

**Summary Minutes  
Rogue Valley MPO Technical Advisory Committee  
APRIL 12, 2017**



The following attended:

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Alex Georgevitch	Medford	774-2114
Chris Bucher	FHWA (does not count towards quorum)	(called in)
Ian Horlacher	ODOT	423-1362
Jon Sullivan, <b>Vice Chair</b>	RVTD	608-2448
Josh LeBombard	DLCD (does not count towards quorum)	414-7932
Kelly Madding	Jackson County	774-6519
Kyle Kearns	Medford	774-2380
Matt Samitore	Central Point	664-3321 x205
Mike Kuntz, <b>Chair</b>	Jackson County	774-6228
Mike Upston	Eagle Point	826-4212
Paige Townsend	RVTD	608-2429
Ray DiPasquale	Phoenix	535-2226
Tom Humphrey	Central Point	423-1025
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Welzenbach	RVCOG	423-1360
Andrea Napoli	RVCOG	423-1369
Stephanie Thune	RVCOG	423-1368
<b>Interested Parties</b>	<b>Organization</b>	<b>Phone Number</b>
John Vial	Jackson County	774-6238

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

Chair Mike Kuntz called the meeting to order at 1:35 p.m. A quorum was confirmed, with voting members from Central Point, Eagle Point, Medford, Phoenix, Jackson County, ODOT, and RVTD in attendance.

## **2. Review / Approve Minutes**

The Chair asked if there were any changes or additions to the minutes of the March 8 meeting.

**On a motion by Ian Horlacher, seconded by Alex Georgevitch, the Committee recommended approval of the March 8 RVMPO TAC meeting minutes as submitted.**

*The motion carried unanimously by voice vote.*

## **3. Public Comment**

None voiced.

### ***Action Items:***

## **4. FY 2017-2018 Unified Planning Work Program (UPWP) Recommendation of Adoption**

The 2017-2018 UPWP was included for the Committee's review. The draft has been advertised for the past month with no comments from the public received.

### **MEMBER, FORMATTING AND TYPOGRAPHICAL ISSUES**

**Page iii** | Ray DiPasquale noted several errors in the TAC member listings.

**Page 4** | Kyle Kearns noted a list numbering error and also provided his draft copy containing additional typographical edits to RVCOG staff for revision.

### **COMMENTS & INQUIRIES**

**Page 4, Item 3** | Alex Georgevitch initiated discussion related to the United Way bike share program. Karl Welzenbach stated that the current United Way program (funded by JCC) for 33 bikes will terminate in June. The current bike station locations lack any cohesive strategy, usage varies from 2% – 32% by location, bikes cost \$45/trip due to low usage, and parking station cost are rising from \$2,000 to \$3,000/each.

RVCOG has been trying to find revenue to analyze and renovate the program, but there could be a lapse in program revenues while funding is pursued. RVCOG is working with RVTD on an \$86,000 ODOT-funded grant for an additional two parking stations and twenty bikes; if secured, grant funding will remain available for three years. Ideally, parking stations can be (re-)located to flood an area (e.g. one mile square in downtown Medford) to increase future usage rates.

Even though the current/future funding and implementation of the program is uncertain, the program does need to remain in the UPWP because it is not eligible for CMAQ funds and MPO involvement in and/or management of the program is likely.

**Page 8, Task 3** | Second bullet point related to identifying future transportation corridors was deemed still relevant pursuant to an inquiry by Alex Georgevitch.

**On a motion by Alex Georgevitch, seconded by Tom Humphrey, the Committee proposed recommending adoption of the FY 2017-2018 Unified Planning Work Program (UPWP) – as revised, per comments by DiPasquale and Kearns – to the RVMPO Policy Committee.**

*The motion carried unanimously by voice vote.*

## ***Discussion Items:***

### **5. Additional CMAQ Funding Discussion**

A table detailing the 2<sup>nd</sup> Round CMAQ Project Selection Funding for 2017 was included for the Committee's review. FY 2019-2021 CMAQ funds are now expected to total \$3.4 million. After using \$1.1 million to fully fund previously selected projects, a surplus of \$2.34 million remains. There was consensus to apply these funds to existing waitlisted projects rather than to issue a new call for projects.

Following discussion, consensus was reached to fund the first two projects on the list: **1) Medford | Foothill** (\$1.24 million) and **2) RVTD | Buses** (\$1.15 million). This will leave projects **3) RVTD | Trip Red. Program**, and **4) Jackson County | Expo Parking** unfunded.

#### **MEDFORD | FOOTHILL**

Alex Georgevitch explained that the \$1.24 million in CMAQ funds for the Medford | Foothill project would be used as seed funds for the project to seek out/locate the additional \$2.2 million in STBG funds required for project completion.

#### **RVTD | BUSES**

Paige Townsend mentioned that RVTD's original plan was merely replacement, but now involves service expansion thanks to additional funds available via the property tax measure. Adding service expansion places time pressure on bus acquisitions, so diesel may need to be purchased instead of CNG. While ongoing fuel costs for CNG buses would be lower than diesel, purchase price and maintenance costs are higher. Additionally, CNG fuel tank licenses expire, requiring replacement.

**An action item will be added to the May 10 RVMPO TAC agenda to recommend approval of the CMAQ funding distribution approach agreed upon today to the RVMPO Policy Committee.**

With the funding distribution agreed upon, Paige Townsend requested that TAC members score CMAQ project applications in future call for projects rounds. Karl Welzenbach recommended saving the discussion of this topic for a future agenda item – or perhaps a special workshop – focused exclusively on project selection criteria, eligibility issues, and related scoring processes.

### **6. MPO Planning Update**

#### **CMAQ**

Karl Welzenbach distributed a "Formula Factors Discussion" handout for review; the two factors under ongoing consideration – federal Performance Measures (PMs) and state greenhouse gas requirements – were noted and the following details were provided:

The federal Performance Measures (PMs) are on hold; it is unlikely they will pass, but they remain an unknown at this point. The state greenhouse gas requirements continue to be hotly debated as a formula factor among the various MPOs with Portland lobbying for inclusion. The CMAQ committee staff directors' meeting on May 1 will address the state requirements issue.

As of October 1, 2017, Portland will go into CMAQ attainment status, meaning that – theoretically – their CMAQ funding could be reduced to a level only sufficient to support their Traffic Control Measures (TCMs) such as ride share, HOV lanes, congestion tolling, etc. If this funding reduction is enacted, the portion of their \$14 million CMAQ allocation *not* required to support their TCMs could potentially be available for the other MPOs. Arguably, the Rogue Valley MPO should receive the bulk of the surplus funds, since it has the smallest air shed and is the most heavily burdened with air quality analysis

requirements. Portland will fight to retain full funding, however, since they have bonded part of their CMAQ funds.

The RVMPO could also try a different tack in trying to secure the greatest amount of CMAQ funding by conceding specific and unique state mandates (e.g. greenhouse gas reduction) to Portland, but then arguing to have Alternative Measure 7 (which requires the RVMPO to give 50% of its STBG funds to RVTD) be counted as a formula design factor as well. Eugene and Salem would not be happy with this arrangement, however, since they don't have any special requirements to factor in.

The OTC is pressing for consensus regarding the formula design for fund distribution from the MPO staff work sessions taking place. If consensus is not reached, OTC will make the determining decision and will undoubtedly favor Portland.

In light of the above, Welzenbach elicited suggestions for the upcoming staff work sessions regarding formula design and fund distribution, resulting in the following:

- John Vial: Be relentless in voicing the fact that the purpose of CMAQ is to meet the Clean Air Act requirements.
- Kelly Madding: Research Portland's bond indebtedness for its CMAQ funds in order to arrive at the next staff work session with a clear numerical strategy for taking back those CMAQ funds not required to cover the debt.

## **7. Public Comment**

None voiced.

## **8. Other Business / Local Business**

- RVTD: Paige Townsend attended Transit Lobby Day events in Salem on April 11. There appears to be a strong possibility of a revenue stream generating approximately \$103 million per year by levying a 1/10 of 1% payroll tax. This would translate to an approximate doubling of transit services in the Rogue Valley. The legislature seems willing to consider the tax due to awareness of the lack of funding for non-highway transportation activities.
- Karl Welzenbach and John Vial attended a meeting where the possibility of MPOs helping states out with large capital projects (up to as much as 50%) was discussed. MPO revenue generation for this purpose could potentially come through a gas tax and/or having the MPOs become taxing districts.
- DLCD: Josh LeBombard mentioned that the Nevada Street Bridge project no longer appears in the 2018-2021 TIP, because the MPO was told by Ashland that the project would be fund-exchanged. However, the fund-exchange has still not taken place, so the project should be placed back in the TIP (projects should not be removed until the fund exchange actually takes place).

**An action item will be added to the June 14 RVMPO TAC agenda to recommend reinstating the Ashland Nevada Street Bridge project to the 2018 – 2021 TIP to the RVMPO Policy Committee.**

- Jackson County: Mike Kuntz reported that Jackson County has been awarded money for an Active Transportation Plan (ATP) and implementation is getting underway. In light of this, RVMPO jurisdictions should be thinking about how they would like to participate in the plan going forward. Discussion resulted in general agreement that separately scheduled plan implementation meetings would be preferable to placing a standing item on the RVMPO Policy Committee agenda. RVCOG staff will contribute some data collection and GIS work, but a consultant will also be hired. Mike Kuntz also reminded jurisdiction members that some of them had indicated

willingness to provide some matching funds, so as the IGA (to be drafted by ODOT) gets put into place, they will be asked to honor those commitments.

- In response to a question by Tom Humphrey, John Vial explained that the Lozier Lane project is under contract and should be completed in 12 – 18 months.

## **9. Adjournment**

The Chair adjourned the meeting at 3:07 p.m.

### Scheduled Meetings

RVMPO Policy Committee | April 25, 2017 | 2:30 p.m.

RVMPO TAC | May 10, 2017 | 1:30 p.m.