



**SUMMARY MINUTES**  
*Middle Rogue Metropolitan Planning Organization*  
*Policy Committee*

**January 26, 2017**

The following attended:

<b>Member</b>	<b>Organization</b>	<b>Phone Number</b>
Darin Fowler, Chairman	Grants Pass	600-3696
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	
Dennis Roler	Grants Pass	479-7333
Rick Riker	Grants Pass	479-4272
<b>Others</b>		
Leslie Orr	Bike/Ped.	
<b>Staff</b>		
Karl Welzenbach	RVCG	
Dan Moore	RVCOG	

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

Chairman Fowler called the meeting to order at 2:35 pm., and the Committee members introduced themselves.

**2. Review / Approve Minutes**

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

~~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.~~ Pam VanArsedale motioned to approve as presented, Rob Brandes seconded.

**Action Item(s):**

**3. Continued RTP/TIP Amendment Request**

Karl Welzenbach explained the reasoning behind originally submitting the amendment to the TAC. At their December, 2016 meeting, the TAC approved a motion to continue the proposed RTP/TIP amendments: Transfer Jurisdiction of OR 260: Lower River Road to Josephine County. The amendment request has since been withdrawn by ODOT. The Committee was asked to withdraw approval of the original request prior to deletion by ODOT to be consistent with Robert’s Rules of Order.

**On a motion by Ian Horlacher, seconded by Pam Van Arsdale, the Committee denied the proposed RTP/TIP amendment to Transfer Jurisdiction of OR 260: Lower River Road to Josephine County to be consistent with Robert’s Rules of Order. The voice vote on the motion was unanimous.**

**Discussion Item(s):**

**4. Statewide Freight Plan**

Dan Moore explained that the Fix America’s Surface Transportation (FAST) Act includes additional requirements that the State of Oregon’s Freight Plan must meet by December of 2017. Included in these requirements are the designation of Critical Rural and Critical Urban Freight Corridors. The Oregon Department of Transportation (ODOT) is seeking input from its statewide partners in defining both the Rural and Urban Critical Freight Corridors. Oregon has been allocated 77 additional, statewide miles for corridors that are connected to the national system (I-5). Metro is willing to give up some of its miles to other MPOs in the state (at 45% (35 miles) for Metro, and 55% (42 miles) to be divided, statewide, among the other seven MPOs. Two (2) maps were included in the information presented to the Committee.

**Rogue Valley MPO - Proposed Critical Urban Freight Corridors (CUFCs) – 1/13/17**

Route Name	Start Point	End Point	Length (Miles)	FHWA (Applicable Codes)	Description of Importance Other Comments
SE M St.	Milbank St.	Hwy. 199	.29	H, I, J, K	Freight corridor serving industrial/commercial areas to I-5
Hwy. 99	MPO Boundary	MPO Boundary	9.24	H, I, J, K	Freight corridor serving industrial/commercial areas to I-5
Hwy. 238	MPO Boundary	MPO Boundary	5.91	H, I, J, K	Freight corridor serving industrial/commercial areas to I-5
Hwy. 99	MPO Boundary	MPO Boundary	20.4	H, I, J, K	Freight corridor serving industrial/commercial areas to I-5

**Eligibility Requirements for Critical Urban Freight Corridors within an MPO -**

Must be a public road *in an urbanized area*

Meet one or more of the following:

1. Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility (**H**)
2. Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement (**I**)
3. Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land (**J**)
4. Important to the movement of freight within the region, as determined by the MPO or the State (**K**)

FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land

*Note: MPOs in urbanized areas with population of 500,000 or more may designate Critical Urban Freight Corridors in coordination with the State. In urbanized areas with population under 500,000, the State, in consultation with MPOs, may designate CUFCs.*

At the January 25<sup>th</sup> meeting, the TAC recommended removing the 6th and 7<sup>th</sup> street connection (from I-5 to the “Y”). On the second map (TIP Project List), ODOT asked to be provided with TIP projects on the corridors in order to be eligible for freight funding. It still unclear on exactly how many miles will be allocated to the various MPOs. ODOT wants Hwy 62 and the 62 “alternate” to remain on the lists in case new funding becomes available. The connection (aka Oregon 99) remains a State highway. The potential, annual funding is unknown at this time. There will be an allocation program and a grant program to award funding.

**On a motion by Ian Horlacher, seconded by Rick Riker, the Committee unanimously approved removing the 6th and 7<sup>th</sup> street connection (I-5 to the “Y”) from the map being submitted to ODOT.**

**5. Public Comment**  
None received

**6. MRMPO Planning Update by Karl Welzenbach**

- **CMAQ Update - Mr. Welzenbach explained the current situation with Salem and Eugene joining the CMAQ funding process for new Policy Committee members, and how the funding reallocations will be decided. A new state Sub Committee met in December to begin deciding how the process would ultimately work. The next Sub Committee meeting will be held on February 21<sup>st</sup> @ 1:30 pm. The MRMPO will lose some funding in both CMAQ and Planning.**
- **LDCD Letter – a copy of the letter asking for inclusion of the MRMPO and Albany**

*Middle Rogue*

*Metropolitan Planning Organization*

**Regional Transportation Planning**

*Gold Hill• Grants Pass• Rogue River• Jackson County• Josephine County• Oregon Department of Transportation*

December 20, 2016

Mr. Greg Macpherson  
Chairman,  
Land Conservation and Development Commission  
635 Capital St., N.E., Suite 150  
Salem, OR 97301-2540  
RE: Metropolitan Transportation Planning and Greenhouse Gas Reduction Targets

Dear Mr. Macpherson:

Over the past year the staff of the Department of Land Conservation and Development (DLCD) has been working closely with and providing support to an Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reductions. Their charter was to provide the Commission on Land Conservation and Development with recommendations regarding the role of local governments and MPOs in developing transportation alternatives (including recommendations concerning the existing Transportation Planning Rules) and setting targets for greenhouse gas reductions.

While the Policy Committee of the Middle Rogue MPO applauds the effort and the professionalism of the DLCD staff, we are concerned with the final recommendations regarding the inclusion of the two smallest MPOs, the Albany MPO and the Middle Rogue MPO, in the Greenhouse Gas target reductions being recommended to the Commission.

In their Technical Memo #2 (and referred to in staff's Target Policy Memo for the November 4, 2016 meeting) DLCD staff stated that inclusion of the two smallest MPOs have " ... an insignificant effect on the targets ... " Thus, the logic holds that excluding the two smallest MPOs would also have an insignificant effect on the targets.

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.

On behalf of the Middle Rogue MPO Policy Committee,

Mr. Darin Fowler, Chairman  
MRMPO

- **The critical issue for MPOs is that they will no longer be required to deal with RTSP's. Cities and counties will be responsible for creating these documents.**
  - **The Grants Pass CMAQ carryover was briefly discussed. Projects must go into the new TIPs. October will be the next opportunity to propose new projects.**
7. **Other Business/Local Business**
- **OMPOC will probably not meet in Central Point on February 10<sup>th</sup>, due to the legislative session. Another local representative is also needed.**
8. **Agenda for next meeting**

- **Election of Officers**
- **Additional CMAQ overview/timeline**
- **OMPOC**
- **Tip Project List Presentations**

**9. Adjournment**

The meeting was adjourned at 3:20 p.m.

**Meeting Schedule:**

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

DRAFT