AGENDA

Rogue Valley Metropolitan Planning Organization

Policy Committee

Date: ***Tuesday, October 25, 2016***

Time: ***2:00 p.m.***

Location: ***Jefferson Conference Room, RVCOG 155 N. 1st Street, Central Point***

Transit: served by RVTD Route #40

Phone : ***Ryan MacLaren, RVCOG, 541-423-1338***

RVMPO website : www.rvmpo.org

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1. **Call to Order/Introductions/Review Agenda ..... Mike Quilty, Chair**
2. **Review/Approve Minutes** (Attachment #1)**..... Chair**
3. **Public Comment,** Items not on the Agenda **..... Chair**

(Comments on Agenda Items allowed during discussion of each item)

Public Hearing:

- **Chair will read public hearing procedures**

4. **Transportation Improvement Program (TIP) & Regional Plan Amendments ..... Ryan MacLaren**

Background: The Policy Committee will hold a public hearing to review and consider adoption of the following amendments to the 2015-2018 Transportation Improvement Program and the 2013-2038 Regional Transportation Plan:

- ***I-5: Medford Viaduct Protective Right of Way Purchase***

Attachment: #2 – Memo, RTP / TIP Amendments

Action Requested: Approve Regional Transportation Plan (RTP) / TIP amendments.

Discussion Items:

5. **Project Evaluation Criteria and Ranking Process for STBG and CMAQ Funds ..... Dan Moore**

Background: The project solicitation process for the 2019-2021 Surface Transportation Block Grant (STBG) and Congestion Mitigation Air Quality (CMAQ) program funds is currently underway with December 2 being the deadline for jurisdictions to submit their project applications. Per the request of the Policy Committee at their September 2016 meeting, this agenda item will provide a review of how project applications are evaluated and weighted by staff, prior to Technical Advisory Committee (TAC) project funding recommendation to the Policy Committee.

Attachments: #3 – Memo, CMAQ Emissions Benefits Analysis (example)

Action Requested: None – discussion item

6. RVMPO Planning Update.....Dan Moore

- Update on Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reduction Targets (memo attached).

7. Public Comment.....Chair

8. Other Business / Local Business .....Chair
Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

9. Adjournment .....Chair
The next MPO Policy Committee meeting is scheduled for Tuesday, November 22 at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, November 15 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, November 9 at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

Attachment #1
(Agenda Item 2)

SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
SEPTEMBER 27, 2016

The following attended:

MPO Policy Committee

Member	Organization	Phone
Art Anderson	ODOT	774-6353
Colleen Roberts	Jackson County	
Darby Strickler	City of Talent	
Rich Rosenthal	City of Ashland	941-1494
Ruth Jenks	City of Eagle Point	
Mike Zarosinski	City of Medford	
Tonia Moro	RVTD	

Staff	Organization	Phone
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446

Others Present -

Name	Organization	Phone
Alex Georgevitch	City of Medford	774-2114
John Vial	Jackson County	
Mike Baker	ODOT	

1. Call to Order / Introductions/ Review Agenda -
In the absence of the Chair and Vice Chair, Art Anderson called the meeting to order at 2:00:p.m. The Committee began with introductions.

2. Review / Approve Minutes -
Dan Moore passed out copies of the Application Packet for STBG and CMAQ Projects.

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

On a motion by Rich Rosenthal, seconded by Tonia the minutes the previous meeting were approved as presented. Art Anderson abstained.

3. Public Comment -
None.

Public Hearing:

Mr. Anderson read the procedure for the public hearing.

2015-2018 Transportation Improvement Program (TIP) & 2013-2038 Regional Transportation Plan Amendments (RVTD sponsored)
Dan Moore presented the September 20, 2016 memo, explaining that the Policy Committee is being asked to consider approval of the following amendments to the 2013-2038 Regional Transportation Plan and 2015-2018 Transportation Improvement Program. The 21-day public comment period and public hearing were advertised in the Medford Tribune, and information has been available on the RVMPO website since that date. The RVMPO TAC has recommended approval of the amendments.

The amendments include:

A. Amendment to RTP & TIP: *RVTD-5339 Bus & Facilities Program-Small Urban (15-17) KN 19954*
Description: Bus replacement for small urban public transit service.
FFY: 2016
Federal Funds: $ 852,435 Match: $ 97,565 (State) Total: $ 950,000
Total All Sources: $ 950,000

B. Amendment to RTP & TIP: *RVTD-5310 FTA Enhanced Mobility Program (2016)*
Description: Mobility management, purchase service. Designed to assist veterans achieve more mobility.
FFY: 2016
Federal Funds: $ 401,786 Match: $ 50,223 (State) $50,223 (RVTD)
Total: $ 502,232
Total All Sources: $ 502,232

The Chair opened the public hearing

In support: None received

In opposition: None received

The Chair closed the public testimony.

On a motion by Tonia Moro, seconded by Darby Strickler, the Amendments to RTP & TIP: *RVTD-5339 Bus & Facilities Program-Small Urban (15-17) KN 19954,* and the *RVTD-5310 FTA Enhanced Mobility Program (2016* were unanimously approved by voice vote.

Action Items:

5. Unified Planning Work Program (UPWP) Amendments

Dan Moore explained that the UPWP budget needs to be amended to reflect changes in the amounts of FHWA and FTA 5303 planning funds allocated to the MPO. FHWA planning funds for the RVMPO need to be reduced $43,537 from $465,431 to $421,894. FTA 5303 planning funds need to be reduced $850 from $84,588 to $83,738. Combined, FTA 5303 and FHWA fund reductions for the RVMPO total $44,387. The reason for the reductions in funding is that ODOT revised the funding estimates without notifying the RVMPO until after the UPWP was adopted and the IGA sent for signature.

The RVMPO was inadvertently left off of a February, 2016 email notification from ODOT that went out to the Oregon MPOs with the changes to MPO funding allocations. A total of **$44,387** needs to be deducted from some of the current UPWP work tasks to balance the budget.

A list of proposed deductions was shared with the TAC. In order to accommodate the reductions, some staff hours were reallocated to other projects (i.e., RVTD Transit Plan, Rogue River TSP and Gold Hill LSNP). Most UPWP tasks have contingency funds built into the budget that can be used, if necessary, on the task budgets below that are being reduced. There is approximately $27,000 in contingency funds available. The original and revised budget sheets are attached to this memo. The proposed deductions will not affect the MPO's ability to complete the work tasks identified for reductions. If the MPO had the correct funding amounts to begin with, the work task budgets below would have been proposed for the FY2017 UPWP.

The TAC voted unanimously voted to recommend Policy Committee approval of the UPWP changes.

Proposed UPWP Amendments:

1. Under Task 2.0 Short Range Planning, Subtask 2.1 TIP Activities; deduct **$8,537** in FHWA planning funds.

Subtask 2.1 *Metropolitan Transportation Improvement Program (MTIP); Annual Projects Listing*

Work Task Budget: ~~$92,787~~ $82,250
FHWA MPO Planning Funds ~~$82,371~~ $73,834
FTA 5303 Metropolitan Planning Funds, $8,000
RVMPO Dues, $1,500
In-Kind Match, $916

2. Under Task 2.0 Short Range Planning, Subtask 2.2 Air Quality Conformity; deduct **$6,000** in FHWA Planning funds.

Subtask 2.2 Air Quality Conformity/SIP Implementation
Work Task Budget: ~~$29,687~~ $23,687
FHWA MPO Planning Funds, ~~$23,000~~ $17,000
FTA 5303 Metropolitan Planning Funds, $6,000
RVMPO Dues, $0
In-Kind Match, $687

3. Under Task 2.0 Short Range Planning, Subtask 2.3 Local Jurisdiction Technical Assistance; deduct **$2,000** in FHWA planning funds.

Subtask 2.3 Local Jurisdiction Technical Assistance (state Transportation System Plan/Other)
Work Task Budget: ~~$5,229~~ $3,229
FHWA MPO Planning Funds, ~~$3,000~~ $1,000
FTA 5303 Metropolitan Planning Funds, $2,000
In-Kind Match, $229

4. Under Task 3.0 Long Range Planning, Subtask 3.2 RTP Implementation/Safety, Regional Problem Solving integration; deduct **$2,000** in FHWA planning funds.

Subtask 3.2 2013 – 2038 RTP Implementation/Safety, Regional Problem Solving Integration
Work Task Budget: ~~$14,416~~ $12,416
FHWA MPO Planning Funds, ~~$4,000~~ $2,000
FTA 5303 Metropolitan Planning Funds, $8,000
MPO Dues, $1,500
In-Kind Match, $916

5. Under Task 3.0 Long Range Planning, Subtask 3.3 RTP Update; deduct **$20,000** in FHWA planning funds and $850 in FTA 5303 planning funds.

Subtask 3.3 2017-2042 RTP Development and Adoption
Work Task Budget: ~~$142,251~~ $121,304
FHWA MPO Planning Funds, ~~$82,060~~ $62,060
FTA 5303 Metropolitan Planning Funds, ~~$16,267~~ $15,417
RVMPO Dues, $1,494
In-Kind Match, ~~$1,862~~ $1,765
Region 3 Planning Funds, $40,568

Mr. Moore also explained the automatic, formulaic matching funds reductions. The cuts will not create adverse impacts on the various projects. The MPO traditionally has a contingency fund that carries over from year to year, but it is not expected that this will be needed to cover this change in funding dollars.

On a motion by Ruth Jenks, seconded by Colleen Roberts, the Unified Planning Work

Program (UPWP) Amendments were approved by the Policy Committee on a unanimous vote.

6. RVMPO Planning Update -

- The Project Funding Applications (FFY 2019 – 2021) were presented to the Policy Committee. The MPO can move forward with applications for CMAQ funded projects, with the caveat that the available amounts may change. CMAQ funding levels shown are the reduced amount provided by ODOT in April. Projects are projected with inclusion of Salem and Eugene. Half of the STBG funds go to RVTD. The TAC did not want to wait until ODOT decided on funding formulas, and that the risk (that funding levels might change) was worth taking. Dec. 2nd is the deadline for applications. The evaluation measures were included in the packets. Project evaluations will be made on an number system, with Staff reviewing all the applications. The TAC will make recommendations to the Policy Committee, with presentations also being made to the Committee before final decisions are made. ODOT management and the OTC are taking the comments/objections made on behalf of Metro and the southern Oregon MPOs on the inclusion of Salem and Eugene in the current CMAQ funding pool. All CMAQ funded projects are subject to air quality review.
- Staff will go over the Funding Application scoring protocols at the next meeting.
- The new manager will begin his job on October 3rd.
- The RTP update is moving forward. Air Quality Conformity analysis is underway now, and Staff is currently addressing
- Alternative Measures are under review.
- The Oregon Metro Planning Consortium is meeting on October 7th. The local MPOs will be represented.
- The Greenhouse Gas Advisory Committee will meet on Oct 4th.

7. Public Comment

None received.

8. Other Business / Local Business

- Tonia Moro spoke about the new RVTD routes.

9. Adjournment

The meeting was adjourned at 2:48 p.m.

Scheduled Meetings:

RVMPO PAC	Tuesday, Nov. 15th @ 5:50 pm
RVMPO TAC	Wednesday, Oct. 12th @ 1:30 pm
RVMPO Policy	Tuesday, Oct. 25th @ 2:00 pm

Rogue Valley
Metropolitan Planning Organization

Regional Transportation Planning

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DATE: October 18, 2016

TO: RVMPO Policy Committee

FROM: Ryan MacLaren, Associate Planner

SUBJECT: RTP/TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment to the 2013-2038 Regional Transportation Plan and 2015-2018 Transportation Improvement Program.

The 21-day public comment period and public hearing were advertised on October 5th in the Medford Tribune, and information has been available on the RVMPO website since that date. The RVMPO TAC has recommended approval of the amendment listed. Information on the project(s) is listed, below:

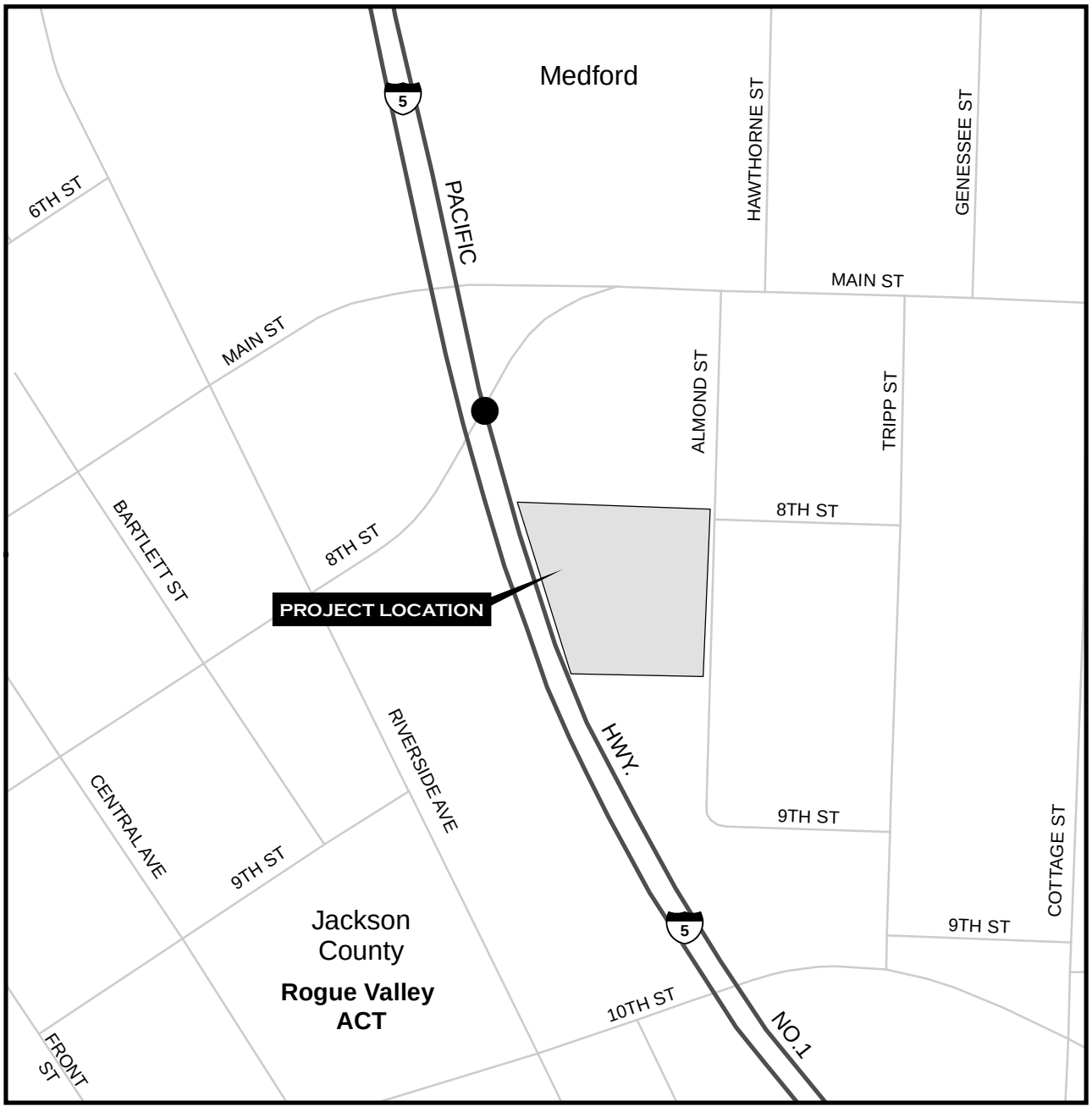
A. Amendment to RTP & TIP: *I-5: Medford Viaduct Protective Right of Way Purchase*

Description: This property is currently bare ground. The owner is preparing to construct a large multi- story apartment building off of Almond Street within very close proximity to the existing bridge structure. It is likely that at a minimum, ODOT will widen the structure to add shoulders, although additional widening could also occur. Even the most minimal widening will require acquisition of this property. Early acquisition is desired so the Department will not have to remove a new building and relocate numerous tenants at a substantially increased cost. The Department has already reached out to the developer and city official.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							$	Source	$	Source		$	Source	
ODOT														
I-5: Medford Viaduct Protective Right of Way Purchase	Acquisition of vacant property for protective ROW I-5	920	Exempt - Table 2, Safety			Planning								
						Design			$ -		$ -			$ -
				20045		Land Purchase	$ 897,300	STP-FLX	$ 102,700	ODOT	$ 1,000,000			$ 1,000,000
						Utility Relocate								
						Construction			$ -		$ -			$ -
						Other					$ -			$ -
					Total FFY15-18		$ 897,300		$ 102,700		$ 1,000,000			$ 1,000,000

STIP PROJECT LOCATION

ODOT REGION 3



I-5: MEDFORD VIADUCT PROTECTIVE RIGHT OF WAY PURCHASE
KEY NO. TBD

LEGEND

PROJECT LOCATION

STATE HIGHWAY CLASSIFICATION

INTERSTATE

STATEWIDE

REGIONAL / DISTRICT

REGIONAL BOUNDARY

COUNTY BOUNDARY

ACT BOUNDARY

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DATE: October 10, 2016

TO: RVMPO Policy Committee

FROM: Dan Moore, AICP, Planning Program Manager

SUBJECT: Project Evaluation Criteria and Ranking Process for STBG and CMAQ Funds

The project solicitation process for the 2019-2021 Surface Transportation Block Grant (STBG) and Congestion Mitigation Air Quality (CMAQ) program funds is currently underway with December 2 being the deadline for jurisdictions to submit their project applications. Per the request of the Policy Committee at their September 2016 meeting, this agenda item will provide a review of how project applications are evaluated and weighted by staff, prior to Technical Advisory Committee (TAC) project funding recommendation to the Policy Committee.

RVMPO Evaluation Measures, Project Funding Criteria Table

The table on the following page provides the evaluation criteria used by applicants and staff in the project submittal and review process. The criteria are directly related to national, MPO, and Regional Transportation Plan goals and requirements. In the project application, the applicant provides information for each applicable criteria using the "How Measured" section of the table.

Project Evaluation Scoring Sheet

Utilizing the information provided by the applicant as to how elements of the project support established criteria, staff completes the Project Evaluation Scoring Sheet. This is done by applying a "Low", "Medium", "High" score/weight for how well each criteria is fulfilled using both best judgement (subjective) and data driven results. A grey-colored table is provided on the scoring sheet that outlines specific calculations and data to be used for certain criteria.

Additionally, for projects seeking CMAQ funding, the blue "CMAQ Qualification" table is completed by staff to determine how well each project may benefit air quality. This is done by using information provided by the applicant and calculations approved by ODOT to determine various benefits such as the projects expected reduction in carbon monoxide per year, for the lifetime of the project, and a cost/benefit ratio (dollar invested per kg reduced).

TAC Recommendation to Policy Committee for Funding Projects

Staff presents the completed evaluation scoring sheet to the TAC in the form of a . The TAC does an in-depth review of the results and uses the completed scoring spreadsheet as a tool to inform their project funding recommendation to the Policy Committee.

Items in red will be part of CMAQ funding evaluation unless specifically disqualified (adds capacity, maintains existing facility/service)

	RVMPO Goal	2013-2034 RTP Goal	MPO Requirements (23 CFR, Part 450.306)	Evaluation Criteria	How Measured
1: ***Mobility***		Plan for, develop and maintain a balanced multi-modal transportation system to address existing and future needs.	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.	1. Safety or security issue addressed; Accident/injury reduction	Describe safety problem, and how project would reduce number and severity of crashes. **(If project demonstrates air quality benefit it will be evaluated for CMAQ.)**
				2. Congestion relief/reduce delay	**Level of Service improvement; idle time reduced. HDV may be calculated separately. (To qualify for CMAQ project must provide cost-effective congestion mitigation that provides an air quality benefit. If project adds capacity, it will not be considered for CMAQ.)**
				3. Promote connectivity (ex: more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet greenhouse emission requirements.
		Optimize safety and security of the transportation system.	Increase accessibility and mobility.	4. Population # served (ADT; pop/jobs w/in ½-mi)	Provide traffic count; estimate # jobs and population that will be served by this project. Objective is to show the number of people who will be served by the project. Staff will estimate population & employment using RVMPO model data. Numbers generated will be used to estimate VMT reduction and air quality benefit.
			Increase safety of the transportation system.		
			Increase security of the transportation system.		
2: ***Community Vitality & Livability***	Continue to work toward more fully integrating transportation and land use planning.	Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment and enhances quality of life.	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth and economic development.	1. Benefit to traditionally underserved populations (Low-Income, Minority, Seniors, Children, Limited English Proficiency)	Does the project invest in and/or provide benefit to an area identified in the Title VI and Environmental Justice Plan or the Transportation Needs Assessment for Traditionally Underserved Populations; or meet a need identified in the Needs Assessment?
				2. Support Alternative Measure 2: improve transit accessibility	Is the project located along existing/planned transit route? Does the project promote or support an increase in housing along fixed route transit? Level of density w/in ¼ mile buffer of project area.
				3. Support Alternative Measure 5: Increase % housing in Activity Centers. Support Alternative Measure 6: Increase % employment in Activity Centers.	Is the project located in an Activity Center? Link to map here. Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship.
		Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	4. Benefit to freight movement, commercial traffic	Describe the benefit to movement of commercial vehicles. **(If project reduces truck VMT or emissions – esp. pre 1986 trucks – project will be evaluated for CMAQ).**
3: ***Transportation Options***	Increase integration and availability of transportation options.	Use incentives and other strategies to reduce reliance on single-occupant vehicles.		**1. Encourage/support SOV reduction; Reduce auto dependence**	**Does the project reduce SOV use; what elements of project contribute?**
				2. Support Alternative Measure 1: increase transit, bike, ped mode share	**Describe how the project will increase use of alternative modes.**
				3. Support Alternative Measure 3: increase bike facilities	**Provide total length of bicycle facility, service to/within/between Activity Centers, and/or describe other improvement.**
				4. Support Alternative Measure 4: increase sidewalks on collectors, arterials in Activity Centers	**Provide total length of qualifying sidewalks/paths.**
4: ***Resource Conservation***	Incorporate environmental and energy conservation into the RVMPO planning process.	Maximize efficient use of transportation infrastructure for all users and modes.	Promote efficient system management and operation.	1. Address/mitigate environmental impacts	Describe project's benefit to natural environment. Does project include conservation features (ex. permeable surface).
				2. Air quality benefit, long term including NOX and VOC.	**If there are air quality benefit in addition to responses provided to RED-TEXT criteria, describe. Emission reductions and cost/benefit analysis will be done based on responses provided to items in red. Numbers supplied or staff-generated for Mobility item 4 will be used in this analysis.**
				3. Reduce greenhouse gas emissions (CO)(1)	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? (It's anticipated that projects contributing to the Alternative Measures will reduce GHG emissions.)
		Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.	4. Use emerging/new technology	Describe technology to be incorporated into project.
				5. Preserves existing transportation asset	How does the project extend the life of facility without the construction of new facilities? Does the project refurbish existing facility? **(If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)**
				6. Reduce VMT	Reduction formula based on project type
				7. Improve system efficiency	Describe efficiency: Facility able to handle greater ADT without expansion; Improve other transportation function with smaller investment; reduced operational costs; other?
				8. LIfespan	Useful life of investment. For roadway projects, uniform lifespan applies as determined by predominate material used: concrete = 30 yrs; asphalt = 20 yrs; bike lanes = 20 yrs
				9. Other public, private funding sources (leverage)	List overmatch, other funds

(1) Greenhouse gas emissions can be reduced by reducing congestion, increasing operational efficiency, supporting alternative modes reducing use of combustion vehicles, and shifting to lower-carbon fuels (http://www.deq.state.or.us/aq/committees/lowcarbon.htm).

RVMPO Project Evaluation, 2019 - 2021

App #	Agency	Project Name/Description	Total Cost	Amount Requested	Functional Class	Safety	Congest Reduct	Connec-tivity	# Served (1)	*Total Mobility*	Under-served Pop (2)	Housing @Transit Routes (3)	Mixed Use	Freight (4)	*Total Livility*	SOV Reduct	Encourage Alt. Mode	Bike	Ped	*Total Transpo Options*	Mitigate Enviro Impacts	AQ Benefit (5)	GHG Reduct (6)	New Tech	Increase Facility Lifespan	VMT Reduction: Miles/Yr (7)	VMT Reduction: Grant $/Mile	Efficiency	Lifespan (years) (8)	Leverage (Federal Share)	*Total Resource Conservtn*
						Mobility					**Community Vitality/Livability**					**Transporation Options**					**Resource Conservation**										
1									Pop: Emp: (1)	*0*					*0*					*0*						#DIV/0!			#DIV/0!	*0*
2									Pop: Emp: (1)	*0*					*0*					*0*						#DIV/0!			#DIV/0!	*0*
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4									Pop: Emp: (1)	*0*					*0*					*0*						#DIV/0!			#DIV/0!	*0*
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CMAQ $ Total*	CMAQ Qualification: CO (Medford UGB) kg Reduct/yr	CO $/kg	CO kg Reduct X Lifespan	CO $/ Reduct Lifespan	CMAQ Qualification: PM_{10} (RVMPO area) kg Reduct/yr	PM_{10} $/kg	PM_{10} kg Reduct X Lifespan	PM_{10} $/Reduct Lifespan	CMAQ Program Priority: Diesel Retrofit	Congestion Reduction

Note: If benefit is less than 1 kg, the cost over the lifespan is equal to the $ amount requested

0 = No identifiable link to criteria

1 = Low, Does little to fulfill criteria

2 = Medium, Contributes to criteria

3 = High, Strongly supports criteria

1. RVMPO TAZ Data: Population, employment w/in 1/2-mile of improvement

2. Based on Transportation Needs Assessment for Tradtionally Underserved Populations and Title VI & Env. Justice Plan
   - 1 = Minor population impact, investment located within Title VI & EJ Plan mapped population area
   - 2 = Moderate population impact, investment located within/along an Area of Concern (in Needs Assessment)
   - 3 = Significant population impact, project addresses identified need in Needs Assessment

3. RVTD pop., employment from Land Use Conditions Summary, RVTD District Boundary Assessment, Spring 2011

4. Assumes one truck/day @ each station (21*365); Trucks stop for 10 hrs. rest

5. Air Quality --Benefit considers: Emission reductions beyond those identified in CMAQ analysis; Cost effectivenes of air quality improvement (based on VMT reduction and population served); and Overall results of CMAQ analysis

6. Greenhouse Gas Reduction -- Benefit considers: Support for efficient urban form (downtowns and activity centers, compact and mixed-use development, transportation options); Reduced combustion vehicle use; and Shift to lower-carbon fuel. Scoring as follows:
   - 1 = Addresses one of three category criteria
   - 2 = Addresses two of three category criteria
   - 3 = Addresses all three category criteria

7. VMT reduction per TPR allowance of 10% VMT reduction for adding sidewalks and bike facilities in Activity Centers; assumed 5% VMT reduction in all other locations. Annual VMT Reduction = daily VMT reduction (Less ADT*TripDistance)*365.

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION
REGIONAL TRANSPORTATION PLANNING
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CMAQ Project Analysis

Project Name:	E. Nevada Street Extension
Applicant:	City of Ashland
Date of Analysis:	January 31, 2014

Project Description
The E. Nevada St. extension project involves construction of a new 0.12 mile paved roadway, including a bridge, which links the existing terminus of E. Nevada St. and N. Mountain Ave., providing balance and mobility to the transportation system. Nevada St. is classified as an avenue in the City's Transportation System Plan. The project provides an additional route for local and regional multimodal east-west travel. The new project will include bicycle lanes, sidewalks, parkrow, providing connectivity to the Bear Creek Greenway and allow for a future transit route.

Analysis
Implementation of this project will impact PM_{10} emissions based on assuming a trip distance reduction and a mode shift. The analysis will examine reductions in PM_{10}. PM10 emission factors for paved roadways are derived from the RVMPO Air Quality Conformity Determination (AQCD) for the 2013 – 2038 RTP.

Assumptions used in this analysis:
1. Volume (ADT) = 2,977 (based on 10/16/2013 TPAU analysis, predicted Peak Volume = 13% of ADT)
2. Trip Distance Reduction (miles) = 1.5 (estimated trip distance reduced: N. Mountain Avenue, E. Nevada Street to Siskiyou Boulevard)
3. Project Length (miles) = .12
4. Trip Length (miles) = 5.4 (average vehicle trip length in RVMPO)
5. Paved Road PM_{10} Production Rate = 0.00069 kg/mile (RVMPO AQCD, Hi ADT)
6. Days of use = 365

PM_{10} Analysis

Daily Paved Road PM_{10} Production = (Project Length*0.00069*ADT) = .2465 kg
VMT Reduction #1 = (ADT*Trip Distance Reduction) = (2,977 x 1.5) = 4,465.5
VMT Reduction #2 = (ADT*5% bike/ped mode shift reduction*Trip Length) = 148.85
Daily PM_{10} Reduction = ((VMT Reduction #1 + #2)*0.00069 kg) = 3.1839 kg
Daily Benefit Reduction Less Production = (3.1839 kg - .2465 kg) = 2.9374 kg
PM_{10} Annual Reduction = (2.9374 kg/day*365 days) = 1,072.15 kg

Oregon
Kate Brown, Governor

Department of Land Conservation and Development
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2540
Phone: (503) 373-0050
Fax: (503) 378-5518
www.oregon.gov/LCD

Advisory Committee on
Metropolitan Transportation Planning and
Greenhouse Gas Reduction Targets

Policy Approaches to Integrating and Improving Metropolitan Planning Requirements in the Transportation Planning Rules

Advisory Committee Meeting #4
October 4, 2016

Background

Chapter 660, Division 12 of the Oregon Administrative Rules (known as the Transportation Planning Rules, or TPR) includes requirements for how local governments and Metropolitan Planning Organizations (MPOs) in metropolitan areas coordinate planning for land use and transportation systems to increase transportation choices. There are two reasons why we are re-examining these planning requirements in the TPR:

- Scenario planning for Greenhouse Gas (GHG) reduction is closely related to metropolitan land use and transportation planning. There is an opportunity to better integrate GHG emissions reductions efforts into planning; and
- The existing metropolitan planning process in the TPR can be confusing and difficult to administer.

Integrating Scenario Planning for GHG Emissions Reduction

Scenario planning efforts have now occurred to some degree in half of the state's metropolitan areas. A common set of actions have been identified that must be taken in order to meet GHG emissions reductions goals. These actions are similar to those that metropolitan areas have been required to undertake under the TPR to increase transportation choices. A better integration of GHG emission reductions planning with other land use and transportation planning efforts will reduce duplicative efforts and improve coordination.

Improving the Existing Metropolitan Planning Rules

As changes to the TPR are contemplated, a number of issues with the existing rules have been identified by staff and members of the advisory committee. The existing metropolitan planning requirements in the TPR are fragmented and often difficult to follow. Assignment of

responsibility among local governments in the metropolitan area and the MPO is not clear. The rules attempt to provide for a coordinated planning process in concert with the federally-required Regional Transportation Plan (RTP), but in practice this has rarely worked. MPOs focus on updating the RTP that is required to receive federal funding, and do not have the time or resources to complete state planning requirements. Cities and counties have a wide range of issues at hand, and metropolitan transportation planning requirements are not at the top of the list.

A more detailed list of issues identified by members of the advisory committee and by staff is included as an appendix to this memo. These issues include:

- There are too many local and regional plans and requirements;
- The Regional Transportation System Plan (RTSP) is duplicative and doesn't add value;
- Federal requirements are growing in complexity;
- MPOs have limited resources;
- The existing rules are confusing and ambiguous;
- There are questions about how the state may place requirements on MPOs;
- Adopting an RTSP is a land use decision to be made by local governments, MPOs do not have land use authority;
- Local governments may be hesitant to adopt a regional plan;
- Mobility goals often conflict with land use goals;
- There is a lack of data to monitor performance standards and benchmarks;
- Vehicle Miles Traveled (VMT) reduction measures are difficult to meet, and alternative measure requirements are vague; and
- Changes in geography and modeling tools limit the ability to track progress over time.

Scope of this Memo

Applicability to Certain Metropolitan Areas

These changes are mainly intended to apply to the seven smaller metropolitan areas in Oregon, and not the Portland metropolitan area. Metro has a role as the MPO for the metropolitan area, but also has regional land use planning abilities and responsibilities as the only metropolitan service district in the state. Many of the issues about proper governmental roles do not apply in the same way to Metro and the local governments in the Portland metropolitan area. State metropolitan planning requirements will continue to not apply to the two small Oregon portions of Washington State-based metropolitan areas.

Policy Approaches

This memo describes several broad approaches for changing the process of transportation planning in metropolitan areas, but does not get to a level of details that would include the substance of rule amendments. This committee will be asked to make a recommendation about the preferred approach to the Land Conservation & Development Commission (LCDC) in late 2016 or early 2017, but the current process will not get to the point of drafting new rules. The work to implement the recommendations, including amendments to the TPR could be conducted later in 2017 by reconvening this advisory committee, or recruiting a new committee. This

advisory committee is also working on a related effort to update GHG targets, and those updates are expected to be adopted in the current process.

The potential changes to the TPR could fall into one of three categories, each requiring a different level of staff and committee effort:

- Clarification – The TPR status quo would be largely maintained, with clarification throughout as needed to address ambiguity in responsibilities or other specific issues.

- Menu of Options – More substantial changes to the rules would give cities and counties more options for how they increase transportation choices, including options for who does the planning work, how performance is measured, and benchmarks.

- Reorganization – The portions of the TPR having to do with transportation planning for all cities and counties (rules 0010 through 0055) would be reorganized, to integrate the requirements for cities and counties in metropolitan areas, and to give more options for those cities and counties.

There are also policy options that would require statutory changes. These are outside the scope of this memo, which explores policy options within LCDC's existing rulemaking authority.

Clarifying Responsibilities for Metropolitan Planning

Role of MPOs

The ambiguity in the current TPR can give the impression that MPOs are required to comply with some of the rules. The rule amendments would clearly give the responsibility to cities and counties for state-required work, so that MPOs can focus on federal requirements. Of course the cities, counties and the MPO would coordinate, and could even choose to collaborate on planning projects, but the TPR would be clear that cities and counties, not MPOs, will be held responsible for meeting state requirements to increase transportation choices. Although MPOs would not have obligations under the TPR, the rules would recognize the importance of federal requirements (e.g. 23 USC 124, 49 USC 5303, and 23 CFR 450) and ensure that local transportation system plans provide the information that MPOs need to prepare the RTP.

Role of Cities and Counties

Cities and counties within a metropolitan area would be individually responsible for meeting state planning requirements. Of course, cities and counties could choose to cooperate to do the planning work in several ways:

- Lighter regional cooperation: Each city or county plans individually for their geography. Information from local plans is used by the MPO to create the RTP.

- Moderate regional cooperation: Cities and counties work together on a regional planning document that meets state planning requirements. Each city or county incorporates relevant sections of the regional planning document in into their local transportation

system plan. Information from the regional document and from local TSPs is used by the MPO to create the RTP.

- Heavier regional cooperation: Cities, counties, and the MPO enter into an intergovernmental agreement to create a single document that meets state requirements and federal requirements as the RTP. The document is adopted by cities, counties, and the MPO policy board.

Local governments would choose the level of regional cooperation they desire in order to accomplish the required planning efforts.

Exemptions

Small cities (e.g. population below 2,500) in metropolitan areas could be exempted from state requirements to plan for increasing transportation choices, either automatically or by request. Counties that have direct land use authority for a significant population (e.g. over 2,500) outside of city limits but inside the metropolitan area would be included, but other counties could be exempted. Counties with territory in multiple metropolitan areas would only be required to address the requirements in their primary metropolitan area. Exempted jurisdictions would be welcome to plan for increasing transportation choices on a voluntary basis.

Options for Increasing Transportation Choices

All cities and counties would have a wider menu of options to meet planning requirements to increase transportation choices:

- Option A: Cities and counties could use a set of standards and benchmarks defined by the state to measure increasing transportation choices. This would be a "safe harbor" provision. Local transportation system plans would show how the selected projects would meet the benchmarks.

- Option B: Individual cities or counties could develop their own set of standards and benchmarks to measure increasing transportation choices, subject to review and approval by LCDC. Local transportation system plans would show how the selected projects would meet the benchmarks.

- Option C: Regions under heavy regional cooperation could develop and implement a scenario plan that meets the GHG emissions reduction target for the horizon year of the RTP, and benchmarks measuring progress towards the scenario. Local transportation system plans would show how the selected projects would meet the benchmarks in the adopted scenario.

- Option D: Regions under heavy regional cooperation could develop and implement a plan that results in a 5% reduction in VMT per capita at the 20-year horizon of the RTP.

Some of these choices are similar to requirements in the existing rules to increase transportation choices. The updated rules would make it clear that cities and counties have a choice in how they

meet the requirements, and would provide a wider range of options. Cities and counties could change options when updating plans.

Topics for future discussion

This memo explores some broad policy approaches for amending the TPR requirements for the metropolitan transportation planning process. It does not attempt to address all of the issues that would need to be resolved to amend the TPR. Listed below are some, but not necessarily all, of the issues that would be need to be discussed at future meetings of this advisory committee, or in a future process that follows from these the recommendations of this advisory committee.

Reporting on Standards

The TPR requirements for reporting have not worked well. Reporting requirements would need to be revised to reflect the chosen policy approach, to clarify responsibilities, and to set a workable schedule.

Timing & Frequency of Plan Updates

The existing rules were written in a time when Periodic Review requirements would ensure that local jurisdictions regularly revisit planning requirements. Now, most jurisdictions do not have to engage in Periodic Review. Aside from the federal RTP updates, there are few triggers to provide for updates to local and regional plans. The TPR could require updates to local TSPs when benchmarks are not met, or on a regular schedule.

Consistent Horizon Years

Currently, regions have a multitude of local and regional transportation and land use plans, population forecasts, and models that start and end at different years. This makes coordinated development of plans difficult. Updated rules should allow for easier coordination of horizon years, likely based on RTP horizon years.

APPENDIX A

Summary of Comments on Metropolitan Planning Experiences

Overview

At the second advisory committee meeting on July 6, participants were asked a series of questions about the existing metropolitan transportation planning requirements, and how they were working for each area. Metropolitan areas were asked about their progress toward adopting and reviewing Regional Transportation System Plans (RTSPs), the required inclusion of standards and benchmarks demonstrating increasing transportation choices, and ongoing evaluation of progress towards meeting those benchmarks.

Participants from metropolitan areas provided information about successes, areas that were not working well, and some suggestions for improvements. Advisory committee participants not affiliated with a metropolitan area were asked to respond more generally on their views of the issues or difficulties local governments face with the existing rules, and to also provide suggestions for improvement.

This memo provides a general summary of many of the common issues raised at the second advisory committee meeting. This summary is not intended to be an exhaustive list of every concern expressed. This memo includes a summary of process, legal, and technical issues, as well as a summary of potential opportunities for improvement.

Summary of Process Issues

- There are **too many plans and requirements**. In many areas, local Transportation System Plans (TSPs), RTSPs, and Regional Transportation Plans (RTPs) have plan elements, geographies, and timeframes that are both overlapping and inconsistent. Some of the requirements for these plans are the same or very similar. However, other mandates require additional work, or work that varies enough from other requirements to require duplicative work.
- The **RTSP is duplicative** and doesn't add value to the planning process. As mentioned above, the RTSP is often seen as duplicative with other local and regional planning efforts. There are questions about how the RTSP actually affects transportation planning decisions.
- **Federal requirements are growing in complexity**. With the continued implementation of performance requirements mandated by *MAP-21* in 2015's federal transportation bill, *FAST*, metropolitan areas are faced with increasing levels of planning and reporting complexity. While it may be possible to leverage some of these activities for state-required planning efforts, the current state of these requirements continues to be in flux as federal administrative agencies have continued to develop and refine requirements over a number of years.
- **MPOs have limited resources**. Federal planning funds delivered to Metropolitan Planning Organizations (MPOs) for development of the RTP cannot be used to complete

state required RTSPs. Funding for planning at all levels is limited and using resources to complete duplicative or unnecessary work is not productive.

- **The rules are confusing**. There is ambiguous language in the Transportation Planning Rules (TPR) concerning the roles and responsibilities of local governments in metropolitan areas as well as the MPOs themselves. The rules could be clearer about who does what, and should respect the scope of responsibility of each entity.

Summary of Legal Issues

- There is **questionable legality of state mandates** on federally-required organizations. The state may have limited ability to place requirements on MPOs, which are creations of federal transportation planning requirements. MPOs are required to be chartered by the governor, however, and other states do have a more robust set of responsibilities for their MPOs.
- **Adopting an RTSP is a land use action**. MPOs are not land use planning agencies, and have limited authority. The TPR does require land use actions to be taken by local governments. However language regarding adoption of RTSPs is not clear, and has been interpreted differently in different places.
- **Local governments are hesitant to adopt a regional plan**. Some participants noted that local jurisdictions are apprehensive about adopting plans that include areas outside their planning areas. There are also concerns about how local governments set and follow up on regional benchmarks.
- **Mobility goals often conflict** with land use goals. Some requirements for performance on state highways and some local streets are in conflict with the urbanizing character of many communities in metropolitan areas. Some changes to the Oregon Highway plan (OHP) and TPR in recent years have addressed this in some cases. More work may be needed.

Summary of Technical Issues

- There is a **lack of data availability** to appropriately monitor benchmarks. This is an issue of resources for data collection activities, as well as a lack of clear responsibility for collecting and analyzing data. Participants noted that local and regional data sources were not always in alignment.
- The **VMT reduction measure is difficult to meet**, and alternative measures are vague. The TPR has been evolving over the years to address VMT reduction in metropolitan areas. The original requirement was a large reduction in VMT per capita. When this was found to be unreasonable, a variety of alternatives were added to the rule. However these rules are not clear. Different metropolitan areas handle these rules in varying ways.
- **Changes in geography and model** limit the ability to track progress over time. The boundaries of MPOs change as often as every ten years. In some cases, as with the Rogue Valley MPO, these changes can be substantial and include new jurisdictions. MPOs also

continue to update models used to plan for the future. These changes over time make it hard to compare "apple to apples" from one year to the next, and over the planning horizon.

Summary of Potential Opportunities

These are potential opportunities mentioned by advisory committee participants.

- **Merge processes** to achieve overlapping goals. Many participants noted that the varied concerns about duplicative plans and requirements could be addressed by merging multiple processes. Issues to be worked out would include concerns about jurisdiction, geographies, and roles of plans and organizations.
- **Require TSPs to have performance measures**. Current rules are ambiguous about the responsibility to adopt performance measures, what performance measures should measure, and how they are to be used over time. Clear requirements to adopt performance measures as part of TSPs may address some of these concerns.
- MMAs, corridor plans, and other localized **planning often show reductions** in VMT. Recent revisions to the TPR have introduced the Mixed-Use Multimodal Area (MMA) as a tool for communities to allow denser development in appropriate areas by accepting more congestion. This tool has not yet been extensively adopted, but its availability as well as local corridor and district planning that has occurred in many communities points the way towards reducing Vehicle Miles Traveled (VMT) in key areas. Future rules could emphasize this work.
- **Rewrite the TPR** with clear purpose, goals, and responsibilities. Many of the issues that have been identified have to do with unclear rules and responsibilities, and duplication of effort over multiple plans, entities, and geographies. Rewriting portions of the TPR could rationalize and clarify how transportation planning work is accomplished in metropolitan areas in Oregon.