



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

February 19, 2014

The following people were in attendance:

MRMPO Technical Advisory Committee

Voting Members in Attendance:

Chuck DeJanvier	Josephine County
Ian Horlacher	ODOT
John Krawczyk	Rogue River
John Vial	Jackson County
Josh LeBombard	DLCD
Kelli Sparkman	ODOT
Michael Black	Grants Pass
Mike Kuntz	Jackson County
Scott Chancey	Josephine County Transit
Terry Haugen	Grants Pass

Voting Members Absent:

Others Present:

Neil Burgess	JOCO Public Works, Civil Engineer
Jay Meredith	Grants Pass Finance Director

RVCOG Staff

Andrea Napoli, Dan Moore, Bunny Lincoln

1. Call to Order / Introductions / Review Agenda

Michael Black called the meeting to order at 9:35 a.m.

2. Review / Approve Minutes

Black asked if there were any changes or additions to the January meeting minutes. Scott Chancey requested a change in the minutes to reflect the fact that JOCO is not a Transit District. The change should say Josephine County Transit.

On a motion by Ian Horlacher and seconded by John Scott Chancey, the Committee unanimously approved the minutes as corrected.

3. Elect Chair & Vice Chair

On a motion by John Vial and seconded Scott Chancey, Michael Black was nominated to serve as TAC Chairman for the coming year. Unanimously approved.

On a motion by Ian Horlacher and seconded by Terry Haugen, John Vial was nominated to serve as TAC Vice Chairman for the coming year. Unanimously approved.

4. Proposed MPO Dues/Review Draft Work Plan 2014-15

Dan Moore presented the 2014 Dues Recommendation and Draft Work Program memo from Jonathan David, stating that there was a slight reduction due to decreased PSPSU certified population figures for member jurisdictions. The Policy Committee's approved formula (\$.16/capita) is proposed to be carried through, with \$8,102 the expected dues revenue. Dues will be expended on MPO meeting travel, Work Program staff time and part of the 50/50 hybrid vehicle match (split with RVMPO). NOTE: Based on Committee discussion on uses for CMAZ and STP funds, it was clarified that, should the hybrid match line item not be utilized for some reason, it would be rolled over into "Travel Related".

On a motion by John Vial and seconded by Ian Horlacher, the dues amount (\$8,102) was recommended to the Policy committee for approval. Unanimously approved.

Dan Moore explained the FY2015 Unified Planning Budget. Federal funds are anticipated to remain the same (\$128,486). FTA funding is \$65,991. The \$10,000 budgeted for transit planning includes a \$5,000 rollover from FY2014. Budget total is \$219,077.

There was a brief discussion about creating a separate column for "Match". It was agreed to add "In Kind" to "Match, and a footnote explaining this.

Dan Moore introduced the FY 2014-15 Current Status & Proposed Budget for informational purposes. It will be brought back more formally at a later date.

5. Discretionary Funding Project(s)

Chairman Black opened a work shop on application proposals from the various MPO participants.

1. Grants Pass – Alternative Fuel Facility (Feasibility & Design)

Jay Meredith, Grants Pass Finance Director presented details of the City's application for CMAQ funding to do an economic feasibility study to potentially construct an alternative fueling facility for either LPG or compressed gas. It is expected that this effort will be collaboration between the City, Josephine County, the local school district and trash collection company, with Grants Pass managing the study and RFP process. LPG and CNG will be the project focus. Different agencies could utilize different fuel sources, with Transit being a major benefactor. The last part of the study would determine potential facility locations. Additional CMAQ funding would be required to actually move forward to construction.

A discussion ensued regarding actual allowed uses for CMAQ funds, specifically pure "studies" not moving into a project, as opposed projects that include preliminary

design as part of a proposal. Kelli Sparkman stated that ODOT or Federal Highways would make the final determination on this issue.

Other funding sources also could be pursued using feasibility studies.

10.27% is the required Oregon local match for projects.

John Vial suggested renaming the application “**Alternative Fuel Implementation Plan**”, with the objective to move ahead after the study is completed.

2. **Grants Pass** - Bike/Pedestrian Improvements (Design through Improvement)

Michael Black gave an overview of Grants Pass’ proposed Bike/Ped improvements.

Specifics included:

- Four intersections with no controls
Solutions:
 - Curb extensions
 - Striping
 - Pedestrian activated flashing beacon signals
- Bike Boulevards
- Trail improvements in the Fruitdale Creek area (CMAQ transportation relation)
- Bike Lanes – Gilbert Creek Park area

Members discussed potential, alternative funding sources.

3. **Grants Pass** - Parkway Bike/Ped Feasibility Study (with Preliminary Design)

Although marked as a bike route, the area currently has no sidewalks and sidewalks. The area carries a significant amount of traffic. Intersection designs/improvements would be included. If asked by Grants Pass, Kelli Sparkman said that ODOT could be involved in funding the project.

4. **Grants Pass** - Downtown Transit Hub Relocation

Significant locational problems currently exist with the downtown bus hub, and it needs to be moved as soon as possible. A study is needed for preliminary relocation strategies. Scott Chancey wondered about combining the application with his potential TGM application for a Transportation Plan (Transit). After a brief discussion among the membership on funding, Josh LeBombard said that he would check with the State on whether the Hub project would qualify for TGM funding or it should be left in CMAQ projects. It will remain in CMAQ proposals until a definitive TGM determination is made.

5. **Grants Pass** – Redwood Avenue

Terry Haugen stated that the City has not prioritized its STP projects. He outlined the current Redwood Avenue deficiencies, and details of Phase 2 and 3 improvements. The largest problem Phase 2 is development in the existing right of way. Design is 99% complete. Right of way issues are being worked out with property owners. The City doesn’t want to apply for CMAQ funding, and intends to do a fund exchange with STP funds.

Phase 3 - While the street currently exists, the “pork chop” is non-workable. There are no sidewalks or bike lanes. There is some area development in the City right of

way. The concept plan calls for constructing a four-way signal at Allan Creek Road/Redwood Avenue, and a pedestrian crossing/beacon at Redwood Circle. Final design is ready to begin. “In kind” design is being done by Josephine County. Construction is expected to begin in 2015. (Phase 3 may be built first.)

6. Grants Pass - Lincoln Road (Bridge Street to Lower River Road)

Terry Haugen outlined the site deficiencies, proposed improvements and the regional significance of the area system. Some landscaping features will be included. Design is 100% complete.

7. Grants Pass - Fruitdale Drive (Hwy. 238, east to Hwy. 99)

STP (bike/fed and CMAQ (road) funds are being sought. Terry Haugen spelled out existing conditions/problems and lack of bike/ped facilities.

Schedule:

- 2016 Project development
- 2017 Design & ROW acquisition
- 2018 Phase 1 construction

Local funding will come from gas taxes.

The project ties into the Bike Trails project.

The group discussed requested funding allocations to the various project phases and potential ODOT interface concerns with protecting the highway function.

8. Josephine County Transit – Service to/from Medford (2-3 year pilot project, based on passenger demand and number of required runs)

Scott Chaney spoke to a commuter link to Rogue Valley Transit routes, covering scheduling, transfers and routes (including “on call” stops in Gold Hill and Rogue River). Grants Pass will need to come up with local match. This commitment has not been made yet. John Vial asked that some sort of “certainty” on this be offered by the next meeting. Scott Chaney will update the proposal for the next meeting.

4. Josephine County – Neil Burgess addressed four projects on behalf of the County:

- The Merlin downtown core – sidewalk additions and bike/ped enhancements. Michael Black stressed the benefits of the improvements and the possibility of adding railroad crossing improvements to the plan. (ODOT rail would have to be a participant, and would want to see a 60% design completion.) All STP funds.
- “G” Street – (future jurisdictional exchange) Road improvement design only.
- Highland Avenue (Vine to Cook) – Roadway, bike/ped improvements (future jurisdictional exchange). Design only.
- Beacon, Hillcrest to 10th St. Loop (north of Interstate 5) – Bike Lanes and sidewalks. Some elevation constraints. School, park and adult living facility in the area. Design funding Vs future construction funding was discussed. Preliminary centerline design done. Utility coordination needed. John Vial suggested that design and right of way acquisition would be the best application strategy

5. **RVCOG** – Dan Moore explained the COG’s CMAQ application to purchase a hybrid vehicle. The application speaks to a 50/50 cost split between the Rogue Valley and Middle Rogue MPOs. The RVMPO TAC has recommended Policy Committee approval of the split commitment.

On a motion by John Vial and seconded by Ian Horlacher, the hybrid purchase item was recommended to the Policy Committee for their decision.

A brief discussion on the vehicle’s proposed use ensued, with acknowledgement that the MRMPO did have a participatory interest in its acquisition.

John Vial amended to the motion to include:

1. **STP funding would be used.**
2. **Additional information will be provided to the Policy Committee in order to facilitate their decision on the 50/50 split.**

Motion passed unanimously.

6. **MRMPO Planning Update** - Dan Moore asked the membership to review the FY2014-15 Work Projects Spreadsheet.
7. **Public Comment** -
None received.
8. **Other Business / Local Business** -
None.
9. **Adjournment** -
The meeting was adjourned at 12:20 a.m.