



**Summary Minutes  
Middle Rogue MPO Policy Committee  
June 15, 2017**

The following attended:

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Barry Eames	Grants Pass	218-1403
Bob Strosser	Jackson County	774-6119
Darin Fowler, <b>Chair</b>	Grants Pass	660-3696
Mike Baker	ODOT	957-3658
Pam VanArsdale	Rogue River	660-4414
Rick Riker	Grants Pass	479-7333
Robert Brandes	Josephine County	474-5460
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Dan Moore	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368
<b>Interested Parties</b>	<b>Organization</b>	<b>Phone Number</b>
Briana Fountain	Blue Zones	
Dan Burden	Blue Zones	614-595-0976
Jason Canady	Grants Pass	450-6110
Jenna Marmon	ODOT	
John Vial	Jackson County	774-6238
Jordan Carr	Blue Zones	503-716-2566
Lesley Orr	Bike/Ped	

Samantha Thomas	Blue Zones	
Tom Schauer	Grants Pass	541-450-6072

---



---

### 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.

There were no changes to the agenda.

### 2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the May 18 meeting minutes.

**On a motion by Pam VanArsdale, seconded by Rick Riker, the Committee recommended approval of the May 18 MRMPO Policy Committee meeting minutes as submitted.**

*The motion carried unanimously by voice vote.*

---

## Presentations

### 3. “Blue Zones”

Dan Burden, a subject matter expert with Blue Zones Project (BZP), gave a presentation explaining how walkable built environments foster active, healthy lifestyles. Presentation highlights and clarifications resulting from a Q&A between Policy Committee and BZP national team members in attendance included the following:

- As a result of a “health and well-being” initiative in Oregon, Grants Pass was selected (according to their rating in terms of need and readiness) as one of three communities to launch three-year health transformation projects; a resolution has not yet gone through the City Council. If the resolution passes, it is anticipated that four local staff members will be hired to work full-time on health and well-being initiatives.
- BZP initiatives are 100% sponsor-funded; in Oregon, Cambia Health Foundation is the state sponsor, Asante is the local sponsor.
- Nationwide, cities have been overdesigned for cars; BZP promotes livability and health through enhancing the roles of place, walkability and bicycling. It does this not by diminishing the number of roads, but rather by focusing on improving street connectivity and then installing life radius features such as schools, churches, stores, etc. Design principles are driven by a focus on people, “place,” and beauty, rather than cars, traffic, and speed. “Complete streets” are an important component as well, featuring sidewalks and bike lanes on both sides, with parking on one side. Burden shared details and photos of successful BZP initiatives in Muscatine, IA; Davidson, NC; Hamburg, NY; and University Place, WA.
- Research has shown that, if a region can reduce car ownership by 15,000 cars, financial benefit to the local community would be approximately \$127 million based on a \$9.20 cost to society for driving versus \$1.50 for using the bus, \$.08 for bicycling, and \$.01 for walking.
- Portland, OR leads the *nation* in walkability, which in turn has reduced property taxes by 29%, air pollution by 86% and increased neighborhood quality by 19%. It was noted that the reduction in property taxes is driven by tremendous connectivity, which decreases emergency and water costs for homeowners.

---

***Public Hearing:***

**4. 2015-2040 Regional Transportation Plan (RTP) and 2015-2018 Transportation Improvement Program (TIP) Amendments**

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

Josephine County has requested that the MRMPO RTP and TIP be amended to include the following two projects:

- **JCT – 5307 Transit Operations (FY16)**

Description: “*Transit Operating Assistance*”

- **JCT – 5307 Transit Operations (FY17)**

Description: “*Transit Operating Assistance*”

Notice of a public hearing and comment period regarding the amendment was published in the Rogue River Press on Wednesday, May 24, and in the Grants Pass Courier and Medford Mail Tribune on Thursday, May 25. The 21-day public comment period concludes with today’s public hearing.

At their June 1 meeting, the MRMPO TAC voted unanimously to recommend approval of the proposed amendment to the MRMPO Policy Committee.

There were no questions or comments by Policy Committee members.

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

None voiced.

**The Chair closed the public testimony.**

**Pam VanArsdale moved that the MRMPO Policy Committee approve the 2015-2040 MRMPO RTP and 2015-2018 MRMPO TIP amendments as described. Bob Strosser seconded.**

*The motion carried unanimously by voice vote.*

**5. 2015-2040 Regional Transportation Plan (RTP) Amendments and 2018-2021 Transportation Improvement Program (TIP) Re-Adoption**

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

Ryan MacLaren reported that, since the MRMPO TIP was adopted, some changes were made to ODOT’s STIP, resulting in several discrepancies between the two documents. Since they must match identically prior to submittal to the Governor’s office, ODOT is requesting that both MPOs re-adopt (not amend) their 2018-2021 TIPs to include the previously omitted STIP projects.

MacLaren highlighted details of information provided in the agenda packet regarding the project changes; most involved changes to names or phase years, or to ensure that fund matches were shown accurately. No new projects were created, though some were removed due to being obligated prior to the start of FFY2018.

There were no questions or comments by Policy Committee members.

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

None voiced.

**The Chair closed the public testimony.**

**Pam VanArsdale moved that the Policy Committee approve the 2015-2040 MRMPO RTP amendments and 2018-2021 MRMPO TIP re-adoption. Barry Eames seconded.**

*The motion carried unanimously by voice vote.*

---

## ***Discussion Items***

### **6. Bylaw Revision Review**

Dan Moore reviewed the proposed change to the TAC Bylaws as provided in the agenda packet. The TAC Bylaws state that “*Written notice of proposed amendments shall be given to the membership of the committee at least thirty (30) days prior to the date of the meeting at which the bylaws are to be considered,*” so today’s review of the proposed revisions will serve to start of the 30-day notification period to the Policy Committee of the recommendation to amend.

The following change (in blue) is being proposed:

#### *Section 3. Conduct of Meetings*

- a. *Official action may be taken by the committee when a quorum is present.*
- b. *A quorum shall exist when the majority of member jurisdictions are present. Member jurisdictions are one individual from each of the following: cities of Gold Hill, Grants Pass, Rogue River, Jackson County, Josephine County and ODOT Rogue Valley Area Office.*

#### Comments/inquiries:

- *John Vial:* Explained that the purpose of the proposed amendment was to require a fair representation of jurisdictions in any quorum.
- *Bob Strosser:* Inquired whether the Policy Committee might need to review its Bylaws to scrutinize the same issue. *Chair Fowler:* Recommended following through with the TAC Bylaws revisions first, then adding “Review of Policy Committee Bylaws” to a future Policy Committee meeting.
- *Mike Baker:* Pointed out that the language in Article III, Section 1 “Membership of the Committee” delineates six jurisdictions (Grants Pass, Rogue River, Gold Hill, Josephine County, Jackson County and ODOT) and two agencies (DLCD and DEQ) as voting members of the committee, whereas Article IV, Section 3(b) states only that “a quorum shall exist when the majority of member jurisdictions are present,” (with no mention made of DLCD and DEQ, which thus renders them able to vote, but not counting towards the quorum). Baker argued that, if the voting members of the two agencies do not count toward the quorum, then those two agencies should be added to the “Ex-officio” list instead.
  - *Pam VanArsdale* concurred, stating that DLCD and DEQ are not represented on the Policy Committee and wondered why they were part of the TAC.

- *Rob Brandes*: Added that neither DLCD nor DEQ has facilities impacted by the MRMPO's projects.
  - *Baker*: Pointed out that the logic behind inviting the agencies to attend/participate in the meetings lies in the fact that they actually are affected by land use and air quality issues related to the MPO's transportation projects.
- *Baker*: Mentioned that the proposed language in Article IV, Section 3(b) related to ODOT, "ODOT Rogue Valley Area Office," is of concern, since only one of ODOT's two voting members actually work out of the Rogue Valley Area Office, the other works out of an office at RVCOG.
  - In addition to listing DLCD and DEQ as ex-officio members in Article III, Section 1 as he recommended above, he suggested changing the proposed revision of Article IV, Section 3(b) to read: "*A quorum shall exist when the majority of member jurisdictions and agencies is present. Ex-officio members do not count towards a quorum.*"
    - *John Vial*: As Chair of the TAC, asserted that Baker's recommendation was in line with the following TAC considerations when writing their Bylaws: 1) Article III, Section 3(a) "Voting Privileges," states that only jurisdictions have voting privileges, not agencies; this distinction was made intentionally by the TAC, and 2) after further consideration, the TAC decided to identify ODOT as a "jurisdiction" in Article III, Section 1. He also noted that DLCD was present during the consideration of the Bylaws and agreed that they should not hold voting privileges.

Staff will bring the Policy Committee's suggestions to the July 6 TAC meeting for members to consider. Once the TAC reviews/amends their revisions, staff will present the (revised) proposed amendments to the Policy Committee in order to begin the 30-day notification period once again.

After the revision of the TAC's Bylaws is complete, the Policy Committee will schedule an agenda item to review their own Bylaws to ensure that no corollary issues exist such as those found in the TAC Bylaws.

## 7. Public Comment

None voiced.

---

## *Regular Updates*

### 8. Planning Update

Moore reported that Karl Welzenbach was in Salem attending an OTC meeting regarding the CMAQ funding proposal. Effective in 2019, the MRMPO will sustain a 47% funding cut, the RVMPO 55%. Once the final allocations are known, the RTP and TIP may need to be amended to accommodate the significant funding reduction.

VanArsdale explained that Welzenbach was arguing the funding cuts in Salem today, although there is little hope for swaying the OTC's favor from Portland-Metro. It appears that Southern Oregon will be the most deeply burdened by the need to spread the same amount of Oregon CMAQ money across five MPOs now, rather than three. Adding insult to injury, the FHWA issued a determination last week that Portland would, in fact, be able to spend their CMAQ funds once reaching attainment effective October 1, 2017. (This issue had been under debate as the federal regulations appeared to preclude the spending of CMAQ funds by MPOs that had reached attainment).

### 9. Other Business / Local Business

- John Vial mentioned the concept contained in HB-2017 for "Congestion Relief Districts (CRDs),"

which would be comprised of the Policy Committees of the MPOs throughout the state and given unilateral authority to increase gas taxes and registration fees. As the governing bodies of the CRDs, the Policy Committees would need to be comprised exclusively of elected officials. This would cause some reconfiguring of the RVMPO and MRMPO Committees, which currently contain several non-elected officials as voting members.

- Pam VanArsdale added that this statement, “(G) *The governing body of the Middle Rogue Congestion Relief District shall be the Rogue Valley Metropolitan Planning Organization Policy Committee*” is being changed so that the Middle Rogue will govern itself.
- The Chair requested agenda items for the next meeting; one was mentioned:
  - Review of TAC Bylaw Revisions.

## **10. Adjournment**

The meeting was adjourned at 3:55 p.m.

### **Meeting Schedule:**

MRMPO TAC | Thursday, July 6, 2017 | 1:30 pm

MRMPO Policy Committee | Thursday, July 20, 2017 | 2:30 pm