



**Summary Minutes
Middle Rogue MPO Policy Committee
May 18, 2017**

The following attended:

Voting Members	Organization	Phone Number
Art Anderson for Mike Baker	ODOT	774-6353
Barry Eames	Grants Pass	218-1403
Darin Fowler, Chair	Grants Pass	660-3696
John Vial for Bob Strosser	Jackson County	774-6238
Mark Reagles for Pam VanArsdale	Rogue River	660-4414
Rick Riker	Grants Pass	479-7333
Robert Brandes	Josephine County	474-5460
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Dan Moore	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368
Interested Parties	Organization	Phone Number
Aaron Cubic	Grants Pass	450-6000
Lora Glover	Grants Pass	450-6071

1. Call to Order / Introductions/ Review Agenda

Chair Fowler called the meeting to order at 2:32 p.m.; a quorum was confirmed with voting members from Grants Pass, Rogue River, Jackson County, Josephine County, and ODOT in attendance.

Agenda item 4 (Karl Welzenbach’s “What Are MPOs?” presentation) was moved after agenda item 5 in order to accommodate Jason Canady’s (Public Works Director, Grants Pass) interest in hearing it.

Note: *Despite this procedural alteration, the minutes reflect all agenda items in their original order.*

2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the April 20 meeting minutes.

On a motion by Rob Brandes, seconded by John Vial, the Committee recommended approval of the April 20 MRMPO Policy Committee meeting minutes as submitted.

The motion carried unanimously by voice vote.

Public Hearing:

3. Regional Transportation Plan (RTP) / Transportation Improvement Program (TIP) Amendments

The Chair read the procedure for the public hearing.

The state has requested that the MRMPO 2015-2018 TIP be amended to include the following project:

OR199/OR99: Applegate River

Description: *“The project is a “1R grind and inlay preservation paving project on US199 from MP 0.25 to 6.92 and on OR99 from MP -0.54 to -0.69. The mix pavement completed in 1998 will be removed and replaced.”*

Ryan MacLaren explained that the grind and inlay preservation paving would occur on an approximate 6-mile stretch on OR199 and about a ¼-mile segment on OR99. Total project cost is \$7,360,000 to be paid for with State Flex Funds along with an ODOT match. Group input clarified that the project mileposts encompassed the South Y interchange to the Applegate River Bridge.

The project was added to ODOT’s 2018-2021 STIP, resulting in two repercussions for the MRMPO:

- 1) The 2018 – 2021 MRMPO TIP will need to be re-adopted in June (details to follow in agenda item 7, “Planning Update”); and
- 2) the current 2015 – 2018 MRMPO TIP needs to be amended since one element of the project’s design phase was moved up to begin in 2018.

Notice of a public hearing and comment period regarding the amendment was published in the Rogue River Press (and posted to the MRMPO website) on April 26, and in the Grants Pass Courier and Medford Mail Tribune on April 27. The 21-day public comment period concludes with execution of this public hearing now in progress; no comments have been received to-date.

At their May 4 meeting, the MRMPO TAC voted unanimously to recommend approval of the proposed amendment to the MRMPO Policy Committee.

During discussion, it was noted that more than five years have passed since ODOT’s latest improvement work on the stretch (estimated start dates were 2008-2009 for Phase 1 and 2011 for Phase 2), which included medians plus some repaving from the college to midway with the addition of a divider.

The Chair opened the discussion to public comment, both in support and in opposition.

Lesley Orr of Grants Pass had no supporting or opposing comments, but noted that the Bike/Ped committee had brought the waterlogged walkways corresponding to this same stretch of roadway to ODOT’s attention; ODOT will be addressing the issue.

The Chair closed the public testimony.

John Vial moved that the MRMPO Policy Committee approve the 2015-2040 MRMPO RTP and 2015-2018 MRMPO TIP amendment as described. Rick Riker seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

Presentations

4. “What Are MPOs?”

Karl Welzenbach’s presentation explained the history, impetus for and logic behind the establishment of Metropolitan Planning Organizations (MPOs), which are a unique phenomenon in that they grew out of a local initiative later adopted by the federal government adopted and made into law. The presentation traced the processes involved from initial impetus in 1919 to the establishment of the modern-day MPO and included definitions as well as information about operating principles and the three required MPO documents (RTP, TIP, and UPWP).

Discussion Items

5. Critical Urban Freight Corridor Update

Dan Moore reported that ODOT is updating its freight plan and designations of critical urban freight corridors; 77 new miles of CUFCs will be allocated statewide based on a formula developed with input from Oregon MPOs.

Portland will receive 34.6 of the 77 miles, leaving 42.4 for the non-Metro MPOs. Table 2 in Moore’s memo (provided for review) detailed the specific allocations, and showed that the MRMPO will receive a 3.6 mile share. With the initial requirement to apply the CUFC miles to projects currently listed in the TIP, RVCOG staff worked in conjunction with Mike Baker (Region 3 ODOT) to determine that 3.4 miles would be allocated to Hwy 199, with the other .2 miles allocated to M Street.

Updates provided by Jason Canady and Ian Horlacher at the May 4 MRMPO TAC meeting, however, revealed that the M Street project was being canceled. After discussion, the TAC requested that the .2 CUFC miles allocated to M Street be shifted to the 3.4 CUFC mile segment on Hwy 199.

Subsequent to the TAC’s request/recommendation, ODOT broadened its criteria for CUFC designations to include RTP projects, but this did not result in any other eligible road segments being identified for the MRMPO. Moore’s map, therefore, depicted the updated CUFC designation of the entire 3.6 mile allocation along Hwy 199 and Table 3 of the memo described the specific work to be done.

With Policy Committee approval of this designation, the MRMPO will be able to submit the 3.6 miles to compete for project funds with other MPOs. The funds will become available after the OTC makes its project selection decisions in the late-summer/early fall.

Comments/inquiries:

- *Chair Fowler:* Requested clarification of the logic behind applying for funds for a project already fully funded in the TIP. Moore explained that, if CUFC funds were awarded, it would allow for

improvements for freight along this 3.6-mile stretch of the corridor. Welzenbach added that the money could also be used to supplant existing project funds, freeing them up for other uses.

- *Rick Riker*: Requested clarification of “freight funds.” Welzenbach explained that the Fast Act established funding for: 1) all U.S. interstates, and 2) state-identified critical urban freight corridors. The freight funds themselves come out of the federal highway trust fund, which is made up of gas taxes and taxes on trucks. Art Anderson contributed that the funding logic lies in turning freight corridors into through-routes in order to minimize congestion-related delays.
- *Rob Brandes*: Inquired whether the segment designation addressed possible parkway connectivity. Per Welzenbach, connectivity was not a factor; the identified 3.6 mile segment was merely the most logical designation on that corridor.

6. Public Comment

None voiced.

Regular Updates

7. Planning Update

2018 – 2021 TIP RE-ADOPTION

Welzenbach reported that, although both the MRMPO and RVMPO met ODOT’s deadline for TIP approval, ODOT subsequently changed items in its STIP. As a result –in order to prevent a potential penalty for the STIP and TIP projects not matching – ODOT is requesting that both MPOs re-adopt (not amend) their 2018-2021 TIPs to include the previously omitted STIP projects.

CMAQ

Welzenbach provided a brief overview of CMAQ for meeting newcomers and the following updates:

- The CMAQ distribution formula is still under discussion; the “state requirements” issue is the main point of contention. Staff and PAC workgroups will make one last attempt at reaching consensus prior to the June 15 OTC meeting. If they are unsuccessful, the decision will be made by the OTC.
- Typically, Portland is awarded 93% of CMAQ funds statewide; it is unknown, however, how that percentage and its corresponding funding amount might change this year based on 1) the dispute over including state requirements in the formula and 2) the fact that Portland will be in CMAQ attainment status as of October 1, 2017.
- Unfortunately, a funding decrease for all MPOs statewide – including Portland – is inevitable given the inclusion of the Eugene and Salem MPOs since the last funding distribution with no corresponding increase in the Oregon CMAQ fund allocation.

8. Other Business / Local Business

- Rob Brandes reported that Josephine County held an open house for the Merlin sidewalk project; approximately 15 people attended and overall, sentiments were favorable.
- The Chair requested agenda items for the next meeting; one was mentioned:
 - Re-Adoption of 2018 – 2021 TIP and Amendment of 2017 – 2042 RTP.

9. Adjournment

The meeting was adjourned at 3:31 p.m.

Meeting Schedule:

MRMPO TAC | Thursday, June 1, 2017 | 1:30 pm

MRMPO Policy Committee | Thursday, June 15, 2017 | 2:30 pm