



**Minutes**  
**Middle Rogue MPO Technical Advisory Committee**  
**May 4, 2017**

The following attended:

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Chuck DeJanvier	Josephine County	474-5460
Ian Horlacher	ODOT	774-6399
Jason Canady	Grants Pass	450-6110
John Vial, <b>Chair</b>	Jackson County	774-6238
Josh LeBombard	DLCD ( <del>quorum</del> )	414-7932
Scott Chancey	Josephine County Transit	474-5441
Mark Reagles	Rogue River	582-4401
Michael Bollweg	Rogue River	660-0093
<b>Alternate Voters / For</b>	<b>Organization</b>	<b>Phone Number</b>
Tom Schauer for Lora Glover	Grants Pass	450-6072
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Welzenbach	RVCOG	423-1360
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>
Lesley Orr	Bike/Ped	707-218-4025

### **1. Call to Order / Introductions / Review Agenda**

Chair John Vial called the meeting to order at 1:30 p.m. Introductions were made, with a welcome to Michael Bollweg, the new Public Works Director for Rogue River. Going forward, Mark Reagles will serve as Bollweg's alternate to the committee. A quorum was confirmed, with representatives from Grants Pass, Rogue River, Jackson County, Josephine County and ODOT in attendance.

### **2. Review / Approve Minutes**

The Chair asked if there were any changes or additions to the minutes of the March 2 meeting.

**Ian Horlacher moved to approve the March 2 MRMPO TAC meeting minutes as presented. Jason Canady seconded. *The motion carried unanimously by voice vote.***

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### ***Action Items:***

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

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."*

Notice of a public hearing and comment period regarding the amendment was published in the Rogue River Press on Wednesday, April 26, and in the Grants Pass Courier and Medford Mail Tribune on Thursday, April 27. The 21-day public comment period will conclude on May 18, on which day the MRMPO Policy Committee meeting will conduct a public hearing and vote on the item.

**Jason Canady moved that the TAC Committee recommend approval of the 2015-2018 MRMPO TIP amendment to the Policy Committee. Ian Horlacher seconded. *The motion carried unanimously by voice vote.***

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### ***Discussion Items:***

### **4. Process to Accommodate TPR Requirements**

Karl Welzenbach explained that greater coordination is needed between local jurisdictions, the MPO and the state to ensure consistency in the way projects are described in the local TSPs, the TIP, and the RTP in order to ensure that Transportation Planning Rule (TPR) requirements are met.

Ideally, once the MPO has approved/included a project in the TIP (which matches the description of the project in the local jurisdiction's TSP), the MPO's involvement with the process will end. From that point forward, the project's implementation will be governed via contract (i.e. via intergovernmental agreement (IGA) between the jurisdiction and ODOT) to ensure that construction activity flows directly from project design.

Welzenbach noted that existing discrepancies (some of which were provided as examples) which brought the need for this process revision to light were not the fault of any particular agency, but

rather the result of those agencies' differing perspectives. It has become clear that there is a need to clarify participants' roles and responsibilities along the entire project spectrum in order to facilitate effective communication and coordination.

Factors to be considered as discussions regarding process restructuring go forward include:

- Agreeing on what constitutes "significant change" related to project design/description.
- Who talks to whom and when?
- What is the easiest path for each step of the process?

The ultimate goal of these process considerations are to create project documents that anyone from the general public could access and, from them, easily understand what is happening in relation to any given project, as well as why it is being undertaken and how it is progressing.

These process deliberations will move slowly and it is unlikely that resolution will be reached prior to year-end, but *Welzenbach will report back to the TAC every two months to convey progress to-date.*

## **5. Discussion of CMAQ Funding and Future Formulaic Distribution of CMAQ Funds**

Welzenbach stated that three separate ODOT reports range in their reporting of available CMAQ funds from \$1.8 - \$4.4 million. Due to these significant discrepancies, any call for projects will need to be delayed for at least several months while the project/financial reports are reconciled.

One factor contributing to the confusion was a misunderstanding related to ODOT's initial "pinch-hit" funding of Salem and Eugene's TIP projects without tapping CMAQ funds. It was erroneously believed that the ODOT funds would cover those projects through 2021, when in fact the ODOT funding will end in 2018. As a result, CMAQ funds have been programmed for 2019 – 2021 that will not actually be available.

Other factors muddying the waters regarding CMAQ funds include the ongoing negotiations regarding a new CMAQ funding distribution formula (which continue to stalemate over the issue of whether to include state mandates) and how Portland's CMAQ attainment status (effective October 1, 2017) will affect the fund allocations.

Chair Vial inquired whether any jurisdictions had any critical projects that would be affected by the delay in the call for projects. All present reported being able to wait the few months until accurate funds availability could be determined.

## **6. Critical Urban Freight Corridor (CUFC) Update**

Dan Moore reported that ODOT is updating its freight plan and designations of critical urban freight corridors. Oregon is planning to add 77 new miles to its urban freight system, with those miles being allocated throughout the state on a formula developed with input from Oregon MPOs.

Portland is receiving 34.6 of the 77 miles, leaving 42.4 for the non-Metro Oregon MPOs. Table 2 in Moore's memo (provided for review) details the specific allocations, and shows that the MRMPO will receive a 3.6 mile share. With the 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. A map was provided showing those specific CUFC locations, and Table 3 of the memo described the

work to be done at each site. With these areas designated, the MRMPO can now proceed to submit the 3.6 miles to compete for project funds for the two CUFC segments.

Jason Canady reported that, as of last week, it unfortunately looks like the M Street project currently in the TIP is going to be cancelled due to financial prohibitions including the payment of future business profit payouts to a gas station. The project was in the TIP due to its having been championed by ODOT, who owns 6<sup>th</sup> and 7<sup>th</sup> Streets, which intersect M.

After group discussion and confirmation by Ian Horlacher that the M Street project would in fact be pulled, it was decided that, if possible, the .2 CUFC miles allocated to M Street be shifted to the 3.4 CUFC mile segment on Hwy 199. Dan Moore will determine whether this is a feasible option and report back to the committee.

## **7. Public Comment**

None voiced.

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## ***Regular Updates:***

### **8. Updates on Currently Active MRMPO Projects**

Per Chair Vial, this will become a standing agenda item in order to keep communication and accountability related to active projects flowing among the jurisdictions. He also requested that RVCOG staff provide the TAC with updated quarterly project lists and Welzenbach said this could be done.

- *Josephine County*: Chuck DeJanvier said that a public meeting will be held later this month regarding the Merlin sidewalk project (about 30% planned to-date), which is being fund-exchanged.
- *Josephine County Transit*: Scott Chancey reported on the Rogue Valley commuter line, which runs a Grants Pass → Rogue River → Gold Hill → Medford route, saying that the CMAQ funds awarded for the project may last through 2018 instead of 2017 as originally thought. The line boasts ridership of approximately 65/day, translating to an annual figure of about 16,000, given 249 days of operation. RV commuter line operation costs \$166,000/year, offset by approximately \$50,000/year in fare revenues. Future possibilities/ideas include issuing RCC commuter passes and potentially partnering with RVTD to continue operating the line once CMAQ funds run out.
- *Grants Pass*: Jason Canady mentioned two ongoing projects:
  - Accessible routes at Beacon Street and Pine Street, which involve adding sidewalks to help get residents to bus stops. The greatest challenge is contracting for concrete work; due to high demand, bids are high and availability is low.
  - Road design is now complete for Allen Creek Road, so engineering and right-of-way acquisition can begin.
- *ODOT*: Ian Horlacher reported no active projects in the Middle Rogue, reiterating the cancellation of the M Street project.
- *Rogue River*: Michael Bollweg/Mark Reagles stated there were no current projects.
- *Jackson County*: Chair Vial stated that STBG funds have been awarded to build the Rogue River Greenway. Negotiations are underway with ODOT, who will fund-exchange the project. There is a hope of completion by 2019, but it may spill over into 2020. RVCOG staff and the other MPO jurisdictions were surprised to hear of this project, since prior communication from ODOT directed all fund-exchange proposals to come to ODOT exclusively via RVCOG staff. *Ryan MacLaren will clarify the process for initiating fund-exchanged projects with ODOT.*

## **9. Planning Update**

The MRMPO 2018-2021 TIP will need to be re-adopted (versus simply amended) in order to be reconciled with ODOT's STIP, since ODOT omitted including several projects in the MTIP prior to the deadline. The re-adoption will require a public hearing, so notices will be published in the Rogue River Press, Grants Pass Courier and Medford Mail Tribune to allow for a 30-day public comment period prior to the public hearing and subsequent Policy Committee vote at the June 15 meeting.

In response to a request by Tom Schauer whether the omitted ODOT projects would potentially cause any concern on behalf of the MPO, Ian Horlacher responded that he was unaware of which projects had been omitted. Ryan MacLaren stated that he would bring project details to the June 1 MRMPO TAC meeting for review.

Welzenbach made special note of the fact that inadequate coordination between ODOT and the MPOs, resulting in discrepancies between the TIP and the STIP, has been happening for the past six years running. The FHWA has now stated that the issue needs to be resolved, or future project funding could be affected. Welzenbach will begin the process via discussion with Jeffrey Flowers, ODOT Program and Funding Services Manager, and keep the committee apprised as to progress.

## **10. Other Business / Local Business**

None voiced.

## **11. Adjournment**

The Chair adjourned the meeting at 2:44 p.m.

### *Scheduled Meetings*

MRMPO Policy Committee | May 18, 2017 | 2:30 p.m.

MRMPO TAC | June 1, 2017 | 1:30 p.m.