



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

November 5, 2015

The following people were in attendance:

MRMPO Technical Advisory Committee

Voting Members in Attendance:

Scott Chancey, Chairman	JOCOM Transit
Neil Burgess for Chuck DeJanvier	Josephine County
John Krawczyk	Rogue River
Ian Horlacher	ODOT
Joe Slaughter for Lora Glover	Grants Pass
Kelli Sparkman	ODOT
Rick Hohnbaum	Gold Hill

Others Present:

Lesley Orr	Grants Pass Bikeways
Paige Townsend	RVTD
Edem Gomez	RVTD

RVCOG Staff

Greg Stabach, Bunny Lincoln, Andrea Napoli.

1. Call to Order / Introductions / Review Agenda

The Chairman called the meeting to order at 1:35 PM. Members introduced themselves.

2. Review / Approve Minutes

The Chairman asked if there were any changes or additions to the October meeting minutes.

On a motion by Rick Hohnbaum, seconded Kelli Sparkman, the Committee approved the minutes as presented.

Action Items:

3. Regional Transportation Plan (RTP) Chapter 5 Revisions

Edem Gomez, RVTD, outlined the Chapter 5 (Existing Transportation System)) TDM and chapter revisions

- Education & Community Outreach
- Marketing
- Bus Pass Programs & Commute Trip Reduction

- Rideshare Tools – Drive Less Connect (Matching people with places)
- Trip Planning – Google Trip Planner, Real Time Transit phone app
- Employer Services - Network creation, New Employee Kits, Worksite audits, Vanpool connections, Biking Workshops
- Travel Training - Classes, School education, Individual Training, Public Outreach, Tethering Appointments,
- Public Outreach – Community Events, Special Programs (SOU Individualized Marketing Program)

Paige Townsend, RVTB, passed around a copy of the Oregon Transportation Options Plan and explained the Plan. The State is trying to find better ways to fund expansion of the TO program across the entire state. Performance measures are being created now. Youth programs are a component of this. A Transportation Options section is required in the RTP. Region 3 provides a small grant to RVTB for the Drive Less Connect program. Local funding will diminish in the coming year. RVTB will set up a class for Travel Training in the Grants Pass area.

Andrea Napoli shared that the TAC has previously recommended adoption of Chapter 5, as revised. Scott Chancey gave a brief overview of existing area programs and the local match mechanism. Ian Horlacher asked about potential monies available for sharing a TO staff position.

Chapter 5 revisions include:

F. Transportation Options

Page 1. 1. Introduction (Paragraph #1) - The “MRMPO is starting a” Transportation Options (TO) program “with assistance from” the Rogue Valley Transit District (RVTB).

Page 4. Ride Matching - (Final sentence) - “... including matching of potential riders through Oregon’s Drive Less Connect program (www.drivelessconnect.com).”

Page 5. Current TO Options - “Some of the current TO activities that are available to the MRMPO member jurisdictions offered by RVTB in conjunction with Josephine County Transit (JCT)” include:

- Bullet #1 -** Alternative transportation programs that reach “the public”.
- Bullet #3 -** Free Assistance “through the Drive Less Connect program”, ...
- Bullet #4 -** Free employer trip reduction analysis “upon request”.
- Bullet #5 -** Onsite transportation fairs for employers “upon request”.
- Bullet #7 - Removed**
- Bullet #8 - Removed**
- Bullet #9 - Removed**
- Bullet #10- Trip Reduction Incentive Programs – “Through the Drive Less Connect”**

Future TO Activities

The following list of TO activities will be integrated with the current TO activities listed above as more resources become available:

- Government outreach to educate officials about TO measures including attending meetings to promote the use of TP measures, and reviewing planning documents and site design for TO supportive policies and infrastructure;
- Supporting parking construction mitigation – reducing the need for parking expansion with TP measures;
- Bicycle parking review and site design;
- Individualized TO marketing programs;
- Marketing of TO through general advertizing in various media; and
- Business commute challenge.

Page 6. Facility and Service Requirements (Paragraph #2, Sentences #1-3) - Specific actions related to parking are included in the Parking “section of Chapter 5.” Strategies aimed at improving pedestrian and bicycle facilities are discussed separately in the Bicycle and Pedestrian “sections of Chapter 5.” Transit service “is discussed in the Transit section of Chapter 5.”

**Page 7. Policy Issues and Actions -
Bullet #9 - Removed**

On a motion by John Krawczyk, seconded by Rick Hohnbaum, the Regional Transportation Plan (RTP) Chapter 5 Revisions were unanimously recommended to the Policy Committee for approval.

4. Regional Transportation Plan (RTP) Chapter 10 Review

Greg Stabach presented an overview of Chapter 10 (Environmental Considerations), including:

- **Introduction - Table 10.1** - Consulting Agencies, Map 21 requirements
- **A. Inventory & Mapping**
 - 10.1 Prime Ag Soils, Viticulture Areas, Vineyards and Orchards, Project Overlap
 - 10.2 Wetlands & Flood Plains
 - 10.3 Fish Passage Barriers, Salmonoid Habitat, & TMDL Streams (Water Quality Limited)
 - 10.4 Conservation Opportunity Areas, Wildlife Sensitivity, & Wildlife Linkages
 - 10.5 Wildlife Movements
 - 10.6 Wildlife Collision Hotspots
 - 10.7 National Historic Buildings & Places
 - 10.8 RTP Projects Intersecting Environmental/Historic Areas
- **B. Environmental Justice**
- **C. Environmental Considerations in Planning**
 - 1. Early Consideration of Environmental
 - 2. Use of Environmental Information
 - 3. Evaluation of Impacts - Impacted wetlands, roadway impacts, actions necessary to comply with the Clean Water Act & Endangered Species Act, considerations when evaluating impacted wetlands and natural habitats, determination of highway project impacts on wetland or natural habitat functional capacity.
 - 4. Avoidance, Minimization, Mitigation
 - 5. Wetlands and Natural Habitats – progressive approaches include conservation, mitigation banking agreements or purchase of intact natural areas, improvements to

existing or natural habitats.

6. Mitigation Banks – Mitigation Bank Areas in the MPO. (None existing in the current MPO area.) There is the potential of using the mitigation bank in White City.

7. Wildlife Habitat – ODFW conservation strategy focuses on habitat restoration and maintenance. Included in the chapter is the **Conservation Strategy of Oregon - Klamath Mountains Ecoregion**

8. Barriers to Wildlife Movement

9. Addressing Impaired Water Resources

Tables –

10.1 Birds, Fish, Flowers & Mammals (Threatened & Endangered)

10.2 Streams/Rivers, & Pollutants

10. Stormwater Monitoring & Management

11. Historic & Archeological Considerations

12. RTP Projects & Environmental Features (Wetland, Steelhead & Coho Salmon (Threatened))

Table 10.4 2016-2040 Projects:

Short range = 8, Medium Range = 8, Long Range = 9

Rick Hohnbaum asked about a requirement for mapping all Native American tribal lands, rather than just those which are active, and his concern that something might be overlooked. No definitive answer was forthcoming. An informed response will be sought for this matter.

Neil Burgess asked about the relevance of including the Klamath Mountains Ecoregion in the Plan. Greg Stabach said there was actually no impact on the MRMPO. It was felt that the Wild & Scenic Rogue would be a better consideration. Mr. Burgess also expressed disagreement with the references to stream flows and rates as related to scour and erosion. After a discussion amongst the members, it was decided to consult the DEQ on the “flow” Vs “flow rate” issue.

“Anything that enters a storm drain is discharged untreated into the water bodies.” will be changed to reflect that not all discharges are untreated.

Kelli Sparkman asked for some editing to Section C to make it more clear. She also asked to have Subsections a. and b. be combined.

Chapter 10 will be brought back to the TAC for additional consideration, discussion and approval.

5. Regional Transportation Plan (RTP) Chapter 9 Review

Andrea Napoli presented Chapter 9 (Air Quality), Map 9-1 represents the MRMPO Air Quality Maintenance Areas.

- **Introduction**

- 1. Carbon Monoxide Status

- 2. PM₁₀ Status

- 3. Conformity Requirements and Findings

- 4. How the MRMPO Demonstrates Conformity

- a. Transportation plans and projects provide for timely implementation of SIP transportation control measures.

- b. Transportation plans and projects comply with fiscal constraint element.

- c. The MPO’s interagency consultation procedures meet applicable requirements.

- d. Transportation plans conformity is determined no less frequently than every four years, and plan amendments and transportation projects conformity is demonstrated in accordance with timing requirements specified in 40 CFR 93.104.
 - e. The latest planning assumptions and emissions model are used as set forth in 40 CFR 93.110 and 40 CFR 93.111.
 - f. Projects do not cause or contribute to any new localized carbon monoxide or particulate matter violations.
 - g. Project sponsors and/or operators provide written commitments.
5. Review and Approval actions to be taken
- MRMPO Policy Committee formally adopts the findings described in the AQCD,
 - USODOT/EPA confer on the analysis.
 - USODOT makes conformity decision based on the AQCD.
 - The MRMPO 2015-2040 plan and the 2015-2018 MTIP go into effect.
6. **Map 9.1 – MRMPO Air Quality Maintenance Area**

On a motion by Rick Hohnbaum, seconded by Ian Horlacher, the Regional Transportation Plan (RTP) Chapter 9 Review was unanimously recommended to the Policy Committee for approval.

6. Regional Transportation Plan (RTP) Chapter 12 Updates

Andrea Napoli outlined the Chapter 12 (Safety & Security) updates/edits:

Page 1. 1. Approach to Safety (Paragraph #2) – “Education includes law enforcement. ODOT Research indicates a direct relationship between law enforcement and crash rates Due to Funding shortfalls the Josephine County Sherriff’s Departments does not respond to crashes within the County’s jurisdiction. This may result in am under-reporting of crashed. In addition, the number of state police on the road has fluctuated...”

Note: A reference will be made to Gold Hill receiving law enforcement service from Jackson County

Page 7. B. Multi-Modal Security (Paragraph #3, Final Sentence) – “For instance, in the MRMPO area, parallel routes offer that redundancy.”

Page 7. 1. Definitions (Paragraph #3) – “Table 12.6 below provides a description of various types of security problems that can arise in any transportation system.”

Page 10. 3. MRMPO Area Security Planning (Paragraph #2) – “Another aspect of providing for secure transportation has to do with the subject of “emergency planning”. While transportation security is directly related to preventing attacks that are intended to harm people and damage facilities, harm modes of travel, and harm important transportation infrastructure, emergency planning is intended to respond to unforeseen natural events and disasters. A security incident is one that directly pertains to acts of terror resulting in regional , local, or specific location attacks on people, sites, facilities , or transportation infrastructure; whereas emergency response planning efforts address preparedness and response and recovery to natural disasters such as earthquakes, floods, hurricanes, violent weather, fires and similar incidents. There are several agencies that coordinate on security and safety matters for the purpose of homeland security. The term “homeland security” refers to domestic governmental actions designed to prevent, detect, respond to, and recover

from acts of terrorism, and also respond to natural disasters. Homeland security represents a concerted, national effort to protect the homeland by all levels of government at the Federal, State and local levels, for the sole purpose of protecting the United States from internal and external hazards.

Staff was unable to add information about alternative routes. This will be added to next year's COG work program.

On a motion by Ian Horlacher, seconded by Rick Hohnbaum, the Regional Transportation Plan (RTP) Chapter 12 Updates were unanimously recommended to the Policy Committee for approval.

7. MRMPO Planning Update -

Andrea Napoli presented an update on current COG activities:

- COG Staff will be doing the ITS update.
- The RTP draft is expected to be completed in December.
- Staff is assisting JCT with their "On Board" survey.

8. Public Comment -

None received.

9. Other Business / Local Business - None received.

10. Adjournment -

The meeting was adjourned at 3:17 PM.

The next TAC meeting is scheduled for December 3, 2015.

The next Policy Committee meeting is scheduled for November 19, 2015.