

**Summary Minutes
Rogue Valley MPO Public Advisory Council
March 20, 2018**



The following attended:

Involvement Area	Appointee	Phone Number
Ashland	Mary Wooding	482-1066
Central Point	Larry Martin	664-3778
Eagle Point	Mike Stanek	821-1804
Jacksonville	Ron Holthusen	944-5040
Medford (East)	Brad Inman	734-5409
Medford (East)	Glen Anderson	770-6577
Medford (East)	Mark Earnest	899-8080
Medford (West)	Jim Herndon	840-0741
Phoenix	Diana Shiplet	261-5166
Phoenix	George "Ike" Eisenhower	512-1053
Talent	Thad Keays	774-8273
Special Interest	Appointee	Phone Number
Bicycle/Pedestrian	Edgar Hee, Vice Chair	734-4872
Freight Industry	Mike Montero, Chair	779-0771
Mass Transit	Patrick McKechnie	621-2003
Senior	Robin Lee	773-7185

Staff		
RVCOG	Karl Welzenbach	423-1360
RVCOG	Ryan MacLaren	423-1338
RVCOG	Stephanie Thune	423-1368
Interested Parties		
Organization	Name	Phone Number
Ashland (citizen)	Ralph Hutchens	482-1066
Ashland	Scott Fleury	488-5347
Jackson County	Mike Kuntz	774-6228
Medford (PAC applicant)	Haley Cox	971-241-3058

[RVMPO PAC March 20, 2018 Agenda Packet](#)

Full meeting recording: [2018-03-20 RVMPO PAC Meeting](#)

NOTE: Due to server space restrictions, the hyperlinks to cut audio files for specific items have been eliminated. Please use the times listed behind each agenda item to forward to the segment you wish to listen to using the link to the full meeting recording above.

1. Call to Order / Introductions/ Review Agenda 00:00 – 02:12

- 5:31 p.m.
- Immediately following agenda item 3, a brief introduction to the Rogue Valley Active Transportation Plan (RVATP) will be provided (reference *Item 3a* below).

2. Review / Approve Minutes 02:13 – 02:35

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

02:18 | Mike Stanek moved to approve the minutes of the January 18, 2018 meeting as presented. Jim Herndon seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

3. Public Comment 02:36 – 02:46

None voiced.

Information Item (not on agenda)

3a. Rogue Valley Active Transportation Plan (RVATP) 02:47 – 11:07

Mike Kuntz, County Engineer with Jackson County, provided a summary [handout](#) and gave a brief introduction to the Rogue Valley Active Transportation Plan (RVATP). Key points included:

- The RVATP project was initially funded through the MPO in 2014 and has now reached the active planning stage.
- Its purpose is to identify existing and needed bike and pedestrian linkages throughout local communities to transit hubs, activity centers and major employment/housing areas. Required linkages will then be prioritized via a tiered system.
- Essentially, the RVATP is a regional transportation planning exercise; it is currently in negotiations regarding scope and fees with the selected consultant, Kittelson & Associates, Inc.
- Both a TAC (Technical Advisory Committee) and a CAC (Citizen Advisory Committee) are being assembled to provide expertise and input as routes and connections are identified to ensure that they conform to the plans of the various agencies comprising the RVMPO.
 - TAC and CAC volunteer involvement is anticipated to consist of reviewing documents and attending approximately four two-hour meetings over an 18-month period, beginning in early summer 2018. (Specific dates and times have not yet been determined.)
 - PAC members who serve on the RVATP CAC will be asked to provide ongoing reports to the PAC throughout the RVATP design process.
 - At the end of the process, the RVMPO PAC will make a recommendation to the RVMPO Policy Committee regarding the RVATP.

Edgar Hee, Jim Herndon and Haley Cox expressed interest in serving on the RVATP CAC. Their contact information will be forwarded to Mike Kuntz as he works to assemble both advisory committees.

Action Items

4. Project Substitution for the Nevada Street Bridge 11:08 – 32:33

Welzenbach explained that the RVMPO project selection process allows a jurisdiction that received funding for a specific project to submit a substitute project if the original project is not carried out, with the caveat that the proposed substitute project score as well or better than the original using the same ranking criteria.

Scott Fleury gave a [PowerPoint presentation](#) detailing the proposed project substitution of *Washington Street Extension to Tolman Creek Road* (“*Independent Way*”) for the canceled *East Nevada Street Extension* project (originally awarded \$1.5 million during the 2015-18 RTP cycle).

Highlights:

- The proposed substitute is a high priority roadway project in Ashland’s TSP and includes infrastructure, underground utilities (electric, sewer, storm drain, water and water quality treatments), sidewalk/multi-use path connections and a connection to cross Hamilton Creek with a fish-friendly (rock-bedded, bottomless) culvert design. The connection would play a key role in future access to 67 acres of developable employment/commercial land.
 - The project is currently at about 60% design with Thornton Engineering.

- Total project cost is \$1.59 million, with \$339,000 already having been spent on 1) design, which is currently at 60% and 2) the right-of-way purchase. The City of Ashland is asking for a funding reallocation of \$999,000 (with \$114,000 City of Ashland match) out of the original \$1.5 million.
- The project is not eligible for CMAQ funds; STBG funds will be used.
- A planning process was undertaken to get the roadway permitted. A site plan was developed with the adjacent property owner to ensure driveway access to his area while still obtaining the roadway/connection that allowed for development and minimized the project's impact to the area and the creek crossing itself.
- The project began in 2012 at the culmination of Ashland's TSP development, with the City knowing that ODOT and the IAMP for Exit 14 would eventually require a median and access management along Ashland Street, which would restrict left-hand turn movements out of Washington Street. ODOT's intent to construct the median is firm at this point.
- Sidewalk is designed for both sides of the project. The west side is fully connected; the east side, however, is only partially connected, since portions had to be eliminated from the midway point due to truck ingress/egress issues. There will not be a bike lane due to right-of-way constraints; sharrows will be used.
- The Transportation Planning Commission and Ashland City Council both support the project.

Scoring-related comments:

- The TAC felt that current assigned scores for “*Support Alt Meas. 1: Increase transit, bike, ped mode share*” and “*Support Alt Meas. 3: Increase bike facilities*” were too high and a reduction of the scores to “1” in those areas was recommended.

32:01 | Mary Wooding moved that the PAC recommend approval to the RVMPO Policy Committee of the Washington Street Extension to Tolman Creek Road as the proposed project substitution for the Nevada Street Bridge. Ron Holthusen seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

5. Information Related to 2018-2021 Transportation Improvement Program (TIP) Amendment

32:34 – 36:08

Ryan MacLaren reported that the 2018-2021 RVMPO TIP needs to be amended to adjust the following project:

- I-5 over Crowson Road north and southbound bridges (KN21228)

Description: “*Structural overlays.*”

The construction cost for the project has been increased by \$417,000 (these are all state, not MPO, funds). This amount is more than 20% of the original project cost, and therefore triggers a full TIP amendment. The timing of the amendment is intentional in order to avoid opening the Ashland Visitor's Center only to immediately close it again to accommodate the structural overlays on the bridges.

35:23 | Ron Holthusen moved that the PAC recommend approval to the Policy Committee of the proposed amendment to the 2018-2021 TIP as presented. Mary Wooding seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

6. PAC New Member Application and Current Member Renewal 36:09 – 40:36

Ryan MacLaren presented an application from Haley Cox, who wishes to represent West Medford on the RVMPO PAC.

When asked about the improvements underway to Lozier Lane, Cox replied that she believed they would enhance the roadway nicely, specifically making bike/ped travel much safer on that route.

38:13 | Edgar Hee moved that the PAC recommend approval to the RVMPO Policy Committee of Haley Cox being appointed to fill an open West Medford position on the RVMPO PAC. Jim Herndon seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

Karl Welzenbach reported that Public Health representative Michael Polich’s membership term was up for renewal for the period of March 2018 – March 2020. Polich’s existing application was made available for member review.

40:25 | Ron Holthusen moved to recommend approval to the RVMPO Policy Committee of Michael Polich’s March 2018 – March 2020 membership renewal for the RVMPO PAC. Glen Anderson seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

Discussion Items

7. RVMPO UPWP | FY2018-2019 40:37 – 56:23

The UPWP is required for every MPO by the federal government and comprises the MPO’s annual program budget, delineating how much planning money will be received, where it is coming from and how it will be spent. There are two federal funding streams: 1) Federal Highway Administration (FHWA), referred to as “PL funds,” and 2) Federal Transit Administration (FTA), referred to as “5303 funds.” Funds from both sources are for planning use only, not for project construction. The document identifies the goals of the MPO and how the MPO’s planning efforts and strategies will support those goals. A copy of the [Draft UPWP](#) was included in the agenda packet for member review.

Discussion highlights:

- Oregon has strict tie-ins between land use and transportation planning, making operation within the boundaries of the abundant state and federal regulations a tricky endeavor.
- Many strategies exist to reduce the use of single-occupancy vehicles over time. Some examples include effective land use design (e.g. concentrated areas that are walkable/easily bikeable, etc.) and increasing transportation options such as public transit, ride-share, etc.
- During development of the Regional Transportation Plan (RTP), which occurs every four years (and will occur for the RVMPO in 2021), outreach to local governments is a key component.

- The MPO has no authority whatsoever to direct local governments how to develop their infrastructure. The purview of the MPO lies exclusively in the realm of planning and programming transportation dollars.
- MPO budgets are not expansive; the federal government controls the amount of money provided to each MPO and has only increased allotments once since 1992. It is an ongoing challenge to meet all the state and federal operational requirements within the funds allotted to do so; there is never an issue of needing to find a way to spend money to prevent “losing” it.

Further input/suggestions are welcome and should be emailed to kwelzenbach@rvcog.org by Friday, March 23. The RVMPO TAC will provide their recommendation concerning the UPWP at their April 11 meeting and the Policy Committee will consider it for adoption on April 24.

Per her request, Welzenbach will forward a Word version of the draft UPWP document to Robin Lee for proofreading.

Regular Updates

8. MPO Planning Update 56:24 – 01:11:32

Update on Safety Performance Measures (PMs)

- The federal government requires MPOs to do “performance-based planning,” which consists of identifying issues, setting targets, defining how set targets will be reached and providing measurements indicating progress/lack of progress towards the established targets.
- Seven PMs exist; for most of the seven, the MPO will adopt the state’s targets.
 - The *Safety* PMs were adopted in February (state targets were adopted). While the RVMPO is slightly over the serious injuries target, it is well under the targets for fatalities and non-motorized injuries. Since there is no consequence for not meeting the established targets, and since attempting to acquire data and perform calculations to develop alternate targets specific to the RVMPO would be burdensome from both a financial and human resource standpoint, it was deemed best to adopt the state’s targets and work towards lowering the MPO’s serious injuries rate.
 - Beginning May 27, 2018, any new RTP or TIP amendments are required to include language stating that the MPO is meeting/working towards meeting the state’s targets.
 - Two additional PMs will need to be adopted in October: *Freight* and *CMAQ*.
 - *Freight*: adopting the state’s targets will be recommended.
 - *CMAQ*: The CMAQ PM will require discussion regarding target-setting. Welzenbach will propose that the MPO set the target at half of the state’s recommended target, since the MPO’s CMAQ funding was cut in half. With only half of the funding, however, the MPO is still required to make every effort to reduce its levels of PM₁₀ and CO₂.

White City (WCY) Outreach / PAC Member Recruitment

- Ryan MacLaren attended a WCY Community Improvement Group meeting and has posted flyers on bulletin boards around town; despite enthusiasm from the Community Improvement Group members, no applications for WCY PAC representation have been received. Suggestions from PAC members for additional WCY outreach efforts included:
 - *Mike Montero* | Contact LaClinica’s administrative office in Phoenix for potential posting/information distribution options. If no response is received, let Mike know.
 - *Mike Stanek* | Contact the WCY school board.

Miscellaneous

- Welzenbach explained that, since PAC meetings are open to the public and publicly noticed, public meeting law is not violated by committee members emailing opinions/concerns about a discussion item amongst themselves. The same does not hold true for action items, however.
- The next Oregon MPO Consortium (OMPOC) meeting will take place from 9:00 a.m. – 2:00 p.m. on April 27 and the Grants Pass City Council Chambers. All are invited to attend.
- Farewell was bid to Phoenix representative and newly elected Vice Chair, Diana Shippet, who will be moving to Portland. A new Vice Chair will need to be elected at the May 15 PAC meeting.

9. Other Business 01:11:33 – 01:11:38

10. Public Comment 01:11:39 – 01:13:26

- In response to inquiry by Robin Lee, Welzenbach explained that PM₁₀ consists primarily of road dust, but also smoke. No waiver is provided to the RVMPO on the basis of the inversion layer in the valley.

11. Next Meeting 01:13:27 – 01:13:38

The next PAC meeting is scheduled for May 15, 2018 at 5:30 p.m. in the Jefferson Conference Room at RVCOG.

12. Adjournment 01:13:39 – 01:13:40

6:44 p.m.

Scheduled Meetings:

RVMPO TAC | Wednesday, April 11 @ 1:30 p.m.

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

RVMPO PAC | Tuesday, May 15 @ 5:30 pm