



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Policy Committee

November 19, 2015

The following attended:

MRMPO POLICY COMMITTEE

NAME

Darin Fowler, Chairman

Jan Fish

Mike Baker

Colleen Roberts

Robert Brandes

Jason Canady (replacing Terry Haugen)

Pam Van Arsdale, Vice Chairman

Rick Riker (replacing Mark Gatlin)

Dan DeYoung

REPRESENTING

Grants Pass

Gold Hill

ODOT

Jackson County

Josephine County

Grants Pass

Rogue River

Grants Pass

Grants Pass

Others Present

Jenna Stanke-Marmon

Aaron Cubic

Leslie Orr

Jackson County

Grants Pass

Grants Pass Bike/Ped

RVCOG Staff

Dan Moore

Bunny Lincoln

Andrea Napoli

RVCOG

RVCOG

RVCOG

1. Call to Order / Introductions/ Review Agenda

The Chairman called the meeting to order at 2:30 pm.

2. Review / Approve Minutes

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

Art Anderson did not attend the meeting.

On a motion by Pam seconded by Jan Fish, the minutes were approved as corrected. Art Anderson, Dan DeYoung, Rick Riker abstained.

3. Rogue River Greenway (presented after Item #4, due to an internet issue)

Jenna Stanke, representing Jackson County) presented an update on the RR Greenway, showing a map of the Greenway location, and speaking about the portion completed so far. She also shared funding sources for various completed phases. Four miles are complete. The connection will be from Grants Pass to the Rogue Valley Greenway. Ms. Stanke also commented on the low volume roadways that would be utilized between Gold Hill and the terminus of the existing RV Greenway. Funding is now available for the design and engineering for the 2.5 of trial. There are some serious engineering and railroad coordination challenges between Rogue River and Grants Pass. Art Anderson commented that it would be a good time to reach out to the railroad at this time, and he would be willing to work on this. Details of Jackson County and State management of the Greenway were mentioned, because the entire project will involve both Josephine & Jackson Counties. Various cities are partnered in the project as well.

Roles & Responsibilities:

Jackson County

OPRD

RR Greenway Foundation

Cities – Gold Hill, Rogue River, Grants Pass, & Josephine County

Project photos provided:

Blackwell/Hwy. 140 (including tunnel)

Sardine Creek

Valley of the Rogue to Rogue River

Rogue River Greenway: North River Road (including funding source chart)

Project Benefits:

Travel alternatives

Expanded travel options

Connection between Valley of the Rogue State Park & Gold Hill

Tourism attraction

Improves regional trail system

Contributes to health & well being of residents/visitors

Traffic counters are being used to determine Greenway bike/ped volumes in various areas. Safety is a serious concern with a trail/railroad interface, but has not been discussed in great detail. A comment was made that the railroad preferred not to deal with the trail issue, and threw up a lot of “roadblocks”. Grants Pass needs to start planning for its Greenway route/design in order to be ready when the existing project(s) reach the City boundary. Most of the current transportation “gaps” fall within the MPO boundary, and MPO support of the RR Greenway extension was seen as important.

Action Items:

4. RVACT/MRMPO Coordination Policy Revisions

Dan Moore presented the proposed revisions to the existing Coordination Policy. The Commission wants to implement a Chair/Co-Chair scenario. ODOT proposed three minor revisions to the Joint Policy as adopted by the Policy Committee at its previous meeting.

Second Paragraph: Whereas the RVACT recognizes the need for project funding coordination with the MRMPO;

Third Paragraph: Therefore,... the MRMPO (in its prioritization of State Transportation Improvement Program funding)...

The proposed makeup of the subcommittee includes:

- The sitting Chairperson of the MRMPO Policy Committee
- The sitting Chairperson of the RVACT
- The sitting Vice Chairperson of the RVACT
- An MRMPO Policy Committee member selected by the MRMPO Policy Committee
- The sitting Chairperson of the MRMPO TAC serving as an ex-officio member of the subcommittee
- The ODOT Area Manager

Final Paragraph: This process shall be evaluated biannually by both the RVACT and the MRMPO.

Policy signatures shall include both the RVACT and MRMPO Chairpersons because the document is now a Joint Policy.

The MRMPO TAC recommended approval of the Coordination Policy, as revised.

On a motion by Pam Van Arsdale, seconded by Rob Brandes, the RVACT/MRMPO Coordination Policy was approved, as revised, by unanimous voice vote.

5. Regional Transportation Plan (RTP) Chapter 9 – Air Quality

Dan Moore presented Chapter 9 (Air Quality), Map 9-1 represents the MRMPO Air Quality Maintenance Areas.

- **Introduction**
 1. **Carbon Monoxide Status**
 2. **PM₁₀ Status**
 3. **Conformity Requirements and Findings** (Grants Pass meets federal air quality standards in the Limited Maintenance Areas.
 4. **How the MRMPO Demonstrates Conformity**
 - a. Transportation plans and projects provide for timely implementation of SIP transportation control measures.
 - b. Transportation plans and projects comply with fiscal constraint element.
 - c. The MPO's interagency consultation procedures meet applicable requirements.
 - d. Transportation plans conformity is determined no less frequently than every four years, and plan amendments and transportation projects conformity is demonstrated in accordance with timing requirements specified in 40 CFR 93.104.
 - e. The latest planning assumptions and emissions model are used as set forth in 40 CFR 93.110 and 40 CFR 93.111.
 - f. Projects do not cause or contribute to any new localized carbon monoxide or particulate matter violations.
 - g. Project sponsors and/or operators provide written commitments.
- 5. **Review and Approval actions to be taken**
 - MRMPO Policy Committee formally adopts the findings described in the AQCD,
 - USODOT/EPA confer on the analysis.

- USODOT makes conformity decision based on the AQCD.
- The MRMPO 2015-2040 plan and the 2015-2018 MTIP go into effect.

6. **Map 9.1 – MRMPO Air Quality Maintenance Area**

The MRMPO TAC recommended approval of Chapter 9.

On a motion by Pam Van Arsdale, seconded by Colleen Roberts, the Regional Transportation Plan (RTP) Chapter 9 – Air Quality was approved with corrections, by unanimous voice vote.

6. Regional Transportation Plan (RTP) Chapter 12 (Safety & Security) Updates

Dan Moore presented an overview if the Chapter 12 (Safety & Security) updates:

A. Multi-Modal Safety - Most important element considered in every transportation project.

1. Approach to Safety - Public Education & Facility Improvement
The second paragraph in the final paragraph was amended to read:

“Due to funding shortfalls, the Josephine County Sherriff’s Department may not be able to respond to crashes within the County’s jurisdiction, which results in an under-reporting of crashes.”*

2. Safety - Crash Data, Functional Class, Roadway Type, Crashes by Jurisdiction, Crash types 2009-2013, Crash Severity 2009-2013, ODOT Safety Priority Index System (SPIS) (Tables 12.1 - 12.5 & Figures 12.1 – 12.2)

Art Anderson said that the ODOT statistics (2009-2013) were outdated, and needed to be checked out with their Safety Department.

Dan DeYoung wanted to have the rear end crash statistics go back further than 2009, to account for increased use of cell phones in vehicles. Art Anderson said that 2015 crash statistics have increased significantly, suspected to be because of increased driver distraction by visual technological advancements.

The Committee agreed to have the statistics rolled back several years.

3. RTP Safety Projects

- Continued crash documentation
- Create crash GIS database files and maps by mode
- Coordinate with lead agencies
- Continue Intelligent Transportation Systems (ITS) planning/programming
- Continue MRMPO committee review/public project evaluation to ensure proper weighting/priority of safety projects’ plans & programs

B. Multi-Modal Security (extended to the current MAP-21) - Transportation acts require long-range RTPs to consider security separately from transportation safety, resulting in anticipated changes to plans, designs, implementation & operation.

1. **Definitions** - Table 12.6 provides a description of various types of security problems that can arise in any transportation system:
 - Aggravated Assault
 - Arson
 - Burglary
 - Larceny/Theft
 - Trespass
 - Vandalism
 - Terrorism
2. **An Approach to Security** – The Plan offers six options for action:
 - Prevention:** Stopping an attack, improved security designs, surveillance, monitoring, & sensing technologies
 - Response:**
 - Mitigation
 - Monitoring
 - Recovery
 - Investigation
 - Institutional learning
3. **MRMPO Area Security Planning** - Specific strategies have been developed for:
 - Intelligent Transportation Systems (ITS) Program
 - Freight
 - Transit
 - Emergency Planning - Another aspect of providing for secure transportation has to do with the subject of “emergency planning”. While transportation security is directly related to preventing attacks that are intended to harm people and damage facilities, harm modes of travel, and harm important transportation infrastructure, emergency planning is intended to respond to unforeseen natural events and disasters. A security incident is one that directly pertains to acts of terror resulting in regional, local, or specific location attacks on people, sites, facilities, or transportation infrastructure; whereas emergency response planning efforts address preparedness and response and recovery to natural disasters such as earthquakes, floods, hurricanes, violent weather, fires and similar incidents. There are several agencies that coordinate on security and safety matters for the purpose of homeland security. The term “homeland security” refers to domestic governmental actions designed to prevent, detect, respond to, and recover from acts of terrorism, and also respond to natural disasters. Homeland security represents a concerted, national effort to protect the homeland by all levels of government at the Federal, State and local levels, for the sole purpose of protecting the United States from internal and external hazards.

Art Anderson said this was the first time he had seen homeland security concerns added to transportation planning.

The MRMPO TAC recommended approval of Chapter 12.

On a motion by Colleen Roberts, seconded by Jan Fish, the Regional Transportation Plan (RTP) Chapter 12 (Safety & Security) was unanimously approved by voice vote.

7. Regional Transportation Plan (RTP) Chapter 5 (Transportation Options (TO))

Rogue Valley Transit District provided input on the content of the Transportation Options section of Chapter 5. Transportation Options are required for communities with larger populations;

Chapter 5 includes:

F. Transportation Options

- 1. Introduction** - The “MRMPO is starting a” Transportation Options (TO) program “with assistance from” the Rogue Valley Transit District (RVTD).
- 2. TO’s Purpose** – Reduction in single-occupant vehicle (SOV) use while offering transportation options.
- 3. How TO Works**
 - **Alternative Work Arrangements**
 - **Employee Flex-Time Program**
 - **Staggered Work Hours**
 - **Compressed Work Week**
 - **Telecommuting,**
 - **Ridesharing**
 - **Guaranteed Ride Home (GRH)**
 - **Preferential Parking**
 - **Ride Matching,**
 - **Support for TO**
 - **Current TO Activities**
 1. Public education on TO
 2. Public outreach on TP/non-SOV transportation modes
 3. Drive Less Connect assistance
 4. Free employer trip reduction analysis on request
 5. On site employer transportation fairs on request
 6. Free community materials for disbursement
 7. Trip Reduction Incentive Program
 8. Coordination of awareness events
 9. TO media advertising
 - **Future TO Activities**
 1. Government outreach to educate officials about TO measures including attending meetings to promote the use of TP measures, and reviewing planning documents and site design for TO supportive policies and infrastructure;
 2. Supporting parking construction mitigation – reducing the need for parking expansion with TP measures;
 3. Bicycle parking review and site design;
 4. Individualized TO marketing programs;
 5. Marketing of TO through general advertising in various media; and
 6. Business commute challenge.

4. Educating the Public about TO

5. Facility and Service Requirements)

7. Future Outlook

8. Policy Issues and Actions -

- Identifying, encouraging & assisting role models using alternative transportation
- Encouraging high density, multi-use development
- Adoption of parking spaces requirements & options
- Partnering with City governments to encourage large employers to adopt TO strategies
- Prioritizing completion of bike/ped projects in early Plan phases
- Encouraging bike/ped circulation plans in larger developments
- Securing funding for street aesthetics
- Public/employer outreach & marketing to raise TO awareness

The MRMPO TAC recommended approval of Chapter 5 (Transportation Options).

On a motion by Pam Van Arsdale, seconded by Jan Fish, Regional Transportation Plan (RTP) Chapter 5 – Transportation Options (TO) was unanimously approved.

8. MRMPO Planning Update

- Staff is nearing completion of the RTP.
- Chapter 12 will be returned to included the expanded time frames
- Salem ODOT has completed the Bike/Ped Plan, and will be making a presentation to the various MPO committees, proposed to be Thursday, January 21, 2016
- OMPOC did a tour of the new facilities on/near the Willamette River.

8. Public Comment

None.

9. Other Business / Local Business

- Robert Brandes said that the Lincoln Road project was being pulled
- Scott Chancy is pursuing the Bike Transit project
- COG Staff will be analyzing the JTC survey data
- The December Policy Committee meeting was cancelled.

10. Agenda Build for Next Meeting

- Discuss a new OMPOC representative

11. Adjournment

The meeting was adjourned at 3:45 p.m.

Next MRMPO TAC meeting – Thursday, Dec. 3, 2015 @ 1:30 pm

Next MRMPO Policy Committee meeting – **Thursday, Jan. 21, 2016 @ 2:30 pm**