

**Summary Minutes
Rogue Valley MPO Public Advisory Council
May 23, 2017**



The following attended:

Involvement Area	Appointee	Phone Number
Ashland	Mary Wooding	482-1066
Jacksonville	Ron Holthusen	944-5040
Medford (East)	Glen Anderson	770-6577
Medford (East)	Mark Earnest	899-8080
Talent	Thad Keays	774-8273
Special Interest	Appointee	Phone Number
Freight Industry	Mike Montero, Chair	779-0771
Mass Transit	Patrick McKechnie	621-2003
Public Health	Michael Polich	608-3802
Staff		
RVCOG	Dan Moore	423-1361
RVCOG	Ryan MacLaren	423-1338
RVCOG	Stephanie Thune	423-1368
Others Present		
Organization	Name	Phone Number
PAC Applicant Medford (West)	Jim Herndon	840-0741
PAC Applicant Senior	Robin Lee	773-7185

1. Call to Order / Introductions/ Review Agenda

- Chair Montero called the meeting to order at 5:34 p.m.
- Introductions were made; two PAC applicants were welcomed: James Herndon (West Medford), and Robin Lee (Senior).
- Review of the agenda yielded the following: In Karl Welzenbach's absence, Dan Moore would provide commentary for *Item 5 / CMAQ Funding Update*, while *Item 8 / "What Are MPOs?"* would be postponed to the July 18 meeting.

2. Review / Approve Minutes

The Chair asked if there were any additions or corrections to the previous meeting minutes.

On a motion by Mary Wooding, seconded by Ron Holthusen, the minutes of the March 21, 2017 meeting were approved as presented.

The motion carried unanimously by voice vote.

3. Public Comment

None voiced.

Action Items:

4. PAC New Member Applications

Ryan MacLaren presented applications from James (Jim) Herndon and Robin Lee, expressing their desire to represent (respectively) West Medford and the Senior special interest area on the RVMPO PAC. Herndon and Lee shared their specific interests and goals in joining the committee.

On a motion by Glen Anderson, seconded by Michael Polich, the PAC moved to recommend approval to the RVMPO Policy Committee of Robin Lee being appointed to fill the Senior special interest area vacancy on the RVMPO PAC.

The motion carried unanimously by voice vote.

On a motion by Glen Anderson, seconded by Ron Holthusen, the PAC moved to recommend approval to the RVMPO Policy Committee of Jim Herndon being appointed to fill the West Medford vacancy on the RVMPO PAC.

The motion carried unanimously by voice vote.

Discussion Items:

5. CMAQ Funding Update

Dan Moore provided a brief background of CMAQ for the prospective committee members, highlighting the following:

- CMAQ funds are federal funds provided for areas that have demonstrated air quality attainment issues; awarded funds are to be used for transportation projects aimed at improving air quality.
- The Rogue Valley MPO has been eligible for CMAQ funds since the early 1990s.
- The Salem and Eugene MPOs have recently become eligible to receive CMAQ funds. Since the federal funding levels for Oregon CMAQ are not being increased, these two MPOs' eligibility will result in a reduction in available CMAQ funds for all Oregon MPOs (now numbering five, instead of three).
- The state is not technically required to distribute CMAQ funds to the MPOs; it can decide to

keep up to 100% of the funds for itself. Historically, however, Oregon has distributed the funds across the existing MPOs.

Moore explained that work group sessions have been taking place over the past several months to design a new CMAQ funding distribution formula that is equitable and agreeable to all five MPOs. Formula design factors include population, severity of air quality issues (degrees of CO and PM₁₀), degree of non-attainment, and technical aspects of proving conformity. So far, consensus has not been reached.

Karl Welzenbach and Mike Quilty (RVMPO Policy Committee Chair) have been participating in the work groups and emphasizing the Rogue Valley's uniquely challenging air quality issues and corresponding degree of non-attainment. It is unknown, however, how much impact such information is making as the work group members continue to disagree over formula design. The groups will make one more attempt to reach consensus on June 2; if they are unsuccessful, the Oregon Transportation Commission (OTC) will render a decision at their June 15 meeting.

One factor in the funding design stalemate is the fact that, as of October 1, 2017, Portland will have achieved CMAQ attainment status. Federal regulations declare that, despite reaching attainment, MPOs do remain eligible to receive CMAQ funds. However, they lose their eligibility to actually *spend* the funds, since CMAQ funds may only be spent on projects to help reach attainment or help maintain air quality in designated maintenance (non-attainment) areas. Despite work group requests, the feds have remained silent regarding the interpretation of the regulations.

6. Information Related to Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) Amendments

Ryan MacLaren provided background related to the RTP and TIP documents/requirements for the prospective new members present. He then presented eight proposed amendments to the 2015-2018 TIP; a detailed memo was provided for review. It was noted that a 21-day public comment period – during which time no comments were received – was advertised on May 2 in the Medford Mail Tribune and posted on the RVMPO website.

At their May 10 meeting, the RVMPO TAC voted unanimously to recommend approval of the proposed amendments to the RVMPO Policy Committee. However, shortly before today's RVMPO Policy Committee meeting, ODOT advised MacLaren to strike the proposal for amendment "F: OR62 Corridor Solutions Unit 2 Phase 3 (*Medford*) (KN 21015)," since the start date for that item has been delayed to the 2018-2021 TIP time frame.

Earlier today, the RVMPO Policy Committee approved the RTP/TIP amendments with the removal of amendment F.

At the conclusion of MacLaren's report, Mike Montero explained that TIP project proposals come in the form of MPO member jurisdiction applications, which are then evaluated, prioritized, etc. during the funding selection process.

7. Critical Urban Freight Corridor (CUFC) Update

Dan Moore reported that ODOT is updating its freight plan and designations of critical urban freight corridors. Oregon is planning to add 77 new miles to its urban freight system, with those miles being allocated throughout the state on a formula developed with input from Oregon MPOs.

Based on a formula developed with Oregon MPO input, Portland will be receiving 34.6 of the 77 miles, leaving 42.4 for the non-Metro Oregon MPOs. Table 2 in Moore's memo (provided for review) detailed the specific allocations, showing that the RVMPO will receive a 5.2 mile share. With the initial requirement to apply the CUFC miles exclusively to TIP projects, RVCOG staff worked in conjunction with ODOT to identify eligible mileage segments; these segments were then shared with the TAC at their May 10 meeting.

However, subsequent to TAC input (the committee did not agree with the idea of applying for freight funds for projects already fully-funded in the TIP), and a decision by ODOT to expand project selection criteria to RTP projects, a new allocation schedule was created (ref. Table 4, provided), accompanied by a map and project details.

With these new mileage areas from RTP projects designated and Policy Committee approval, which was received today, the RVMPO will proceed to submit the 5.2 miles to compete for project funds (\$80 million available in freight funds through the Fast Act, available in Fall 2017) for the CUFC segments.

8. "What Are MPOs?"

Presentation postponed to July 18 meeting.

9. MPO Planning Update

Moore reported that, although both the MRMPO and RVMPO met ODOT's deadline for 2018-2021 TIP approval, ODOT subsequently changed items in its Statewide Transportation Improvement Program (STIP). As a result –and since the two documents' projects must match identically – ODOT is requesting that both MPOs re-adopt (not amend) their 2018-2021 TIPs to include the previously omitted STIP projects. The TIP re-adoptions will be taking place next month at the June 15 MRMPO and June 27 RVMPO Policy Committee meetings.

10. Other Business

Chair Montero shared background information related to the state transportation bill currently being drafted by the Joint Committee. Essentially, the Governor appointed a joint committee of Senators and Representatives to travel through Oregon visiting various groups to conduct a transportation needs assessment. After reporting their findings to the Governor, she divided the committee into four subgroups tasked with jointly developing the state transportation plan, which should be drafted into a bill soon.

11. Public Comment

None voiced.

12. Next Meeting

The next PAC meeting is scheduled for July 18, 2017 at 5:30 p.m. in the Jefferson Conference Room at RVCOG.

13. Adjournment

The meeting was adjourned at 6:59 p.m.

Scheduled Meetings:

RVMPO TAC | Wednesday, June 14 @ 1:30 p.m.

RVMPO Policy Committee | Tuesday, June 27 @ 2:00 pm

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