



SUMMARY MINUTES
Middle Rogue Metropolitan Planning Organization
Technical Advisory Committee (TAC)

December 1, 2016

The following people were in attendance:

MRMPO Technical Advisory Committee

<u>Member</u>	<u>Organization</u>	<u>Phone Number</u>
Chuck DeJanvier	Josephine County	474-5460
Scott Chancey, Chairman	JOCO Transit	774-6399
John Krawczyk, Vice Chair	Rogue River	582-4401
Mike Kuntz for John Vial	Jackson County	774-6238
Lora Glover	Grants Pass	774-6383
Steve Scrivner for Jason Canady	Grants Pass	450-6110
Ian Horlacher	ODOT	
<u>Staff</u>		
Karl Welzenbach	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1338
Dan Moore	RVCOG	

1. Call to Order / Introductions / Review Agenda

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

2. Review / Approve Minutes

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

On a motion by John Krawczyk, seconded by Lora Glover, the Committee approved the minutes as presented.

Action Items:

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

Ryan MacLaren presented an overview of the RTP amendments to the TAC.

The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments described below and on the following pages. The Policy Committee will hold a public hearing at 2:30 p.m. on Thursday, December 15, 2016 to consider adoption of the proposed TIP and RTP amendments. The 21-day public comment period and public hearing will be advertised on or before November 23 in the Medford Tribune, Rogue River Press, Grants Pass Daily Courier, and information is currently available on the MRMPO website. Information on the new project is enumerated, below:

Transfer jurisdiction from ODOT to Josephine County

A. Add New Project to RTP & TIP: OR 260: Lower River Road

Description: The section of Highway 260 from milepost 1.30 to milepost 22.24 (20.94 miles in length) is being transferred to Josephine County. This section of highway is a remnant from a previous highway relocation and is entirely within Josephine County and no longer meets a statewide need. The highway section being transferred is located within a rural section of Josephine County and therefore does not have the look or feel of a state highway. The option of a jurisdictional transfer to the County was proposed as a benefit to both ODOT and the County.

Project: 507

AQ Status: Exempt (Table 2, Safety)

FFY: 2017-18

Total = \$9,000,000 State funding.

The Committee discussed the project costs and the fact that the jurisdictional transfer process has not been finalized yet.

On a motion by Lora Glover, seconded by Ian Horlacher, the RTP & TIP Projects: OR 260: Lower River Road amendment was continued until the January TAC meeting, and it was recommended that the Policy Committee also continue the matter until the transfer details have been finalized. The voice vote on the motion was unanimous.

4. STBG/CMAQ Project Application Update

Scott Chancy shared that the MRMPO receives annual allocations of federal funds to be used for projects. Project solicitation for 2019-2021 funds began in June 2016 with an application submittal deadline of September 30th. No applications were submitted. CMAQ funds remain available, and the RVCOG will continue to receive applications until December 23rd, and subsequent projects will be submitted. STBG has approximately \$500,000 available as well. CMAQ (only useable for projects within the Grants Pass UGB, and from an adopted TSP) has a \$3.2 million carryover, with an additional \$1.6 million allocated to the next three (3) years. The large CMAQ carryover speaks the argument in favor of spending project funds locally.

5. CMAQ Funding & Advisory Committee

Dan Moore shared that, with the addition of two new MPOs being eligible for CMAQ funding, Salem and Eugene, the distribution of those funds will be impacted. In an attempt to develop a fair and equitable formula for the new distribution of funds the Oregon DOT has put together an advisory committee. The following is a summary of the current situation (Nov. 21, 2016 memo from Karl Welzenbach):

In August 2016, ODOT informed the Oregon Air Quality Maintenance Areas (including the RVMPO and MRMPO) that both Salem and Eugene are now Congestion Mitigation and Air Quality (CMAQ) eligible areas, which will require an update to the current funding allocation formula that was last approved back in 2006 with the passage of SAFETEA-LU. Table 1 includes an estimate prepared by ODOT, based on population, of what the allocations could look like when Salem and Eugene are added. The table also includes the differences in funding with and without Salem/Eugene and the percent reduction.

Table 1 - Oregon CMAQ Funding - FAST Act Annual Amounts

	Without Salem/Eugene	% Share	With Salem/Eugene	% Share	\$ Difference	% Reduction
Metro	\$14,086,017	79.1%	\$10,561,701	59.3%	-\$3,524,316	25%
Medford	\$2,465,053	13.8%	\$1,307,833	7.3%	-\$1,157,220	47%
Grants Pass	\$704,300	4.0%	\$532,341	3.0%	-\$171,959	24%
Klamath Falls	\$352,150	2.0%	\$427,221	2.4%	\$75,071	-21%
Eugene	\$0	0.0%	\$2,263,636	12.7%	\$2,263,636	
Salem	\$0	0.0%	\$2,514,788	14.1%	\$2,514,788	
Lakeview	\$65,000	0.4%	\$65,000	.04%	0%	0%
Oakridge	\$65,000	0.4%	\$65,000	.04%	0%	0%
La Grande	\$65,000	0.4%	\$65,000	.04%	0%	0%
	\$17,802,520	100%	\$17,802,520	100%		

*Distribution based on population, which closely matches 2006 CMAQ allocation formula

ODOT recognizes that the timing of this presents some challenges for the MPO Maintenance Areas developing Transportation Improvement Programs (TIPs). ODOT recommends taking a conservative approach as the MPOs go through the CMAQ project solicitation/selection process. The RVMPO is using the annual estimate of \$1,307,833 (Table 1 with Salem/Eugene column) for our 2018-21 TIP development.

ODOT hired a public involvement consultant, Jeanne Lawson, to conduct some preliminary interviews with a select number of eligible CMAQ entities. ODOT felt it was important to have a neutral, non-ODOT person conduct these conversations. On October 31st, the RVCOG Executive Director, Planning Program Manager and MPO Coordinator participated in an interview with Ms. Lawson to talk about how the MPO is currently distributing CMAQ funds, the opportunities and barriers to our method, impacts on planned investments, and what kind of approach should be used to distribute the funds. Ms. Lawson will provide a summary of the interviews in the near future.

Currently, ODOT is in the process of forming a Program Advisory Committee (PAC) Committee to develop program recommendations for (CMAQ) funds. Mike Quilty, RVMPO Policy Committee Chair, will be serving on the CMAQ PAC. Darin Fowler is the alternate. Karl Welzenbach will represent both MPOs. The first meeting is likely to be held prior to the end of the year.

The MRMPO is taking such a significant funding reduction due to its smaller population, as well as several other criteria related to pollutants. ODOT will keep the funds, and the Advisory Committee will discuss the competitive grant process. Due to the more significant pollution issues in the Rogue Valley the area may be in a somewhat better position to obtain grant funding.

6. Email Voting

Staff provided a summary of the recent, email voting.

Jason Canady moved that all four (4) items be approved. John Vail seconded the motions.

After email discussion, the voting resulted in the following:

Motion #1 Exit 58 6th & Morgan Intersection
Yes: Vial, Glover, Krawczyk, Sparkman, DeJanvier, Chancey
Unanimous approval.

Motion #2 Grants Pass 5303 Funds
Yes: Vial, Glover, Krawczyk, Sparkman, DeJanvier, Chancey
Unanimous approval.

Motion #3 Grants Pass MPO Funding for Fiscal Year 2017
Yes: Vial, Glover, Krawczyk, Sparkman, DeJanvier, Chancey
Unanimous approval.

Motion #4 VMT Benchmarks Scope of Work
Yes: Glover, Krawczyk, Sparkman, Chancey
No: Vial, DeJanvier
4 – Yes 2 – No Motion passed

Ian Horlacher and Josh LeBombard abstained from voting.

The TAC discussed the email voting concept for the potential of its use in the future. Transparency was mentioned as a concern for more involved items. Mr. Welzenbach said that the By-Laws did not cover the matter of electronic voting, and that he was concerned by lack of public presence process. Jasmine Harris told Staff that email voting was not good for public involvement. It is possible that the website could be updated to include a public bulletin board for voting. Mike Kuntz shared that John Vial was uncomfortable with the VMT issue as an email vote, and that a suitable, alternative mechanism should be available if a group wanted a matter to be subject to a public forum. Mr. Kuntz stated that the RVMPO had decided not to implement electronic voting. The need for a meeting quorum was briefly discussed. Scott Chancy said that he would be more comfortable with conference calls, as long as a quorum was present at a meeting. Four jurisdictions must be present to establish a quorum. Electronic voting might be considered as a public setting (advertising and a bulletin board), while email voting is not public. Mr. Welzenbach said that Oregon has more amendments than are federally required, and he feels that the amendment process has become much more onerous than it needs to be.

The significant issue regarding this matter is clearly understanding the issue of a quorum, who needs to be physically present at a meeting if other members are “attending” by phone, and whether more than one jurisdiction can have the same representative on the TAC.

Staff will research this situation from a legal perspective, and report back to the Committee.

7. Greenhouse Gas Update

At the request of Darin Fowler, Policy Committee Chairman, Karl Welzenbach presented information on the Greenhouse Gas Reduction issue. The Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reductions has been meeting for almost a year. The Committee is working towards having recommendations back to the Land Conservation and Development Commission by the end of December. The TPR is not concerned with Greenhouse Gasses.

On November 4th, the Greenhouse Gas Advisory Committee met to begin finalizing recommendations to bring back to the Commission. The agenda for this meeting included (1) a discussions of policy approaches for increasing transportation choices and (2) a discussion of Green House Gas reduction targets. Included in the discussion of reduction targets was the issue of whether or not to include the newly formed MPOs (Middle Rogue and Albany) in the mix.

(1) **Transportation Planning Rule** - The overall policy approach was to let MPOs focus on the RTP and the accompanying federal requirements and allow each region a choice for coordination. This could mean that the goal is set by the members of the MPO and there could be an exclusion for smaller cities (population 2500 and below) for meeting these goals. The effort would be to try to look towards those things that local governments, rather than MPOs, control – land use, zoning, development, etc.

(2) **Green House Gas Targets** - LCDC staff provided three options to consider when developing GHG targets for communities within MPO areas: (1) establish one target for every area; (2) establish one target for the Portland Metro area and another target for everyone else; (3) establish Individual targets for each area. After a great deal of discussion the committee settled on to two versions of the second option – one target for Metro and one for everyone else. These two options are:

Option 5.2.3

Year	Portland Metro Area	Other MPO Areas
By 2040	26%	13%
By 2050	37%	26%

Option 5.2.4

Year	Portland Metro Area	Other MPO Areas
By 2040	25%	20%
By 2050	35%	30%

Whether or Not to Include the New MPOs in Target Rules

Although the data indicates that there is “an insignificant effect on the targets by including [or excluding] the two Metropolitan Areas (Albany and MRMPO), LCDC staff recommends inclusion. Mr. Welzenbach doesn’t believe that the Middle Rogue MPO will agree.

MPOs, while able to provide collaboration and coordination, have no impacts or enforcement authority on matters that are the responsibility of the individual jurisdictions. TAC members

questioned why there was any need to be involved in the GHG process if there was no indication of anything more than a negligible impact on the GHG targets. There was also discussion on funding to do the local work needed, the rationale for having the smaller MPOs included, and why they should have to do the jurisdictional work to meet targets that are not mandatory. Future unknowns related to this whole scenario were pointed out as a possible concern, without any answers at this point. The idea of taking a pro-active stance with respect to future, statewide requirements was broached. Mike Kuntz said that this issue was a policy matter, rather than a TAC issue. There is also a concern regarding who would pay for the planning work that would be required if the MRMPO is included, as they are already working on the RTP updates and the VMT reduction benchmarks. There was verbal agreement that State funding would be necessary to pay for the inherent planning work that needed to be done for any required GHG target analysis by local jurisdictions.

Staff will share the TAC discussion comments with the Policy Committee.

8. MRMPO Update

- The advent of changes to CMAQ distribution also impacts the distribution formula for PL and OMPOC funds. The MRMPO is the only MPO subject to a proposed reduction in funding with the inclusion of Salem and Eugene-Springfield in the CMAQ process, and Staff is advocating against this happening. OMPOC is deciding what issues to support, and Mr. Welzenbach asked for feedback on the information provided to the Committee so that it can be conveyed to OMPOC at their next meeting.

9. Public Comment No comments were offered.

10. Other Business/Local Business

- ODOT will be replacing Kelli Sparkman on the TAC.

11. Adjournment

The meeting as adjourned at 2:50 pm.

Scheduled Meetings:

- *MRMPO TAC Jan. 5, 2017 @ 1:30 pm.
- *MRMPO Policy Dec.15, 2016 @ 2:30 pm