

**Summary Minutes
Rogue Valley MPO Technical Advisory Committee
March 14, 2018**



The following attended:

Voting Members	Organization	Phone Number
Alex Georgevitch	Medford	774-2114
Charles Bennett for Craig Anderson	Jackson County	774-6115
Jon Sullivan	RVTD	608-2448
Josh LeBombard	DLCD	414-7932
Karl Johnson	Ashland	488-5587
Kyle Kearns	Medford	774-2380
Matt Samitore	Central Point	664-3321 x205
Mike Kuntz, Chair	Jackson County	774-6228
Mike Upston	Eagle Point	826-4212
Paige West	RVTD	608-2429
Ray DiPasquale	Phoenix	535-2226
Tom Humphrey	Central Point	423-1025
Alternate Voting Members Present	Organization	Phone Number
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368

Interested Parties	Organization	Phone Number
James A. Herndon	RVMPO PAC	840-0741
Mike Montero	Montero & Associates	944-4376
Scott Fleury	Ashland	488-5347
Spike Breon	Ashland	512-5844

[RVMPO TAC March 14, 2018 Agenda Packet](#)

Full meeting recording: [170314 RVMPO TAC Meeting Audio](#)

1. Call to Order / Introductions / Review Agenda 00:00 – 01:09

1:34 | *Quorum*: Ashland, Central Point, Eagle Point, Medford, Phoenix, Jackson County, RVTD

2. Review / Approve Minutes 01:10 – 01:53

The Chair asked if there were any changes or additions to the minutes of the February 14 meeting.

01:26 | Tom Humphrey moved to approve the February 14 RVMPO TAC meeting minutes as presented. Alex Georgevitch seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

3. Public Comment 01:54 – 02:04

Action Items

4. 2018-2021 Transportation Improvement Program (TIP) Amendment 02:05 – 03:51

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 (a fix-it overlay is being added) has been increased by \$417,000, which triggers a full TIP amendment.

03:15 | Alex Georgevitch moved that the TAC Committee recommend approval to the Policy Committee of the proposed amendment to the 2018-2021 TIP as presented. Matt Samitore seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

5. Project Substitution for the Nevada Street Bridge 03:52 – 58:39

Scott Fleury gave a [PowerPoint presentation](#) detailing the proposed project substitution of *Washington Street Extension to Tolman Creek Road* for the canceled *East Nevada Street Extension* project.

Highlights:

- The proposed substitute is a high priority roadway project in Ashland’s TSP and includes infrastructure, underground utilities, sidewalk/multi-use path connections and a connection to cross Hamilton Creek with a fish-friendly culvert design. The connection would play a key role in future access to 67 acres of developable employment/commercial land, which comprises about 75% of such land remaining in Ashland.
 - 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.
 - The right-of-way has already been purchased, so the project should be ready to bid Fall 2018 to Spring 2019.
 - The site master plan of the property owner from whom the right-of-way was purchased was approved in 2015 by the Planning Department and allows specific truck movements around the property owner’s facility to accommodate future development.
 - 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.
 - Riparian restoration will occur on Hamilton Creek due to the mitigation requirements for building in the restoration zone.
- Currently there is no direct funding allocated for the project; without MPO funds, Ashland would need to go the route of bonding/debt service. The total project budget estimate is \$1.59 million dollars, with the reallocation request from the original project at \$1.5 million.
 - *Clarification of budget/funding request from ensuing discussion:* The actual funding request will be 89.73% of approximately \$1.25 million, based on the following:
 - Total project cost is \$1.59 million, with \$339,000 already having been spent on 1) design (currently at 60%) and 2) the right-of-way purchase. However, because that \$339,000 was spent prior to an IGA/contract being in place for the project, it cannot count towards the City’s 10.27% local match requirement. Therefore, only roughly \$1.25 million of the total project cost remains eligible for funding with the 89.73% federal funds / 10.27% local match arrangement.
- The Transportation Planning Commission and Ashland City Council both support the project.

General inquiries/suggestions/concerns:

- **Is this project eligible for STBG funds given ODOT’s classification of the specified roadway? Ashland’s TSP identifies the roadway as a “planned neighborhood collector,” but it was speculated that the federal classification might be “local street.”*

Post meeting note: The federal classification is “urban collector,” making the proposed project eligible for STBG funding.

- **Analysis of the project’s direct correlation to the forecasted reduction of crashes should be provided to the TAC to assist in accurate scoring of the “safety” aspect of the project.*
- **Budget figure adjustments should be provided in light of the clarification above, specifying that Ashland is requesting funding for 89.73% of the remaining project cost of approximately \$1.25*

million.

- *The date of the end of the three-year eligibility window from the initial project’s programming date needs to be provided by staff to ensure that sufficient time exists for the proposed substitute project to be completed.
- Spike Breon, an Ashland citizen, wished to propose a Bicycle/Emergency Vehicle Bridge as an alternate to the East Nevada Street Bridge project. He was thanked for his interest, but informed that the MPO committees have no authority to recommend projects to the City of Ashland.

Scoring-related comments:

- The current assigned scores for “*Support Alt Meas. 1: Increase transit, bike, ped mode share*” and “*Support Alt Meas. 3: Increase bike facilities*” warrant further discussion, with general consensus supporting a reduction of the scores – possibly to “1” – in those areas.
- “*Efforts exceeding requirement to benefit natural environment*” scored as a “2” (higher than the original project’s score of “1”) due to the mitigation efforts involved with the riparian restoration at Hamilton Creek.
- “*Reduce reliance on motor vehicle of single-occupant vehicle*” seems to be scored a bit high at “2.”

Action on this item was tabled pending clarification of the asterisked (*) items above.

6. RVMPO TAC Bylaws Update(s) 58:40 – 01:01:42

Between the TAC’s February 14 and March 14 meetings, minor language and/or formatting changes were proposed to *Article II(a) and (b)*; *Article III, Section 1*; and *Article VI, Section 1(c)* of the TAC Bylaws. A [track changes](#) document was provided, specifying the revisions.

01:01:02 | Alex Georgevitch moved to approve the proposed revisions to the RVMPO TAC’s Bylaws. Paige West seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

Presentations

7. Proposed Project Streamlining 01:01:43 – 01:21:17

Karl Welzenbach [presented](#) an idea regarding GIS-based project streamlining for the MPO that could potentially be implemented at a planning level as the RVMPO develops/updates its Regional Transportation Plan (RTP). The goal of the streamlining effort would be to pre-identify issues (e.g. through SHPO, DEQ and other agencies) with projects before they are submitted for MPO funding consideration. Welzenbach will be presenting the idea to all MPO committees over the coming month as well as to the OMPOC members in April to elicit feedback to inform next steps.

The following observations/concerns were noted:

- The Natural Resources department of RVCOG provided a GIS platform like this previously, so coordinating with them is recommended to avoid redundancy and/or facilitate data-sharing (i.e. if project information has been retained/maintained to-date in the Natural Resources platform, that data could be pre-loaded into this separate MPO effort).
- Since each jurisdiction’s comprehensive plans already require research into potential SHPO, DEQ and other agency issues, and since much of the desired data from the agencies is already publicly

available, concern was expressed that these agencies may balk at committing to entering their comments via this separate platform, especially at what would essentially be a “concept” or “pre-planning” phase of the projects.

- Even if the agencies entered initial data in the platform, the likelihood of them regularly reviewing/updating the comments as the projects progressed seems doubtful; finding some way to hold the agencies accountable to providing timely information would be necessary.
- If OSU hosts the platform, it is likely that ODOT would have to agree to pay.

As a result of the discussion, Welzenbach will research the existence of a similar platform through the Natural Resources department of RVCOG, and determine whether the information being sought from the agencies is already publicly available.

Discussion Items

8. RVMPO UPWP | FY2018-2019 01:21:18 – 01:25:04

Welzenbach reviewed highlights of minor changes to the categorization of line items contained in the [Draft RVMPO UPWP FY2018-2019](#). No changes in funding amounts were made since the previous TAC review of the draft UPWP at their February 14 meeting.

Any further comments should be emailed to kwelzenbach@rvcog.org prior to the TAC’s April 11 meeting. At that time, a recommendation for approval of the RVMPO UPWP FY2018-2019 to the Policy Committee will be sought as adoption of the document is required in April.

9. Rogue Valley Active Transportation Plan (RVATP) 01:25:05 – 01:35:42

Chair Kuntz explained that, several years ago, Jackson County received an STBG grant through the RVMPO to prepare an Active Transportation Plan (ATP) for the RVMPO region, which will be referred to from now on as the Rogue Valley ATP (RVATP). Negotiations regarding the scope and fee of the project are now underway with Kittelson & Associates, Inc., the selected consultant. Ultimately, the RVATP will be adopted by the RVMPO Policy Committee to be referenced for the development of future Transportation System Plans (TSPs) and Regional Transportation Plans (RTPs).

The next step in the plan process is to assemble a Technical Advisory Committee (TAC) and a Citizen Advisory Committee (CAC) to provide input and expertise as the plan develops. It is anticipated that both committees will meet approximately quarterly (i.e. 4 – 5 times) with two-hour meetings over the forecasted project timeline of May/June 2018 through December 2019.

Discussion outcomes included:

- A new TAC will be assembled (not a direct subset of the RVMPO TAC) and will meet at a different time than the RVMPO TAC.
 - Chair Kuntz will prepare a memo to be forwarded by RVCOG staff to all RVMPO TAC members, requesting that the memo be circulated among the members of their jurisdictions whom they feel best qualified to serve on the RVATP TAC. The following participant recommendations were made:
 - *Medford* | Karl McNair
 - *RVTD* | Edem Gomez
- For the CAC, it is hoped that at least one member of each Rogue Valley community will participate. One member of the Jackson County Bicycle Committee has already volunteered and

Chair Kuntz will seek additional volunteers from the RVMPO PAC as well as from the Jackson County Road Advisory Committee.

- It is requested that RVMPO TAC members contact Chair Kuntz with contact information for the various committees in their communities that may have members interested in volunteering for the CAC.
- It was recommended that certain target groups, e.g. ADA, also be approached in the search for CAC volunteers. Locally, the Handicap Awareness and Support League (HASL) may be able to provide one or more volunteers with an ADA focus.

10. Public Comment 01:35:43 – 01:35:51

Regular Updates

11. Updates on Currently Active RVMPO Projects 01:35:52 – 01:42:40

The spreadsheet of funded projects was reviewed; all jurisdictions present provided updates, which will be incorporated and made available for April’s meeting.

12. MPO Planning Update 01:42:41 – 01:51:35

- Welzenbach will be recommending that the MPO simply adopt the state’s target measures for the “Performance of the Interstate System and the Remainder of the NHS” and the “Freight Movement on the Interstate System” Performance Measures, which will need to be adopted in October 2018.
 - According to Welzenbach, the “level of travel time reliability” analysis used for the measures, which evaluates the reliability of given road segments, directly conflicts with the goals of the “Traffic Congestion” Performance Measure.
- The “On-road Mobile Source Emissions (through CMAQ)” Performance Measure will need to be adopted in October 2018. Since RVMPO CMAQ funding was cut in half, Welzenbach will be recommending that the MPO adopt only half of the state’s target amounts.
 - An issue of note with this measure is that the MPO is being asked to set targets for it with no data available. Only one monitor exists in Medford, with no data collected since 2009.
 - Alex Georgevitch contributed that models are used; Welzenbach expressed doubt regarding the models’ accuracy given the lack of access to any data the state uses to develop them.

13. Other Business / Local Business 01:51:36 – 01:51:41

14. Adjournment 01:51:42 – 01:51:50

3:26 p.m.

Scheduled Meetings

RVMPO Policy Committee | March 27, 2018 | 2:00 p.m.

RVMPO TAC | April 5, 2018 | 1:30 p.m.