



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

**March 16, 2017**

The following attended:

<b>Members</b>	<b>Organization</b>	<b>Phone Number</b>
<b>Darin Fowler, Chairman</b>	Grants Pass	600-3696
Bob Strosser	Jackson County	646-2878
<b>Pam Van Arsdale, Vice Chairman</b>	Rogue River	660-4414
<b>Rob Brandes</b>	Josephine County	474-5460
<b>Mike Baker</b>	ODOT	
Jason Canady	Grants Pass	
<b>Rick Riker</b>	Grants Pass	479-4272
Dan DeYoung		
<b>Others</b>		
Scott Limberg	Grants Pass	
Jake Schmidt	Citizen	
Barry Eames	Grants Pass	
Aaron Cubic	Grants Pass	
<b>Staff</b>		
Karl Welzenbach	RVCOG	
Dan Moore	RVCOG	
	RVCOG	

Bunny Lincoln	RVCOG	
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**1. Call to Order / Introductions/ Review Agenda**

Chairman Fowler called the meeting to order at 2:30 pm., and the Committee members introduced themselves.

**2. Review / Approve Minutes**

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

**On a motion by Pam Van, seconded by Rick Riker, the Committee approved the December 15, 2016 and February 16 2017 minutes as presented. The voice vote on the motion was unanimous.**

***Action Item/Public Hearing:***

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

**The Chair read the procedure for the public hearing.**

Staff presented an overview and history of the 2018-2021 Transportation Improvement Program (TIP), Amendments to the 2015-2040 Regional Transportation Plan (RTP), and Air Quality Conformity Determination (AQCD)(related to both the TIP and RTP). Hard copies were provided for the Committee.

The Policy Committee previously gave tentative approval to all three documents for the purpose of scheduling and advertizing the public hearing.

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

***Website references:***

**The TIP addresses financial constraints and differences from the current document. Status of previously approved projects was included in the document.**

[http://www.mrmppo.org/images/Public\\_Notice\\_Documents/MRMPO\\_AQCD\\_18-1\\_TIP\\_15-40\\_RTP\\_-\\_Final.pdf](http://www.mrmppo.org/images/Public_Notice_Documents/MRMPO_AQCD_18-1_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)

The TAC recommended Policy Committee approval of all three items.

The Policy Committee previously gave tentative approval to all three documents for the purpose of scheduling and advertizing the public hearing.

The 21-day public comment period and public hearing were advertised in the Medford Mail Tribune, Rogue River Press, Grants Pass Daily Courier, and information is currently available on the MRMPO website. Display ads were included in the advertisements.

On a question posed Mike Baker, Staff confirmed that ODOT had paid for the PE on the Rogue River Greenway project. Jackson County was part of this process. John Vial will be consulted further about this issue.

The amendments are being adopted because **TIP** projects must be amended into the **RTP**. The Greenway project totals in the RTP and TIP totals will be corrected to reflect identical totals in each document.

The **AQCD** is necessary to meet conformity requirements and meets all the federal requirements for CO and PM10. The Committee discussed the PM10 drop shown on page 6 (over 12 months) , and the fact that the statistics were

Page 10 – Staff explained how the **Table 3**. figures were calculated to show financial constraints.

Upon adoption of the AQCD, USDOT will sign off, and it will be incorporated into the State Transportation Improvement Plan.

No public comments were received on these documents. Based on a query from Jake Schmidt, the Committee explained that very few, if any comments, are ever received on the documents involved in a public hearing process. The bidding/funding processes were also explained to Mr. Schmidt.

**The Chair opened the public hearing**

**In support:** None received

**In opposition:** None received

**The Chair closed the public testimony.**

**MOTION(S):**

**On a motion by Rob Brandis, seconded by Pam Van Arsdale, the 2018-2021 Transportation Improvement Program (TIP), was adopted, with agreed upon edits, by unanimous voice vote.**

**On a motion by Rick Riker, seconded by Mike Baker, Amendments to the 2015-2040 Regional Transportation Plan (RTP) were adopted by unanimous voice vote.**

**On a motion by Pam Van Arsdale, seconded by Rick Riker, the Air Quality Conformity Determination (AQCD) was adopted by unanimous voice vote.**

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

**5. Planning Update**

\* Karl Welzenbach shared that there will be a CMAQ workshop on March 23<sup>rd</sup> to derive a new CMAQ disbursement. He also explained the proposed formulaic distribution process, the attainment process, CMAQ eligibility, the inclusion of Salem and Eugene in the group of eligible MPOs and how it affected the current MPOs and their funding. The RVMPO will

sustain a 47% reduction in CMAQ funding. Grants Pass gets 4% (\$600,000) of the available funds, but has not been used. Federal MAQ funds are used for transportation related projects, and if the funds are not spent in the year, they will be redistributed. It is not appropriate to “bank” the funds to use them on a large project. Only Metro and the RVMPO are required to go beyond the AQCD process because of their size. If the funds are not spent, it can be problematic, and the funds can be lost to others. Fires that can be controlled (wood heat, etc.) are part of the analysis, but not forest fires. The Committee suggested that upgrading the I-5 ramps could be improved. Mike Baker said if a local jurisdiction would agree to maintain a freeway ramp, that ODOT would do the improvements. One of the ideas at the CMAQ meeting was that the four small, rural communities might do a four year rotation on the funding, so that more money would be available in a lump sum to a single jurisdiction. Scott Limberg, grant specialist, shared some previous CMAQ funding history and the inclusion of transit related pedestrian amenities in the process. A fund exchange (for CMAQ projects) was considered, but cannot now be done. The same requirements are applied to STBG and CMAQ funds. Mike Baker explained the federal aid process. CMAQ is designed to eventually sunset when the goals of maintenance and attainment are reached. The bottom line is that CMAQ funding will be significantly reduced for the RVMPO and Portland Metro areas when the final disbursement decisions are reached. April 10<sup>th</sup> is set for the next CMAQ meeting on this matter.

**6. Other Business / Local Business**

\* Aaron Cubic spoke about current SB1008 as it relates to diesel retrofits.

**7. Adjournment**

The meeting was adjourned at 3:32 p.m.

**Meeting Schedule:**

MRMPO TAC	Thursday, April 6, 2017	@ 1:30 pm
MRMPO Policy	Thursday, April 20, 2017	@ 2:30 pm