA, ODOT, DEQ, and EPA never caught this error until the MOVES model was completed, and have been extremely cooperative in resolving the issue.

The Policy Committee and TAC have also been privy to this information, with the Policy Committee voting to adopt the screening criteria.

Dan Moore went through the draft of the regionally significant screening criteria (related exclusively to CO compliance), explaining that Staff had researched similar criteria established by other MPOs around the nation. The interagency consultation group then reviewed the criteria and concurred that the four projects, (3) Medford and (1) Jackson County, could be redefined as not being regionally significant for the purposes of CO budget compliance. It was also found that the criteria met federal standards, and the EPA concurred.

Mike Montero spoke about the lack of “cold starts” evaluation in the old data collection process, and verified the process whereby the MPO was legally rectifying the situation. Adopting existing Federal criteria into the existing plan allows the MPO to use that criteria to establish that none of the projects are regionally significant from a CO standpoint. MPO adoption of the screening criteria is viewed as a short term fix, with the eventual solution being the creation and adoption of a Limited Maintenance Plan. The region is well under the PM10 budget.

Kay Harrison asked about the money that has been spent on the modeling, and asserted that the expense was warranted. Staff stated that the work and costs were necessary, and would help with the creation of the LMT. Some extra moneys may be needed to complete the anticipated LMT.

The whole process was exclusively related to the four (4), non-exempt transportation projects. All the other projects are exempt. Exempt projects do not add new travel lanes.

Members and Staff discussed the reasoning behind mandates for modeling and monitoring, and the fact that they are designed as an advance warning system for potential CO and PM10 pollution problems.

It is imperative to resolve this issue because of Medford’s current push to improve Foothills Road.

**On a motion by Mike Montero, seconded by Kay Harrison, the Committee voted unanimously to recommend Policy Committee approval of the Regional Significance Screening Criteria.**

The Committee held a brief discussion on CO Limited Maintenance Plans, the impending I-5 viaduct improvements, funding potentials, and the fact that implementing an adopted LMT would preclude the need for future modeling. Monitoring will remain as a requirement. Adopting a LMT will result in a new CO budget.

##### **5. 2015-2018 Transportation Improvement Program (TIP), Regional Transportation Plan (RTP) and Air Quality Conformity Determination (AQCD) –**

Dan Moore presented a highlighted overview of the TIP, RTP and AQCD packet information. The various affected jurisdictions identified projects for next four years. RVTD made several changes, adding the “E Fare” Project to the STP, and dropping the Job Access Reverse Commute. ODOT changed the Highway 99 project name to “Oregon 99 - Rapp Road to Talent city limits”.

ODOT Project #904 (I-5 to Kirkland Rd.) has been obligated and removed from the RTP Amendment List.

All the projects have been included in the emissions analysis. The 30-day interagency comment period began in July. Additions to strengthen the document were offered by the Seattle EPA staff, subsequently included by RVCOG Staff, and the revised draft will be reviewed by the interagency group before going on to the Policy Committee. The AQCD findings conform to federal regulations.

Based on comments by RVTD, Mr. Montero suggested that footnotes be added to clarify some of the transit analysis details and data. Staff follow up with consultants on the questions raised on this matter. Jonathan David shared that EPA was very pleased with the work done by the COG. CO challenges are not anticipated during the public hearing process.

Mike Stitt commented that Phoenix needed to be added to the AQCD on Synopsis page ii – Actions to be taken.

**On a motion by Mike Montero, seconded by David Lewin, the Committee voted unanimously to recommend Policy Committee approval of the 2015-2018 Transportation Improvement Program (TIP),**

**Regional Transportation Plan (RTP) amendments and Air Quality Conformity Determination (AQCD).**

**6. MPO Planning Update –**

- Josephine Transit Commuter Service from Grants Pass to Medford will begin on September 1<sup>st</sup>. A ribbon cutting will be held on September 23<sup>rd</sup>.
- The RVCOG Staff vehicle arrives at the end of the month.

**7. Other Business –**

There was no other business.

**8. Public Comment -**

There were no public comments.

**9. Next Meeting -**

The next meeting is scheduled for Sept. 16, 2014, in the RVCOG conference room, at 5:30 PM.

**9. Adjournment -**

The meeting was adjourned by Chairman Prunty at 6:40 PM