

**Summary Minutes
Rogue Valley MPO Public Advisory Council
September 20, 2016**



The following attended:

MPO Public Advisory Council

Justin Hurley, Chairman	Central Point	602-4719
Glen Anderson	East Medford	770-6577
Mary Wooding	Ashland	482-1066
Mark Earnest	East Medford	899-8080
Brad Inman	East Medford	734-5409
Patrick McKechnie	Mass Transit	621-2003

Staff

Dan Moore	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1369
Bunny Lincoln	RVCOG	944-2446

Others Present - None

1. Call to Order/Introductions/Review

The Chairman called the meeting to order at 5:35 pm. It was determined that a quorum did **not** exist for the purpose of conducting PAC business...

2. Review/Approve Minutes

The minutes were postponed until November.

3. Public Comment – None received

4. Congestion Mitigation & Air Quality (CMAQ) Funding Update

The PAC comments on the funding changes were passed along to the OTC. Mike Quilty testified on the region's serious concerns on this matter. The Policy Committee letter, and those from other agencies, caused the OTC to rethink their timelines, and it will be sometime next year before this situation is resolved. Last week, the TAC opted to move ahead with project solicitations for CMAQ funded projects (based on the lower funding estimates).

Salem and Eugene are air quality maintenance areas that became eligible this year for CMAQ funding due to a recent FHWA determination. This affects the amount of funding that will be allocated to the RVMPO in the future. A memo from ODOT staff to the Oregon Transportation Commission addressed this issue, and was provided for Council review and discussion:

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE: August 4, 2016

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett, Director

SUBJECT: Agenda I – CMAQ Funding Program

Requested Action:

Provide input related to the process for making changes to the allocation and use of the federal Congestion Mitigation and Air Quality (CMAQ) funding in Oregon. The discussion will include how to engage appropriate stakeholders and expected timelines.

Background:

The CMAQ program is a federal-aid funding source for transportation projects that reduce traffic congestion and improve air quality, specifically for the pollutants of ozone, carbon monoxide and particulate matter. Within this general purpose, the program can fund a wide variety of projects, with each project meeting three basic criteria: *it should be a transportation project, it should generate an emissions reduction, and it should be located in or benefit a nonattainment or maintenance area.* Some general project categories include: dust reduction, traffic flow improvements, transit vehicles, initial operations assistance for new transit service, transit infrastructure, bicycle and pedestrian facilities and programs, Transportation Options, alternative fuels and vehicles, data systems and planning, and education/outreach.

The Federal Highway Administration (FHWA) determines which nonattainment and maintenance areas CMAQ funds are eligible to be used within. The Oregon Department of Transportation (ODOT), as the state department of transportation, has the discretion on how to allocate the funds for projects within these eligible areas. Historically, almost all of the CMAQ funds have been allocated to the individual eligible areas that control project selection and investment decisions at their local level. The allocation formula was last modified in 2006 and agreed to by representatives from the specific Oregon eligible nonattainment and maintenance areas and ODOT staff. That formula remains in effect currently and sets the percentage of available annual funding that each eligible area has control of. Until recently the qualifying areas were: the Portland metro area, Medford-Ashland, Grants Pass, Klamath Falls, Lakeview, Oakridge, and La Grande.

New Considerations:

In March 2016, at the urging of the Salem-Keizer and Central Lane Metropolitan Planning Organizations and with ODOT staff support, the FHWA Oregon Division Office in coordination with their Washington, D.C. program office confirmed that both the Salem and Eugene areas are now eligible CMAQ areas. Upon this determination, all eligible CMAQ areas in Oregon were notified of the two additional eligible areas and the need to reevaluate future distributions of CMAQ funds.

In April 2016, the proposed National Performance Management Measures for Assessing the CMAQ Improvement Program were released as part of the MAP-21 required performance measures. While not approved yet, the proposed rules would require states to estimate statewide emission reductions and set 2 and 4-year total emission reduction targets, based on the reductions for each CMAQ funded project.

Next Steps:

Originally, ODOT staff planned to convene stakeholders in summer 2016 to form a recommendation to the Oregon Transportation Commission by fall 2016 on how to allocate CMAQ funding and how to include all nine eligible areas. After further consideration, taking into account the feedback heard from various stakeholders, ODOT staff now recommends taking the necessary time to work the issues with stakeholders and ensure the CMAQ funds are used in a strategic and effective manner. Because CMAQ funds were identified in the current 2015-2018 STIP for the previous eligible areas, the focus will be on funding decisions for 2019 and beyond.

To thoroughly engage the eligible CMAQ areas, the potential recipients of these funds, and other interested stakeholders, this process is anticipated to take 9-12 months. This is in alignment with stakeholder engagement and program development for other large funding programs. The goals of this effort will be to set clear objectives for this funding source in Oregon, ensure the strategic use of these funds, and consider on-going stakeholder engagement for this funding source, possibly through an advisory committee.

Attachments:

- Attachment 1 – CMAQ letters from local governments

Copies (w/attachments) to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt	Mac Lynde	
Rian Windsheimer	Sonny Chickering		Frank Reading	Bob Bryant	Craig Sipp

5. Regional Transportation Plan (RTP) Project List - (Four (4) year cycle)

Dan Moore shared that the TAC reviewed the draft short, medium and long range projects to be included in the 2017–2042 Regional Transportation Plan (RTP) and recommend approval. The Policy Committee unanimously approved the Project List at their August meeting.

The RTP, like the Transportation Improvement Program (TIP), includes projects that meet federal guidelines, specifically: regionally significant (generally adding travel lanes) and federally funded. Any project that adds system capacity (other than local street expansion) must be included for air quality conformity. The project list in the RTP must also be financially-constrained; meaning that funding to build the projects is reasonably expected to be available at the time of construction. The RVMPO typically uses discretionary Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds, in addition to local funds, to supplement short, medium and long range RTP projects in order to demonstrate financial constraint. Estimated ODOT Enhance funds for the RVMPO area are also used in the discretionary funding

formula. The TAC recommended that the MPO only plan on receiving one half of the Enhance funds for future MPO projects. This seems realistic in that not all of the Enhance funds for Region 3 will go to MPO projects.

Federal planning requirements limit RTP projects to those which full funding has been identified. The anticipated funding must be reasonable and based on the RTP's approved financial forecast. There is adequate MPO discretionary funding (STBG, CMAQ & Enhance) to supplement the funds needed for the short, medium and long range projects (through 2042). Table 1 depicts the breakdown of discretionary funding needs:

Members discussed the Delta Waters project as it related widening, its proximity to Owen Drive and potential transit stops being added. Foothills is considered to be an alternative to Interstate 5 in case of an earthquake. Projects are planned to be constructed within the stipulated time ranges, but could carry over in rare cases.

Discretionary Needs (\$ X \$1,000) -

Need Totals = \$63,045

Discretionary Funding Totals = CMAQ \$38,830 STBG \$45,942 Enhance \$19,440

Grand Total = \$104,212

Balance = \$41,168

The anticipated amounts of CMAQ, STBG and Enhance funding for the short, medium and long range RTP timeframes are shown were shown in Table 1. under the "Potential Funding" column. The second column under "Discretionary Funding Needs," shows the amount of funding needed to fully-fund proposed RTP projects for the short, medium and long range timeframes. The last column shows the balances for each timeframe after applying the potential funding for each timeframe. There are balances of \$7 million in the short range, \$3.8 million in the medium and \$30 million in the long range timeframes.

The draft project lists are financially-constrained. In other words, the MPO can reasonably expect to receive the funding needed to construct the projects in the 2017-42 RTP. There is one project on the Tier 2 list (Jacksonville's Hwy. 238 bypass). The Tier 2 lists projects that are needed, but not funded (or need some legislative action such as a comprehensive plan amendment). Once funding is identified, the RVMPO may list them in the RTP projects list. Tier 2 projects cannot be relied upon for metropolitan planning purposes. They are not considered to be planned projects in the RTP. However, they can be analyzed and listing these projects in Tier 2 serves to identify unmet needs.

The single, **Tier 2 Project** is Jacksonville's Project #401, Pair-a-Dice Ranch Rd., OR 238 to city limits to construct a two lane truck route connection with the city's share within the UGB). The project cost is set at \$7,032,000. A Comprehensive Plan amendment will be required for the City to move ahead with construction. Dan Moore explained the differences in maintenance plans for PM10 and PM 2.5. (The PM2.5 issue is more related to wood stoves than transportation.) He also explained jurisdictions could apply for MPO discretionary funds to help complete their project.

6. Regional Transportation Plan (RTP) Financial Forecast

The Policy Committee approved the 2017-42 RTP financial forecasts at their August meeting.

The TAC reviewed the draft financial forecasts for the 2017–2042 RTP included in the memo and recommend Policy Committee approval. The PAC also recommended approval. The Tables List below outlines the different sources of funding that make up the RVMPO financial forecast.

Federal (STBG & CMAQ), State (ODOT) (Highway Enhance/Fix It and Maintenance) and Local Jurisdictions (SUFs, SDCs and other urban fees) are the revenue sources,

The forecasts are divided into short, medium and long range timeframes of the 2017-2042 RTP. Short Range forecasts include all committed (in the 2015-18 TIP) federal funds for 2015 to 2018 (see Table 3 – RVMPO Revenue Summary 2017-42). Proposed RVMPO Discretionary Funds which include; Enhance & Fix-It, STBG and CMAQ are depicted in Table 4. Discretionary funds can be used for medium and long range projects that are in need of funding. RVTD’s financial forecasts are depicted in Tables 6 – 9.

In 2030, the RVMPO will become a Transportation Management Area (TMA), thereby becoming eligible for additional funding.

The Tables include:

- #1 Highway Funds
- #2 Highway Fund Distribution
- #3 RVMPO Revenue Summary 2017-42
- #4 Discretionary Funds (with the inclusion of Salem/ Eugene)
Notes: 1.8% annual increase used. No calculations were done for potential “payback” of shortfall)
Due to CMAQ cutbacks, TAC is recommending anticipated funding calculation at 50%.
- #5 Revenue & Expenditure Assumptions
- #6 RTVD Revenue Assumptions (Tables #6-9 coordinated with RVTD).
Notes: Medium & long range needs show anticipated shortfalls.
- #7 RVTD Expenditure Assumptions
- #8 RVTD Revenue & Expenditure Summaries (from several revenue sources). Financial constraints are not met. Air Quality will become an issue to be analyzed.
- #9 RVTD Revenue & Expenditure Assumptions

It was pointed out that advancing technology will be making gas engines more and more obsolete in future years, and this could have a decidedly beneficial effect on air quality.

The Policy Committee approved the Tables, and they will be included in the appropriate chapters of the draft 2017-42 RTP in order to show financial constraints.

7. RTP Public Involvement Update

Ryan MacLaren shared that the RVMPO had a booth at the Southern Oregon Harvest Festival held at the Jackson County Expo. MPO Staff provided an overview of the survey results obtained at the three day event. Suggestions were offered as to how more survey responses could be achieved. Utilizing jurisdictional newsletters and websites were the primary comments.

8. Scenario Viewer

ODOT/DLCD has developed an online tool called a “Scenario Viewer”, and Dan Moore demonstrated it for the PAC. This online tool allows you to explore the results of the Strategic Assessment to see how levels of air pollution, driving, cycling, and other outcomes in the region might change as a result of policy decisions. The

site visitor uses the 'action' sliders to select a level of investment for each strategy, higher levels represent more ambitious policies with greater amounts of investment.

The link to the viewer is: <http://scenarioplanner.com/>

9. MPO Planning Update

- The new Program Manager will start work on October 3rd.
- Staff continues to move forward with the RTP/TIP updates.

10. Other Business

Staff will be determining what PAC positions are up for reappointment, and give a report at the next meeting.

11. Public Comment

12. Next Meeting

The next Public Advisory Council meeting is scheduled for **November 15, 2016, at 5:30 p.m.** at Rogue Valley Council of Governments, Jefferson Conference Room.

13. Adjournment

The meeting was adjourned at 7:00 pm.

Other meeting schedules:

RVMPO TAC	Wed., Oct. 12 @ 1:30 PM
RVMPO Policy	Tues., Sept. 27 @ 2:00 PM