



SUMMARY MINUTES
Middle Rogue Metropolitan Planning Organization
Policy Committee

February 16, 2017

The following attended:

Members	Organization	Phone Number
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
Others		
Leslie Orr	GP Bike/Ped.	
Scott Chancey	JCT	
John Vial	JACO	
Aaron Cubic	Grants Pass	
Staff		
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 16th 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 5th 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 6th 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 6th 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. 2nd 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 16th. 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 16th 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 8th meeting.

Table 1 – MRMPO Proposed 2017-18 Dues

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

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

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

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 loosing 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