



## AGENDA

Middle Rogue Metropolitan Planning Organization

### Policy Committee

*Date:* Thursday, March 16, 2017

*Time:* 2:30 p.m.

*Location:* Courtyard Conference Room, Grants Pass City Hall, 101 NW 'A' Street, Grants Pass, Oregon

*Phone :* Andrea Napoli, RVCOG, 541-423-1369  
MRMPO website : [www.mrmppo.org](http://www.mrmppo.org)

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

#### 2. Review/Approve December\* and February Minutes (Attachment #1).....Chair

\*Dec. minutes could not be approved at January meeting due to number of members abstaining. "With three ayes, and four nays, there were not enough members present eligible to vote on the minutes, thereby deferring their approval until the February 16<sup>th</sup> meeting."

#### **Public Hearing:**

- Chair will read public hearing procedures

#### **Action Items:**

#### 3. Approve 2018-2021 Transportation Improvement Program (TIP), Amendments to the 2015-2040 Regional Transportation Plan (RTP), and Air Quality Conformity Determination (AQCD) ..... Dan Moore

*Background:* Staff will provide an overview of the draft 2018-21 TIP, proposed amendments to the 2015-40 RTP Project List, and AQCD.

*Attachment:* #2: 2015-2040 RTP Project List, Add New Projects

Links to web page with TIP and AQCD documents (files too large to attach):

TIP: [http://www.mrmppo.org/images/Public\\_Notice\\_Documents/MRMPO\\_AQCD\\_18-21\\_TIP\\_15-40\\_RTP\\_-\\_Final.pdf](http://www.mrmppo.org/images/Public_Notice_Documents/MRMPO_AQCD_18-21_TIP_15-40_RTP_-_Final.pdf)

AQCD: [http://www.mrmppo.org/images/Public\\_Notice\\_Documents/MRMPO\\_2018-21tip\\_Final-Draft.pdf](http://www.mrmppo.org/images/Public_Notice_Documents/MRMPO_2018-21tip_Final-Draft.pdf)

*Action Requested:* Move to approve the 2018-21 TIP, amendments to the 2015-40 RTP Project List, & AQCD.

**4. Public Comment\* .....Chair**

\*(Limited to one comment per person, five minute maximum time limit)\*

**5. Planning Update.....Karl Welzenbach**

**6. Other Business / Local Business .....Chair**

Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.

**9. Adjournment .....Chair**

- The next MRMPO Policy Committee meeting will be **Thursday, April 20<sup>th</sup>, at 2:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
- The next MRMPO Technical Advisory Committee (TAC) meeting will be **Thursday, April 6<sup>th</sup>, at 1:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT ANDREA NAPOLI, 541-423-1369. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.



## SUMMARY MINUTES

### *Middle Rogue Metropolitan Planning Organization Policy Committee*

**December 15, 2017**

The following attended:

<b>Member</b>	<b>Organization</b>	<b>Phone Number</b>
Darin Fowler, Chairman	Grants Pass	600-3696
Colleen Roberts	Jackson County	646-2878
Pam Van Arsdale, Vice Chairman	Rogue River	660-4414
Rob Brandes	Josephine County	474-5460
Art Anderson for Mike Baker	ODOT	
<b>Others</b>		
Leslie Orr	GP Bike/Ped.	
Beverly Layer	Medford	
<b>Staff</b>		
Karl Welzenbach	RVCOG	
Andrea Napoli	RVCOG	

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

The Chairman called the meeting to order at 2:35 p.m. The Committee did self introductions, and congratulated Pam Van Arsdale on her election as Rogue River mayor. Art Anderson brought a copies of the 2017 ODOT Transportation Funding package to share with the Committee and address under Local Business on the agenda.

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

The Chairman asked if there were any changes or additions to the previous meeting minutes.

**On a motion by Pam Van Arsdale, seconded by Colleen Roberts, the minutes were approved as presented. Art Anderson abstained.**

**Action Item(s):****3. Greenhouse Gas Target Discussion & Direction**

Karl Welzenbach shared that the Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reduction has been meeting for almost a year and has come up with some basic statements towards recommendations to the Land Conservation and Development Commission.

**Summary of Discussions and Recommendations from Green House Gas Advisory Committee**

On November 4th, the greenhouse gas advisory committee met to begin finalizing recommendations to bring back to the Commission. The agenda for this meeting included (1) a discussions of policy approaches for increasing transportation choices and (2) a discussion of Green House Gas reduction targets. **Please note:** Included in the discussion of reduction targets was the issue of whether or not to include the newly formed MPOs (Middle Rogue and Albany) in the mix. I will address this towards the end of this memo.

- (1) The overall policy approach was to let MPOs focus on the RTP and the accompanying federal requirements and allow each region a choice for coordination. This could mean that the goal is set by the members of the MPO and there could be an exclusion for smaller cities (population 2500 and below) for meeting these goals. The effort would be to try to look towards those things that local governments, rather than MPOs, control – land use, zoning, development, etc.
- (2) Green House Gas Targets – LCDC staff provided three options to consider when developing GHG targets for communities within MPO areas: (1) establish one target for every area; (2) establish one target for the Portland Metro area and another target for everyone else; (3) establish individual targets for each area. After a great deal of discussion the committee settled on to two versions of the second option – one target for Metro and one for everyone else. These two options are:

<b>Option 5.2.3 Year</b>	<b>Portland Metro Area</b>	<b>Other MPO Areas</b>
<b>By 2040</b>	26%	13%
<b>By 2050</b>	37%	26%
<b>Option 5.2.4 Year</b>	<b>Portland Metro Area</b>	<b>Other MPO Areas</b>
<b>By 2040</b>	25%	20%
<b>By 2050</b>	35%	30%

**Whether or Not to Include the New MPOs in Target Rules**

Although the data indicates that there is “an insignificant effect on the targets by including [or excluding] the two Metropolitan Areas” LCDC staff recommends inclusion. Mr. Darin Fowler, Chairman of the Middle Rogue MPO, took exception to this recommendation and wanted both the TAC and the Policy Committee to discuss this issue. The TAC did not come to a conclusion on this matter, and deferred to the Policy Committee on this matter. Chairman Fowler spoke about his interaction with the GHG Advisory Committee, and the fact that the MPO didn’t have any work to do. The process is voluntary. In the proposed TPR, 13 of the 24 involved cities can opt out, but Grants Pass cannot. Rogue River is small enough to opt out. Pam Van Arsdale expressed her opinion that the entire MPO should be considered, rather than individual jurisdictions. There was concern that the process would become mandatory at some point, and that it is not a “one size fits all” issue, with each geographic area

throughout the state having its unique attributes. Meeting the intent voluntarily may be of future benefit if the process becomes mandatory.

There is recognition that the MPO is limited in its role, with the individual jurisdictions ultimately having their own land use authority. All LCDC staff is asking for is some level of cooperation, and will pay for the associated costs. Frustration was expressed about being as to know what would be relevant in 20 years, and DLCD's place in the GHG process. The TRP is a DLCD document. ODOT uses it as a reference. Future technology advancements cannot be used in the calculations because it is anticipated that they will occur on their own.

The members discussed the predominantly rural nature of the southern Oregon region, and the inherent difficulties of implementing a viable transit system to serve the outermost areas of the MPO. Mr. Welzenbach said that the state had to deal with the problem on a statewide basis, thereby calling for some innovative solutions in order to serve everyone. The benefit beginning the process early, while it can be paid for by others was brought up. Robert Brandes said that his opposition stemmed from things being to "open ended" at this time. Pam Van Arsdale pointed out the whole GHG issue was much more global than a single state's handling of the situation. Several jurisdictions have also implemented pollution mitigation measures that fall outside the transportation parameters.

The Committee reached a consensus to have Mr. Welzenbach draft a Letter of Non-Support on behalf of the MRMPO in order to Commission that it is the opinion of the Policy Committee that the current approach being considered is too open ended and the anticipated benefits are too uncertain, too economically and/or socially infeasible for a small community given the current range of options (parking fees, ridesharing programs, enhanced transit operations, increased land use densities). The Policy Committee believes that it would be wiser for the smaller communities to revisit this issue at a later date once the benefits and efficacy of the proposed remedies and policies are better understood and quantified.

#### **MOTION(S):**

**On a motion by Pam Van Arsdale, seconded by Colleen Roberts, Karl Welzenbach was directed to write the Letter of Non-Support, as discussed, on behalf of the MPO. The motion passed unanimously by voice vote.**

#### ***Discussion Item(s):***

#### **4. Project Applications, CMAQ Funding Balance, CMAQ Advisory Committee**

In August 2016, ODOT informed the Oregon Air Quality Maintenance Areas (including the RVMPO and MRMPO) that both Salem and Eugene are now Congestion Mitigation and Air Quality (CMAQ) eligible areas, which will require an update to the current funding allocation formula that was last approved back in 2006 with the passage of SAFETEA-LU. Table 1 below includes an estimate prepared by ODOT, based on population, of what the allocations could look like when Salem and Eugene are added. The table also includes the differences in funding with and without Salem/Eugene and the percent reduction.

**Table 1 - Oregon CMAQ Funding - FAST Act Annual Amounts**

	Without Salem/ Eugene	% Share	With Salem/Eugene	% share	\$ Difference	% Reduction
Metro	\$14,086,017	79.1%	\$10,561,701	59.3%	-\$3,524,316	25%
Medford	\$2,465,053	13.8%	\$1,307,833	7.3%	-\$1,157,220	47%
Grants Pass	\$704,300	4.0%	\$532,341	3.0%	-\$171,959	24%
Klamath Falls	\$352,150	2.0%	\$427,221	2.4%	\$75,071	-21%

Eugene	\$0	0%	\$2,263,636	12.7%	\$2263,636	
Salem	\$0	0%	\$2,514,788	14.1%	\$2,514,788	
Lakeview	\$65,000	0.4%	\$65,0000	0.4%	\$0	0%
Oakridge	\$65,000	0.4%	\$65,0000	0.4%	\$0	0%
La Grand	\$65,000	0.4%	\$65,0000	0.4%	\$0	0%
	\$17,802,520	100%	\$17,802,520	100%		

\*Distribution based on population, which closely matches 2006 CMAQ allocation formula

ODOT recognizes that the timing of this presents some challenges for the MPO Maintenance Areas developing Transportation Improvement Programs (TIPs). ODOT recommends taking a conservative approach as the MPOs go through the CMAQ project solicitation/selection process. The RVMPO is using the annual estimate of \$1,307,833 (Table 1 with Salem/Eugene column) for their 2018-21 TIP development.

ODOT hired a public involvement consultant, Jeanne Lawson, to conduct some preliminary interviews with a select number of eligible CMAQ entities. ODOT felt it was important to have a neutral, non-ODOT person conduct these conversations. On October 31st, the RVCOG Executive Director, Planning Program Manager and MPO Coordinator participated in an interview with Ms. Lawson to talk about how the MPO is currently distributing CMAQ funds, the opportunities and barriers to our method, impacts on planned investments, and what kind of approach should be used to distribute the funds. Ms. Lawson will provide a summary of the interviews in the near future.

Currently, ODOT is in the process of forming a Program Advisory Committee (PAC) Committee to develop program recommendations for (CMAQ) funds. Mike Quilty, RVMPO Policy Committee Chair, is serving on the CMAQ PAC. Mr. Darin Fowler has been contacted to represent the Middle Rogue MPO. The first meeting is likely to be held on December 16th in Salem.

Mr. Welzenbach shared that the application deadline for CMAQ/STP project funding has been extended for Grants Pass projects. He commented that the significant funding carry over would make it difficult to justify asking for more funding if no project applications are made. Therefore, the MRMPO TAC will now be making application for several projects. Other possible funding redistributions were also discussed, including a three year hold harmless for existing members as related to the inclusion of Eugene and Salem in the process. PL funds will be impacted too. The MRMPO is affected by the redistribution of PL funding, losing \$3,000. The current approach to adjust the totals is formulaic. Next year, the RVMPO is the only one that has to do conformity, and the MRMPO and RVMPO are the only MPOs in the state having to deal with two (2) pollutants. At the end of everything, the MRMPO will get an additional \$17,000.

## 5. MRMPO Planning Update

- The MRMPO is the only MPO in the state to reduce VMT over twenty years, but LCDC still asked to see one year benchmarks that have been reached.
- OMPOC has sent out legislation initiatives for transit funding (operational and local matches), active transportation bike/ped, and healthy air quality (additional state dollars). There are six additional items on the back page of the document. Copies of the initiatives will be provided for the Committee by staff. The RVMPO is against the “pay as you go” collection plan. The MRMPO membership also objected to this method, citing several other options to generate appropriate revenues.

## 6. Public Comment

None received.

**7. Other Business/Local Business**

- New MPO liaisons will be appointed in February. There will be a combination of old and new appointments
- Art Anderson shared ODOT's financial requests based on needs that have been established in various categories, through analysis, that are being presented to the OTC for their consideration. If agreed upon by OTC, the report will then go onto the legislature to move forward in devising a bill. Mr. Anderson went over the categorical figures in two scenarios with the Committee, and said that he would provide copies to the members in the next few days. Investment Scenario #1, at \$600 million, is viewed as more of a "maintenance" scenario. Investment Scenario #2 is over a billion dollars, and would allow for a variety of transportation improvements/programs. The figures are reflective of a reasonable "asks", and it is anticipated that Scenario #1 will be the preferred scenario. Oregon is ranked last in the US in terms of the cost operating/maintaining a car for a year. If the state gas tax was raised, it would generate a significant increase in revenues. The same would also be true at a federal level. The Governor's transportation audit was also discussed.
- Details of the recent southern Oregon (Seismic) Triage, allowing for escape routes from the region in the event of an earthquake were shared with the Committee. Based upon interest expressed by the Committee members, Mr. Anderson said he would bring the triage presentation to the MPO at their next meeting. (Note: due to scheduling conflicts this presentation has been moved to February.)

**8. Adjournment**

The meeting was adjourned at 4:00 p.m.

**Meeting Schedule:**

MRMPO TAC	Thursday, Jan. 5, 2017 @ 1:30 pm
MRMPO Policy	Thursday, Jan. 19, 2017 @ 2:30 pm



## SUMMARY MINUTES

### *Middle Rogue Metropolitan Planning Organization Policy Committee*

**February 16, 2017**

The following attended:

<b>Members</b>	<b>Organization</b>	<b>Phone Number</b>
Bob Strosser	Jackson County	646-2878
Pam Van Arsdale, Vice Chairman	Rogue River	660-4414
Rob Brandes	Josephine County	474-5460
Ian Horlacher for Mike Baker	ODOT	
Jason Canady	Grants Pass	
Rick Riker	Grants Pass	479-4272
<b>Others</b>		
Leslie Orr	GP Bike/Ped.	
Scott Chancey	JCT	
John Vial	JACO	
Aaron Cubic	Grants Pass	
<b>Staff</b>		
Karl Welzenbach	RVCOG	
Dan Moore	RVCOG	
Andrea Napoli	RVCOG	
Bunny Lincoln	RVCOG	



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

Vice Chairman Van Arsdale called the meeting to order at 2:34 pm., and the Committee members introduced themselves.

**2. Review / Approve Minutes**

The Vice Chairman asked if there were any changes or additions to the December and January meeting minutes.

**With three ayes, and four abstentions for the December minutes approval there were not enough members present eligible to vote on those minutes, thereby deferring their approval until the March 16<sup>th</sup> meeting.**

**On an amended motion by Ian Horlacher, seconded by Rob Brandis, the Committee approved the January minutes. The voice vote on the motion was unanimous.**

**Discussion Item(s):****3. Discretionary Funding Application Presentations**

Applicants for the MPO's 2019-2021 federal funds presented their projects for information purposes, questions and discussion:

Agency	Project Name	STBG Funds Requested	CMAQ Funds Requested
JCT	Electric Transit Vehicle		\$1,390,815
JCT	Transit Hub		\$172,000
Jackson Co.	Rogue River Greenway: Rock Point to Twin Bridges Rd	\$2,425,320	

**John Vial made the Jackson County Greenway Power Point presentation.**

The project fell short for funding at the Super ACT. Some project details include:

- RRGW is a 30 mile trail from Grants Pass to a connection with the Bear Creek Greenway
- Creates a 50 mile trail, Grants Pass to Ashland
- Significant progress has been completed to date
- Project is a 2.5 long, multi-use path
- Request is for construction funding only

Photos and detail maps accompanied Mr. Vial's presentation.

Project Cost: \$2.875 Million  
 Match:  
 State Grant: \$403,000  
 RRGW Foundation: \$  
 Requested STBG Funding: \$2.425 Million

Additional funds will be sought to complete the project. Should the funds not be available, there are other methods whereby the project can be completed (Example: Use an unpaved surface, etc.) 2020-21 is the anticipated construction time frame.

Mobility

Community Vitality & Livability

Transportation Options

Readiness

Leverage (\$450,000 of public and private funding)

Scott Chancy presented the JCT Transit Hub Completion and Electric Vehicle and Associated Equipment, both CMAQ Projects.

### **1. Project – Completion of the Transit Hub**

Total Project Cost -	\$1,164,140
ODOT -	\$880,200
CMAQ -	\$172,000
Local Match -	\$111,940

Project consists of the complete of a Transit Hub along 5<sup>th</sup> Street between E and D Street in Grants Pass. The initial project is being completed with ODOT Enhancement funds. A remaining \$172,000 will be required to finish the project up with a customer service facility and driver break room. The funds from the Enhancement Program are \$880,200. The remaining funds to complete the project are would be from the CMAQ program. Project provides for a safe and convenient place for transit passengers to wait and make transfers between routes. Currently, transfers are made along 6<sup>th</sup> Street where there isn't adequate room to accommodate all vehicles at all times. There are vehicles arriving at the current location every 30 minutes between the hours of 6:30am and 6:30pm. There are three or more vehicles arriving at the same time and the location can only accommodate two safely. The result is one or more vehicles parking in the cross walk, disabled parking space or blocking a lane of travel along 6<sup>th</sup> Street. Currently, there is only one passenger waiting area, whereas the Transfer Hub will have a specific area for each route as well as a parking location for each route as well. The proposed facility will also have park and ride spots available for passengers to utilize when accessing transit service. The new location will also provide for a customer service outlet and a driver break room. Currently, all information is disseminated to the passengers via the drive and the Transit office on Ringuette. The project will provide for dramatic improvements for vehicle connections and speed up transfers between them. Both of which will improve for operational capacity of the existing system which will be used to further improve route coverage areas. Over 220,000 passengers will utilize the JCT fixed route and commuter route system this fiscal year.

### **Project – Electric Vehicle and Associated Equipment Purchase**

Total Project Cost -	\$1,550,000
CMAQ -	\$1,390,815
Local Match -	\$159,185

Project consists of the purchase of two 100% zero emissions heavy duty, Class B transit vehicles (35', 12 year life). These vehicles will be used to replace two Class C gas powered vehicles that have exceeded their FTA useful life by definition (200,000 miles). The two new vehicles will seat 31 passengers with three mobility device securement areas. They will be low floor (no steps to enter) and spec'd to existing transit standards.

The two e-vehicles will join an existing all electric vehicle that will be operating in the JCT fleet by 2018.

Additional equipment would be one charging station and maintenance department equipment to maintain the portions of the E-vehicle fleet.

The new vehicles are zero emissions and are expected to cost \$700,000 once fully equipped to be put into service. For comparison a diesel vehicle of comparable standards would cost \$340,000. The price difference of an E-vehicle compared to a diesel is \$360,000. The useful life of the E-vehicle is the exact same as a diesel powered vehicle, twelve years. *A CNG powered Class B vehicle is estimated to cost \$457,000 per vehicles and doesn't include the required fueling infrastructure.*

- 1) 2 E-vehicles = \$1,400,000
- 2) Charging Station = \$ 55,000 (will have an existing charging station which may be able to charge all 3. Also, there is a strong possibility a charging station would be built and paid for by the existing utility provider)
- 3) Maintenance Equipment - \$95,000 (cost of lift upgrades, software upgrades and computer equipment to monitor battery charging and cycling conditions)

The annual operating and maintenance cost of an E-vehicle are estimated to be \$435,000 lower than a comparable diesel vehicle over its useful life. Part of this expense reduction is an estimated monthly fuel cost being \$1,000 lower for each vehicle being operated. The reduction in fuel cost can be reapplied directly to existing operating expenses.

Two transit vehicles operating full time daily in the JCT system are going to travel between 96,000 and 102,000 mile combined depending on which routes they are operating. These miles would be emitting zero emissions with the electric vehicles. Under current technology (2016) the vehicles can go between 280 and 360 miles daily on a full charge. Meaning the vehicles can remain in service for an entire day. There is the possibility of adding a charging station to the Transit Hub which could provide for a quick charge between runs or trips. PP&L may provide assistance with the cost of the charging station.

#### **Action Items:**

#### **4. 2019-2021 Discretionary Funds, Project Funding**

The three (3) applications submitted have been reviewed and evaluated by MPO staff (**pg, 25 – Agenda Packet Attachment #3**). Rankings have been applied to elements of each project based on how well they fulfill established criteria (Mobility, Community Vitality and Transportation Options). **Table 2: MRMPO Project Evaluation, 2019-2021** shows the results of the evaluation. The MRMPO Technical Advisory Committee endorsed the results of the evaluation at their Feb. 2<sup>nd</sup> meeting. They have used the evaluation, the results of the air quality analyses for the two transit projects, and the available funding to develop a funding recommendation for the Policy Committee. (**See Agenda Packet - Attachment #4.**) The Policy Committee was asked to make a decision on funding the three projects submitted using the 2019-2021 Surface Transportation Block Grant (STBG) & Congestion Mitigation Air Quality (CMAQ) Program funds (the MPO's federal funds).

**On a motion by Ian Horlacher, seconded by Rob Brandes, the Project Ranking List was approved by the Policy Committee.**

**Discussion:** Rob Brandes commented that the region needed to be a lot more aggressive in presenting projects in the future. Pam Van Arsdale concurred, and said she thought the Transit Hub was a particularly good CMAQ project.

**The motion passed unanimously by voice vote.**

## **5. Draft TIP and RTP Project Lists**

Dan Moore presented the 2018-21 TIP Project List (**Agenda Packet Attachment #4**) for tentative approval. The final document will be presented to the Committee on March 16<sup>th</sup>. It will then be presented to ODOT to be included in ODOT'S State 2018-21 STIP. Mr. Moore briefly went over the projects for Grants Pass, Jackson County, Josephine Community Transit, ODOT, and Rogue Valley Council of Governments. The final TIP document will be ready for final approval in March.

Grants Pass will apply to purchase transit service for the City, and will then turn them over to JCT to operate the service. The local match is less if Grants Pass is the applicant.

The TAC recommended tentative approval on this issue.

**On a motion by Jason Canady, seconded by Ian Horlacher the Committee gave tentative approval to the 2018-21 TIP Project List in order to publish the notices and solicit public comments for a March public hearing. The motion passed unanimously.**

## **2015-2040 RTP List**

Dan Moore presented the 2015-40 RTP amendments (**Agenda Packet Attachment #4**) for the Committee's tentative approval prior to a March 16<sup>th</sup> public hearing. New projects added to the TIP must be added to the RTP as well. Financial constraint must be shown. Revisions to the list were mentioned by Mr. Moore. Several Grants Pass projects were proposed to be moved to Tier 2 (needed, but without available funding) The electric bus and Greenway projects were able to be added/constrained by the proposed changes to the list. All the amendments will be "cleaned up"/finalized prior to the public comment period.

The TAC recommended tentative approval on this issue.

**On a motion by Rick Riker, seconded by Ian Horlacher, the Committee gave tentative approval to the 20-15-2040 RTP Project List amendments in order to publish the notices and solicit public comments for a March public hearing.**

**Discussion:** Rob Brandes reiterated the need to be more aggressive in applying for CMAQ funded projects. It will be possible to do another call for projects this year, but the TIP will not be amended until October. Staff will do a CMAQ Letter of Intent (Grants Pass only) will be drafted for the CMAQ process.

**The motion passed unanimously.**

## **6. MPO Dues**

Karl Welzenbach explained the process whereby the dues The Policy Committee sets member dues annually as part of the adoption process for the Unified Planning Work Program (UPWP). Staff proposed maintaining the dues formula and rate that was approved by the Policy Committee in December 2013. The rate, \$0.16 per capita, would generate a total of \$9,656 for the 2017-18 fiscal year. Dues for 2017-

18 overall are \$1,268 higher than in 2016-17. Table 1, below, summarizes population and proposed dues for each jurisdiction. Population estimates are certified July 1, 2016 from Portland State University. The TAC recommended approval of the proposed dues schedule at their February 8<sup>th</sup> meeting.

**Table 1 – MRMPO Proposed 2017-18 Dues**

<b>Jurisdiction</b>	<b>Population</b>	<b>Dues/Capita</b>	<b>Proposed FY 2017-18 Dues</b>	<b>FY 2016 Dues</b>	<b>Dues Change</b>
<b>Gold Hill</b>	1,220	\$.16	\$915	4195	\$0
<b>Grants Pass</b>	36,815	\$.16	\$5,890	\$5,834	\$56
<b>JACO*</b>	3,513	\$.16	\$562	\$261	\$301
<b>JOCO**</b>	16,630	\$.16	\$2,661	\$1,750	\$911
<b>Rogue River</b>	2,175	\$.16	\$348	\$348	\$0
<b>Total</b>	<b>60,353</b>		<b>\$9,656</b>	<b>\$8,388</b>	<b>\$1,268</b>

All population estimates are Portland State University certified July, 2016

Total JACO Population 213,765

Total JOCO Population 84,675

Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of MPO's and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget. Table 2 summarizes anticipated use of FY2018 member dues.

**Table 2. – Dues Estimates**

<b>Staff Support</b>	<b>\$1,738</b>
<b>Travel Related</b>	<b>\$7,242</b>
<b>Membership/Conferences</b>	<b>\$676</b>
<b>Total</b>	<b>\$9,656</b>

**On a motion by Rick Riker, seconded by Bob Strosser, the Committee unanimously recommended Policy Committee approval of the 2017-18 Dues Schedule. ODOT abstained from voting.**

## **7. Election of 2017 Chair & Vice Chair**

### **Chairman –**

**On a motion by Rob Brandes, seconded by Pam Van Arsdale, the Committee unanimously elected Darrin Fowler as 2017 Chairman. Subsequent to the voice vote, the nominations were closed.**

### **Vice Chairman –**

**On a motion by Rob Brandes, seconded by Rick Riker, the Committee unanimously elected Pam Van Arsdale as 2017 Vice Chairman. Subsequent to the voice vote, the nominations were closed.**

## **8. Draft United Planning Work Plan (UPWP)**

Karl Welzenbach presented the FY 2017-18 MRMPO UPWP (Program Budget) for Committee discussion. All revenues were listed in the document. A new Administrative Assistant accounts for some of the PL funding. Mr. Welzenbach called attention to **Table 2 (Agenda Packet Attachment #6)**,

showing comparative figures with a decreased budgets from short range planning last year because the TIP was completed.

**Table 1. - Proposed Work Tasks:**

- Program management
- Short Range Planning
- Long Range Planning
- Data Development
- Transit – JOCO

The MRMPO is the only one losing CMAQ funding. Although it was anticipated, the RTP will have to be adjusted because of the CMAQ funding issue. After a Plan has been declared fiscally constrained changes can occur in the funding streams without having to do Plan amendments. If additional projects are added, the Plan will have to be amended accordingly.

The draft UPWP will be submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Staff is asking jurisdictions to suggest changes to the draft UPWP which could be incorporated into a final draft for public comments and a public hearing. The Policy Committee will be asked to adopt the work plan at that time.

The TAC recommended approval of this item at their last meeting.

There were no Committee comments on this item

**9. Public Comment** – No comments were offered.

**10. Planning Update**

- \* An agreement has been reached in the statewide CMAQ allocation issue whereby the funding will remain intact for the next three (3) years. After that, a decision is still to be reached regarding the funding disbursements as they relate to the addition of Eugene and Central Lane to MPOs eligible for project funding. The Advisory Committee is discussing four (4) options at this point, but no decision has been reached on which one will be adopted.
- \* No OMPOC meeting date has been rescheduled. The MPO needs to consider a replacement for Mark Gatlin.

**11. Other Business / Local Business**

**12. Adjournment**

The meeting was adjourned at 3:52 p.m.

**Meeting Schedule:**

MRMPO TAC	Thursday, March. 2, 2017	@ 1:30 pm
MRMPO Policy	Thursday, March. 16, 2017	@ 2:30 pm

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Short Range Funding Sources (2015 - 2020)								Cost by Phase	Conformity Status
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT	FHWA Planning	FTA 5303		
Grants Pass														
234	Grants Pass / Josephine County	FFY2018 - Purchase Transit Service from JCT	Short	\$167,168	\$0	\$0	\$0	\$0	\$167,168	\$0	\$0	\$0	\$167,168	Exempt - Table 2
235	Grants Pass / Josephine County	FFY2019 - Purchase Transit Service from JCT	Short	\$167,168	\$0	\$0	\$0	\$0	\$167,168	\$0	\$0	\$0	\$167,168	Exempt - Table 2
236	Grants Pass / Josephine County	FFY2020 - Purchase Transit Service from JCT	Short	\$167,168	\$0	\$0	\$0	\$0	\$167,168	\$0	\$0	\$0	\$167,168	Exempt - Table 2
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Medium Range Funding Sources (2021 - 2030)								Cost by Phase	Conformity Status
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT	FHWA Planning	FTA 5303		
Grants Pass														
237	Grants Pass / Josephine County	FFY2021 - Purchase Transit Service from JCT	Medium	\$167,168	\$0	\$0	\$0	\$0	\$167,168	\$0	\$0	\$0	\$167,168	Exempt - Table 2
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Short Range Funding Sources (2015 - 2020)								Cost by Phase	Conformity Status
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT	FHWA Planning	FTA 5303		
Jackson County														
300	Rogue River Greenway: Rock Point to Twin Bridges Road	Design & purchase ROW for approx 2.5 miles of multi-use pathway	Short	\$1,756,670	\$0	\$1,306,670	\$0	\$47,000	\$0	\$403,000	\$0	\$0	\$1,756,670	Exempt - Table 2
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Medium Range Funding Sources (2021 - 2030)								Cost by Phase	Conformity Status
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT	FHWA Planning	FTA 5303		
Jackson County														
300	Rogue River Greenway: Rock Point to Twin Bridges Road	Construct approx 2.5 miles of multi-use pathway	Medium	\$675,000	\$0	\$675,000	\$0	\$0	\$0	\$0	\$0	\$0	\$675,000	Exempt - Table 2
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Short Range Funding Sources (2015 - 2020)								Cost by Phase	Conformity Status
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT	FHWA Planning	FTA 5303		
Josephine Community Transit														
726	Josephine County - FTA 5311	FFY2018 Rural Operations	Short	\$94,729	\$0	\$0	\$0	\$0	\$94,729	\$0	\$0	\$0	\$94,729	Exempt - Table 2
727	Josephine County - FTA 5311	FFY2019 Rural Operations	Short	\$94,729	\$0	\$0	\$0	\$0	\$94,729	\$0	\$0	\$0	\$94,729	Exempt - Table 2
728	Josephine County - FTA 5311	FFY2020 Rural Operations	Short	\$94,729	\$0	\$0	\$0	\$0	\$94,729	\$0	\$0	\$0	\$94,729	Exempt - Table 2
729	Josephine County - FTA 5307	FFY2018 Transit Operating Assistance	Short	\$1,504,000	\$0	\$0	\$0	\$0	\$1,504,000	\$0	\$0	\$0	\$1,504,000	Exempt - Table 2
730	Josephine County - FTA 5307	FFY2019 Transit Operating Assistance	Short	\$1,534,080	\$0	\$0	\$0	\$0	\$1,534,080	\$0	\$0	\$0	\$1,534,080	Exempt - Table 2
731	Josephine County - FTA 5307	FFY2020 Transit Operating Assistance	Short	\$1,564,762	\$0	\$0	\$0	\$0	\$1,564,762	\$0	\$0	\$0	\$1,564,762	Exempt - Table 2
732	Josephine County - FTA 5310	FFY2018 - Preventive Maintenance	Short	\$167,168	\$0	\$0	\$0	\$0	\$167,168	\$0	\$0	\$0	\$167,168	Exempt - Table 2
733	Josephine County - FTA 5310	FFY2019 - Preventive Maintenance	Short	\$167,168	\$0	\$0	\$0	\$0	\$167,168	\$0	\$0	\$0	\$167,168	Exempt - Table 2
734	Josephine County - FTA 5310	FFY2020 - Preventive Maintenance	Short	\$167,168	\$0	\$0	\$0	\$0	\$167,168	\$0	\$0	\$0	\$167,168	Exempt - Table 2
743	Transit Hub - Josephine County	Transit Hub	Short	\$1,164,140	\$172,000	\$0	\$880,200	\$0	\$111,940	\$0	\$0	\$0	\$1,164,140	Exempt - Table 2
742	Josephine County - Electric Transit Vehicle	FFY2019 - Purchase Electric Vehicle	Short	\$1,550,000	\$1,390,815	\$0	\$0	\$0	\$159,185	\$0	\$0	\$0	\$1,550,000	Exempt - Table 2
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Medium Range Funding Sources (2021 - 2030)								Cost by Phase	Conformity Status
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT	FHWA Planning	FTA 5303		
Josephine Community Transit														
735	Josephine County - FTA 5311	FFY2021 Rural Operations	Medium	\$94,729	\$0	\$0	\$0	\$0	\$94,729	\$0	\$0	\$0	\$94,729	Exempt - Table 2
736	Josephine County - FTA 5307	FFY2021 Transit Operating Assistance	Medium	\$1,596,057	\$0	\$0	\$0	\$0	\$1,596,057	\$0	\$0	\$0	\$1,596,058	Exempt - Table 2
737	Josephine County - FTA 5310	FFY2021 - Preventive Maintenance	Medium	\$167,168	\$0	\$0	\$0	\$0	\$167,168	\$0	\$0	\$0	\$167,168	Exempt - Table 2

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Short Range Funding Sources (2015 - 2020)								Cost by Phase	Conformity Status
					CMAQ	Federal	Enhance-It	Local	Transit Funds	State ODOT	FHWA Planning	FTA 5303		
ODOT														
507	I-5 NB Rogue River (Homestead Bridge)	Repair the deck expansion joints and repair and overlay the deck. Repair the concrete girders.	Short	\$1,327,000	\$0	\$1,223,759	\$0	\$0	\$0	\$103,241	\$0	\$0	\$1,327,000	Exempt - Table 2
508	OR234: Gold Hill-Sams Valley Intersection	Increase site distance, improve/add pavement markings and signs. Provide flashing beacons, & install lighting.	Short	\$674,000	\$0	\$674,000	\$0	\$0	\$0	\$0	\$0	\$0	\$674,000	Exempt - Table 2
509	Josephine County Safety Improvements	Install centerline rumble strips, curve warning signs and chevrons, recessed pavement markers, and replace striping.	Short	\$827,000	\$0	\$827,000	\$0	\$0	\$0	\$0	\$0	\$0	\$827,000	Exempt - Table 2
510	OR199/OR99: Applegate River	Grind out the existing pavement and replace with new asphalt.	Short	\$7,360,000	\$0	\$6,604,128	\$0	\$0	\$0	\$755,872	\$0	\$0	\$7,360,000	Exempt - Table 2
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Short Range Funding Sources (2015 - 2020)								Cost by Phase	Conformity Status
					CMAQ	Federal	Enhance-It	Local	Transit Funds	State ODOT	FHWA Planning	FTA 5303		
RVCOG														
802	Grants Pass 5303 Funds (FFY2018)	Support Transit Planning Through RTP & TIP	Short	\$56,696	\$0	\$0	\$0	\$5,823	\$0	\$0	\$0	\$50,873	\$56,696	Exempt - Table 2
803	Grants Pass MPO Planning Funds (FFY2018)	Planning & Research	Short	\$178,324	\$0	\$0	\$0	\$0	\$0	\$18,314	\$160,010	\$0	\$178,324	Exempt - Table 2
804	Grants Pass 5303 Funds (FFY2019)	Support Transit Planning Through RTP & TIP	Short	\$56,696	\$0	\$0	\$0	\$5,823	\$0	\$0	\$0	\$50,873	\$56,696	Exempt - Table 2
805	Grants Pass MPO Planning Funds (FFY2019)	Planning & Research	Short	\$178,324	\$0	\$0	\$0	\$0	\$0	\$18,314	\$160,010	\$0	\$178,324	Exempt - Table 2
806	Grants Pass 5303 Funds (FFY2020)	Support Transit Planning Through RTP & TIP	Short	\$56,696	\$0	\$0	\$0	\$5,823	\$0	\$0	\$0	\$50,873	\$56,696	Exempt - Table 2
807	Grants Pass MPO Planning Funds (FFY2020)	Planning & Research	Short	\$178,324	\$0	\$0	\$0	\$0	\$0	\$18,314	\$160,010	\$0	\$178,324	Exempt - Table 2
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Medium Range Funding Sources (2021 - 2030)								Cost by Phase	Conformity Status
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT	FHWA Planning	FTA 5303		
RVCOG														
808	Grants Pass 5303 Funds (FFY2021)	Support Transit Planning Through RTP & TIP	Medium	\$56,696	\$0	\$0	\$0	\$5,823	\$0	\$0	\$0	\$50,873	\$56,696	Exempt - Table 2
809	Grants Pass MPO Planning Funds (FFY2021)	Planning & Research	Medium	\$178,324	\$0	\$0	\$0	\$0	\$0	\$18,314	\$160,010	\$0	\$178,324	Exempt - Table 2

MRMPO 2015 - 2040 RTP Tier 2 Project List														
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	MRMPO 2015 - 2040 RTP Tier 2 Project List - Unfunded Needs								Cost by Phase	Conformity Status
Grants Pass														
	Tier 2 Projects - Unfunded Needs													
202	G Street: Lincoln Road to Leonard Street	Full reconstruction of arterial to include TWLTL, bike lanes, sidewalks, parking one side.	Tier 2	\$1,124,643									\$ 1,124,643	
203	Fruitdale Drive: Parkdale Drive to Overland Drive	Full reconstruction of collector. 42' wide, bike lanes, sidewalk, parking one side.	Tier 2	\$ 3,213,256									\$ 3,213,256	
204	G Street: Leonard Road to 3rd Street	Stripe for TWLTL	Tier 2	\$ 903,013									\$ 903,013	
205	Fruitdale Drive: Overland Drive to Rogue R	Full reconstruction of collector. 42' wide, bike lanes, sidewalk, parking one side.	Tier 2	\$ 4,498,558									\$ 4,498,558	
									Total	Total	Total		\$ 9,739,470	