

AGENDA

Rogue Valley Metropolitan Planning Organization Policy Committee



Date: *Tuesday, February 23, 2016*

Time: *2:00 p.m.*

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

Transit: served by RVTD Route #40

Phone : *Sue Casavan, RVCOG, 541-423-1360*

RVMPO website : www.rvmpos.org

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)

Action Items:

4. **Strategic Assessment Final Report** **Scott Turnoy, ODOT/Cody Meyer, DLCD**

Background: ODOT and DLCD finished work on the Strategic Assessment Final Report. Staff will provide an overview of the key findings. The TAC recommends acceptance of the final report.

Attachment: #2 – Strategic Assessment Final Draft Report

Action Requested: Accept the final report and discuss possible next steps.

5. **Elect Chair and Vice Chair**..... **Dan Moore**

Background: The Policy Committee Bylaws call for the committee's election of chair and vice chair during the first meeting in February. Newly elected officers will serve for one year beginning at the close of today's meeting.

Action Requested: Elect chair and vice chair.

6. **Proposed RVMPO Dues / Review Draft Work Plan 2016-2017** **Dan Moore**

Background: The Policy Committee sets member dues annually as part of the adoption process for the Unified Planning Work Program (UPWP). Staff is seeking approval on proposed dues for FY2017 and suggestions for changes to the draft Work Program. The TAC recommends approval of the proposed dues for next fiscal year.

Attachment: #3 – Memo, FY2017 RVMPO Dues and UPWP discussion

Action Requested: Approve member dues, comment on UPWP

7. Greenhouse Gas Target Rule Advisory Committee.....Dan Moore

Background: At its May 2015 meeting the Land Conservation and Development Commission (LCDC) completed its review of the Metropolitan Greenhouse Gas (GHG) Targets Rule. LCDC approved the Target Rule Review Report. It also agreed with the department's recommendation that the target rule should be updated to set targets for the year 2040. The commission is establishing a single advisory committee to function as the rulemaking advisory committee for the target rule amendments and to review of the process of metropolitan area transportation planning. The advisory committee would likely include an LCDC commissioner, a commissioner from the Oregon Transportation Commission, staff from the Oregon Department of Transportation, a representative from each metropolitan area, other interest groups, and the general public.

Attachment: #4 – DLCD GHG Target Rule Review Flyer

Action Requested: Consider designating a Policy Committee member to serve on the Target Rule Advisory Committee

8. RVMPO Planning Update.....Dan Moore

9. Public Comment.....Chair

10. Other Business / Local BusinessChair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

11. AdjournmentChair

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

- The next MPO PAC meeting is scheduled for Tuesday, March 15 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, March 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 SUE CASAVAN, 541-423-1360. 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.

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
JANUARY 26, 2016**



The following attended:

MPO Policy Committee

Members	Organization	Phone Number
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Mike Baker for Art Anderson	ODOT	774-6353
Bruce Sophie	City of Phoenix	535-1634
Colleen Roberts	Jackson County	535-1634
Ruth Jenks	Eagle Point	941-8537
Michael Zarosinski	Medford	

Staff -

Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Ryan MacLaren	RVCOG	423-1338
Andrea Napoli	RVCOG	

Others Present -

Name	Organization	Phone Number
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Mike Montero	Montero &	944-4376
Alex Georgevitch	Medford	774-2114
Tonia Morrow	RVTD Board	973-2063
Al Densmore	J Watt & Assoc.	601-0704
Paige Townsend	RVTD	
Alex Georgevitch	Medford	
Sheila Lyons	ODOT Bike/Ped	
Constance Wilkerson	United Way	

Mike Kuntz

Jackson County

1. Call to Order / Introductions/ Review Agenda -

Vice Chairman Bruce Sophie called the meeting to order at 2:05 p.m. Committee began with introductions.

2. Review / Approve Minutes -

The Vice Chairman asked if there were any additions or corrections to the December 15, 2015 meeting minutes.

On a motion by Colleen Roberts, seconded by Rich Rosenthal, the minutes were unanimously approved as presented.

3. Public Comment -

None.

Presentation Item:

4. ODOT Draft Bicycle and Pedestrian Plan (OBPP)

ODOT representative, Sheila Lyons, presented an overview of the ODOT Draft Bicycle and Pedestrian Modal Plan. Ms. Lyons briefly mentioned the various local projects that have been part of the Plan. The Oregon Transportation Plan is the overriding document for the seven (7) modal plans. The Policy side of the plan constitutes the modal plan. It is exclusively a policy document. A centralized website will soon be available to access the all the Plan elements and comments can be made through the site. The current Plan was adopted in 1995. The 90 day public comment period opened on Nov. 13, 2015. Design Standards Rules & Regulations and Project Lists have been removed. The OBBP is the biking/pedestrian element of the Oregon TSP, covering the next 25 years.

Key Plan Changes:

- Maintenance
- Inventory
- Design
- Prioritize
- Speeds
- Linkages
- Equity
- Data

Plan Components:

Chapter 1. Introduction

Chapter 2. Background – Benefits of walking/biking, Challenges & Opportunities

Chapter 3. Policies & Strategies –

- Safety
- Connectivity
- Health
- Mobility

- Community/Economic Vitality
- Equity
- Sustainability
- Coordination, Cooperation, Collaboration
- Strategic Investment, Needs, Policy Support, Funding Sources
- Implementation, Roles & Responsibilities, Key Initiatives
- Plan Performance Measures – Utilization, Transit Access, ID Data Needs, Fatalities & Serious Injuries, Safety Perception

Chapter 4. Investment Considerations

Policies/strategies directions for biking/walking planning and investing include:

- Construction
- Maintenance
- Education
- Outreach
- Program Activities

Chapter 5. Implementation

A mix of stakeholders (federal, regional, local, businesses, transportation providers, etc.) contributed through a PAC, TAC (external stakeholders), Plan Coordination Team (internal), stakeholder interviews listening meetings, Area Commissions on Transportation, and other outreaches. Over the next three months, ODOT will conduct a series of public outreach throughout the State. Public comment will end on February 18, 2016. ODOT staff and the PAC will review comments, and make recommendation to the Oregon Transportation Commission in spring/summer, 2016.

Rich Rosenthal asked if the **OBPP Power Point** could be shared with the Policy Committee. The Executive Summary will also be made available to everyone through the website. Ms. Lyons shared that the comments coming in relate to the draft Plan not being strong enough at this point. Bruce Sophie shared his concerns about local bicycle and sidewalk safety issues, and said it was an appropriate time to be addressing these issues. The Plan is designed to prioritize solutions to those issues with respect to Project Lists.

The RVMPO, other agencies, the public are invited to review and comment on the draft.

Action Item:

5. Regional Transportation Plan (RTP) - 2042 RTP Goals, Policies, Potential Actions & Performance Indicators

Ryan MacLaren presented **RTP Goals & Policies** to the Policy Committee. This final version includes all of the input and recommendations from the PAC and TAC, both of which recommended approval of the final document.

Staff went over the changes that resulted in the document's final wording. The overall goal was to make the Goals & Policies more user friendly, and easier to implement.

Goal 1 –

Goal 1: Design, develop, and support a balanced multi-modal transportation system which will address existing and future needs.

Policies

1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all modes and users.

1-2: Utilize design standards, landscaping and other amenities as transportation facilities are developed in the urban areas to encourage transit, pedestrian and bicycle users.

1-3: Develop a user-friendly and comprehensive multi-modal transportation system by using the MPO structure as a forum.

1-4: Support multi-modal and public transportation options by encouraging land use design standards and funding opportunities.

1-5: Establish Long-Term Potential (LTP) corridor areas through the RVMPO where planning for future road connections beyond the planning horizon is apparent.

Potential Actions

- Design projects with space reserved for current and future multi-modal transportation infrastructure connections.

Performance Indicators

- a) Increase the proportion of regional corridors serving no less than three modes.
- b) Continuing developed use of “streetscapes,” such as benches, planters, and traffic calming.
- c) Growth in transit, pedestrian and bicycle use.
- d) Improved quality and safety of multi-use paths
- e) Improved conditions for the safety and mobility of freight routes.

Goal 2

Develop, optimize, and coordinate current procedures for the Safety and Security of the Transportation System.

Policies

2-1: Coordinate with Federal, State and local agencies to promote traffic safety education and awareness.

2-2: Catalogue and rank crash-prone areas, placing a higher priority on transportation investments correcting safety deficiencies for all modes of transportation.

2-3: Coordinate with incident-response agencies to design and operate a transportation system supporting timely and safe incident response.

2-4: Reduce vulnerability to the public, goods movement, and critical transportation infrastructure to crime, incidents and natural hazards.

2-5: Plan, manage and support development of alternate transportation routes in response to regional incident needs.

Potential Actions

- Work together with local, state, and regional providers to maintain coordinated regional emergency and incident response plans.
- Examine all modes of transportation for security deficiencies. Recommendations for improvements are developed and implemented.

Performance Indicators

- Measured reduction in the number and severity of injury and fatal crashes.
- Measured reduction in the number of non-injury and property damage crashes.
- Increase in safety education.
- Incorporate crash history/safety concerns in project evaluation.

Goal 3

Identify and utilize transportation investments to foster compact, livable, and unique communities.

Policies

3-1: Recognize and encourage the connection between transportation efficiency and varying land use types, mixes, and densities.

3-2: Plan and support street and pathway connectivity, including off-road corridors for non-motorized users.

3-3: Identify, plan and support environmentally sensitive and healthy regional transportation options.

3-4: Identify and support funding regional transportation projects which will promote and benefit healthier communities

3-5: Identify and study potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate, Federal, State, and local agencies.

3-6: Identify and consider incorporating into design and planning, areas that represent features of historical value and community identity.

3.7 Identify and support regional strategies which will encourage more efficient use of existing parking facilities.

Potential Actions

- Support local transit oriented development plans and similar measures that improve transportation system efficiency.
- Develop street networks by connecting new and existing neighborhoods
- Identify and engage special populations, especially low-income and minority communities, in the planning process.
- Consult with federal state and local land use management, natural resources, wildlife, environmental protection, conservation and historic protection agencies during the transportation project planning process. Emphasize mitigation actions.
- Support development of local parking management plans.

Performance Indicators

- Measure changes in mixed-use and downtown development.

- b) Measure impacts on open space and identified resource areas (Environmental Considerations chapter of the RTP) using most up-to-date data, including Rogue Valley Environmental Database.
- c) Measure expansion of off-network paths and increase in population and employment with access to paths.
- d) Improve air quality through projects that reduce carbon monoxide, particulates (PM₁₀) and greenhouse gases.
- e) Improve lighting standards in urban areas, where it is appropriate, to reduce light pollution and to be consistent with roadway classifications.

Goal 4

Develop a plan that can be funded and reflects responsible stewardship of public funds.

Policies

4-1: Develop innovative and sound funding policies to implement the RTP. Ensure that costs of planned improvements are consistent with policies.

4-2: Prioritize investments to preserve the existing transportation system.

Potential Actions

- Encourage public-private partnerships and other innovative approaches to maximize resources.
- Support funding mechanisms ~~such as System Development Charges (phrase deleted by Policy Committee)~~ to collect from new developments a proportionate share of facility improvement costs.
- Support, fund, and implement maintenance programs for transportation facilities.

Performance Indicators

- a) Track funding obligations, funding availability.
- b) Review and update project funding criteria using quantitative methodologies to the extent practicable.
- c) Maintain RTP project selection criteria to be consistent with state and federal funding eligibility.

Goal 5

Identify, plan and develop transportation infrastructure which maximizes the efficient use for all users and modes.

Policies

5-1: Analyze the regional transportation system effectiveness by adding or removing traffic signals and signal networks, including interstate access ramp signals.

5-2: Consider and support measures to optimize intersection and interchange design.

5-3: Support an access management strategy to improve traffic flow.

5-4: Identify, develop and effectively integrate technology with transportation infrastructure consistent with the RVMPO Intelligent Transportation System (ITS) program.

5-5: Encourage and consider the use of alternative design standards to minimize the costs and impacts to existing communities

Potential Actions

- Coordinate and link signals to a master control system to optimize system efficiency.
- Utilize interstate ramp meters to control the amount of traffic entering the freeway to maintain acceptable traffic volumes on the interstate.
- Increase intersection capacity through geometric improvements and elimination of turn movements.
- Implement Transit Signal Prioritization on primary transit corridors, where appropriate

Performance Indicators

- a) Measure improvements, upgrades to existing system.
- b) Measure implementation of ITS projects.
- c) Track projects that use innovative, emerging technologies.
- d) Track on-time performance for RVTD.

Goal 6

Identify, develop and support diverse strategies to lessen dependence upon single-occupant vehicles.

Policies

6-1: Support Transportation Demand Management strategies.

6-2: Identify, develop and facilitate alternative parking strategies encouraging walking, car and bicycle sharing, bicycling, car and van-pooling, and transit.

6-3: Identify, plan and enhance bicycle, pedestrian, and transit systems in the region.

6-4: Strive to improve transit services in the region.

Potential Actions

- Implement Transit Signal Prioritization on primary transit corridors, where appropriate
- Encourage infill development by supporting reduced parking requirements where appropriate.
- Support design standards with parking at side or rear of building so pedestrians can access entrances.
- Support park-and-ride standards to place facilities near transit routes.
- Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- Plan for, build and maintain shared roadways for use by all modes.
- Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- Improve pedestrian access to transit.
- Support other forms of public and private transportation such as bus rapid transit, light rail, trolleys, and transit feeder and connector services as the region's population reaches higher thresholds.

Performance Indicators

- a) Track transit service hours and ridership.
- b) Track funding for bicycle, pedestrian and transit projects.
- c) Measure population living within ¼-miles of transit service.
- d) Implement a TDM self-evaluations and reporting process for local jurisdictions.
- e) *Track the number of people who are participating in a TDM program*

Goal 7

Develop, coordinate, and administer an open and balanced process for planning and developing the regional transportation system.

Policies

7-1: Coordinate and support existing and future plans for the regional transportation system in conjunction with land use and development.

7-2: Obtain and organize public input in the regional transportation planning process with innovative outreach methods consistent with the RVMPO Public Participation Plan.

7-3: Coordinate local, state, and regional transportation planning through the RVMPO.

7-4: Formulate decisions which shall be consistent with Federal and State regulations, including the Oregon Highway Plan, the Transportation Planning Rule, and the Clean Air Act.

Potential Actions

- Maintain a website with updated information about all regional planning.
- Support the RVMPO's Technical Advisory Committee, Public Advisory Council, and the Policy Committee for deliberation of regional transportation planning issues.
- Participate in local and regional and national organizations to support RVMPO actions.
- Involve transportation providers in the planning process.

Performance Indicators

- a) Record public participation, comments, attendance at meetings.
- b) Demonstrate linkage of public comments to decisions and plan content.

Goal 8

Evaluate and support regional transportation investments to foster economic opportunities locally and regionally.

Policies

8-1: Accommodate travel demand to create a regional transportation system supporting a robust local economy.

8-2: Evaluate and analyze effects on freight mobility when prioritizing projects, regionally and locally.

8-3: Support transportation projects which will reduce and remove identified barriers to safe, reliable, and efficient freight movement including adequate roadway space for commercial vehicle deliveries, locally and regionally.

8-4: Support transportation projects which will serve commercial, industrial, and resource-extraction lands where an inadequate transportation network impedes freight-generating development.

8-5: Support a comprehensive and versatile regional transportation interface for the efficient movement of goods and people, both locally and regionally.

Potential Actions

- Balance the demand for freight routes with the demands for local circulation.
- Explore the feasibility of developing interurban freight delivery systems.

Performance Indicators

- a) Measure employment change in vicinity of projects.

On a motion by Rich Rosenthal, seconded by Mike Zarosinski, the Regional Transportation Plan (RTP) Goals & Policies, as amended in Goal 4, were unanimously approved by voice vote.

6. RVMPO Planning Update

- The MPO Strategic Assessment modeling is being reconciled for some of the assumptions on emissions analysis. Presentation to the PAC and TAC will be in February. It will come to the Policy Committee at a later date for action.
- Staff asked if anyone would agree to be an alternate to the February meeting of the State MPO Consortium. Colleen Roberts will check her schedule, and will attend if she is able to do so.

7. Public Comment**8. Other Business / Local Business**

- Colleen Roberts mentioned the upcoming evening, public marijuana forum.
- The ODOT Enhance It Program has received three local proposals, which are currently being scoped for the RVACT in May. The Connect Oregon process has received numerous proposals.
- Dan Moore has a Power Point on the FAST program (Fixing America's Transportation), and will share it at the next meeting.
- Tonya Morrow (RVTD) presented draft copies of a bill to create a \$22 million Transit Expansion Fund to issue grants to provide public transportation in rural communities, small communities and certain large communities for maintenance and expansion of public systems. Half of the funding would go to Salem. Member jurisdictions and local MPOs were encouraged to write letters of support to the legislature. Al Densmore shared additional information about the bill, and the benefit of its passage. 1000 Friends of Oregon are supportive of the bill.
- The RVTD Board will meet on Jan. 27th.

On a motion by Tonya Morrow, seconded by Ruth Jenks, Staff was directed to ascertain support for the bill via email to both the RVMPO and MRMPO.

9. Adjournment

The meeting was adjourned at 3:10 PM.

The next **RVMPO PAC** meeting will be Tuesday, March 15, 2016 at 5:30 p.m..

The next **RVMPO TAC** meeting will be Wednesday, February 10, 2016 at 1:30 p.m.



**Rogue Valley
Metropolitan Planning Organization**

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Attachment #3
(Agenda Item 6)

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: February 12, 2016
TO: Policy Committee
FROM: Dan Moore, Planning Program Manager
SUBJECT: FY 2017 RVMPO Dues Recommendation and UPWP Discussion

This memo addresses two related items for the coming fiscal year: setting RVMPO member dues and providing input on the draft Unified Planning Work Program (UPWP). Staff is seeking a final recommendation on the dues for the coming year. Remaining UPWP information is provided for discussion and future comment.

RVMPO Member Dues

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in February 2013. The rate, \$0.16 per capita, would generate a total of \$27,815 for the 2017 fiscal year.

Table 1, below, summarizes population and proposed dues for each jurisdiction. Population estimates are certified July 1, 2015 from Portland State University.

Table 1

RVMPO Proposed 2016-17 Dues			
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2017 Dues
Ashland	20,405	\$0.16	\$3,265
Central Point	17,485	\$0.16	\$2,798
Eagle Point	8,695	\$0.16	\$1,391
Jacksonville	2,880	\$0.16	\$461
Medford	77,655	\$0.16	\$12,425
Phoenix	4,585	\$0.16	\$734
Talent	6,270	\$0.16	\$1,003
White City*	8,439	\$0.16	\$1,350
Jackson County**	27,427	\$0.16	\$4,388
<i>Total</i>	173,841		\$27,815

All population estimates are Portland State University certified (July, 2015)

*White City estimated population is 4% of total county population

** Jackson County estimated population w/in RVMPO boundary & excluding cities is 13 percent of total population

Total Jackson County estimated population: 210,975

Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

Table 2 summarizes anticipated use of FY2017 member dues.

Table 2

Policy Committee Dues, Travel; state, regional, national	\$11,250.00
UPWP Work Activities Support	\$16,565.00
	\$27,815.00

Draft UPWP

Tables on the next two pages summarize spending proposed in the draft 2017 UPWP (Table 3), and the status and changes in program activity (Table 4).

The draft UPWP will be submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Staff is asking jurisdictions, to suggest changes to the draft UPWP, which could be incorporated into a final draft for public hearing in April. The Policy Committee will be asked to adopt the work plan at that time.

Table 3: Summary FY2017 Draft UPWP Activities

RVMPO FY 2017 UPWP BUDGET						
Transportation Planning Funds by Source and Activity						
	FHWA MPO Planning Funds (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks						
1. Program Management						
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$120,000	\$10,988	\$1,257.6	\$12,500	\$0	\$144,746
1.2 UPWP Development & UPWP Progress	\$12,000	\$1,000	\$114.5	\$250	\$0	\$13,364
1.3 Public Education and Involvement Program	\$19,000	\$1,000	\$114.5	\$250	\$0	\$20,364
1.4 Interagency & Jurisdictional Coordination	\$18,000	\$3,000	\$343.4	\$750	\$0	\$22,093
1.5 Grant Writing	\$3,000	\$0	\$0.0	\$0	\$0	\$3,000
Totals	\$172,000	\$15,988	\$1,830	\$13,750	\$0	\$203,568
2. Short Range Planning						
2.1 TIP Activities	\$15,000	\$8,000	\$915.6	\$1,500	\$0	\$25,416
2.2 Air Quality Conformity	\$23,000	\$6,000	\$686.7	\$0	\$0	\$29,687
2.3 Local Jurisdiction Technical Assistance	\$3,000	\$2,000	\$228.9	\$0	\$0	\$5,229
2.4 STP & CMAQ Project Funds Management	\$10,000	\$5,000	\$572.3	\$750	\$0	\$16,322
Totals	\$51,000	\$21,000	\$2,404	\$2,250	\$0	\$76,654
3. Long Range Planning						
3.1 ITS Operations & Implementation Plan Coordination	\$10,000	\$7,000	\$801.2	\$250	\$0	\$18,051
3.2 RTP Implementation/Safety, Regional Problem Solving Integration	\$4,000	\$8,000	\$915.6	\$1,500	\$0	\$14,416
3.3 2017 - 2042 RTP Update	\$28,386	\$14,000	\$1,602.4	\$1,494	\$40,568	\$86,050
Totals	\$42,386	\$29,000	\$3,319	\$3,244	\$40,568	\$118,517
4. Data Development						
4.1 Research & Analysis Program	\$15,000	\$15,333	\$1,754.9	\$4,224	\$0	\$36,312
4.2 Data collection/analysis for Title 6 & EJ	\$3,000	\$1,000	\$114.5	\$4,347	\$0	\$8,461
Totals	\$18,000	\$16,333	\$1,869	\$8,571	\$0	\$44,773
5. Transit						
5.1 (Projects included under Subtasks 3.1 & 3.2)	\$0	\$0	\$0.0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$283,386	\$82,321	\$9,422	\$27,815	\$40,568	\$443,512

(1) FHWA MPO Planning funds are allocated to the RVMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$254,282; Oregon Match: \$29,104 for a Total of \$283,386 for FY 2017.

(2) FTA Section 5303 funds are provided for metropolitan planning activities. Total 2017 allocation consists of 89.73% federal (\$82,321) and a required 10.27% local share (\$9,422) provided by RVMPO member in-kind contributions (meetings & technical document reviews).

(3) MPO annual dues are paid by MPO member jurisdictions: Ashland, Talent, Jacksonville, Eagle Point, Medford, Central Point, Phoenix, Jackson County.

4) ODOT Region 3 Planning funds to complete Alternative Measures update and 2015 benchmark analysis.

5) RVCOG acting on behalf of the the RVMPO will apply for and otherwise obtain these funds. RVCOG will carry out the tasks described in this UPWP.

Note: The revenues contained in the UPWP represent the best estimates of expected funding and planning priorities at this time. These priorities and funding levels may change over time. Actual ODOT funding commitments are finalized through specific IGAs. The identified dollar amounts may include subcontracted activities.

Table 4: 2016 UPWP Status, 2017 Proposed Program Activity

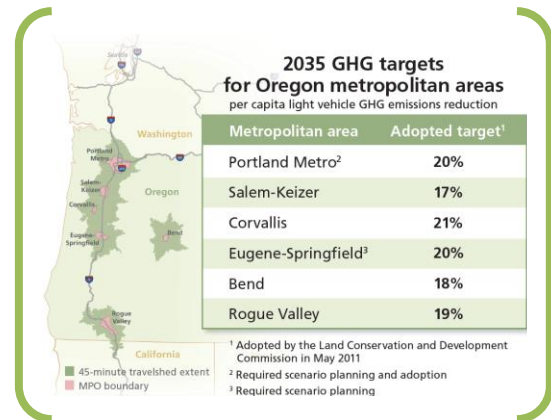
	Total Budget	Activity in 2015-16	Proposed 2017 Budget	Proposed for 2016-17
Work Tasks				
1. Program Management				
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$205,735	Continued tasks from 2016; maintained committee and records. Continued website updates. Developed draft 2016-17 UPWP.	\$203,568	Generally, continue tasks from 2016; maintain committee and records. Continue website updates. Anticipate FAST Act rulemaking; track & implement required federal changes. Update Public Involvement Plan.
1.2 UPWP Development & UPWP Progress				
1.3 Public Education and Involvement Program				
1.4 Interagency & Jurisdictional Coordination				
1.5 Grant Writing				
2. Short Range Planning				
2.1 TIP Activities	\$79,500	Maintained current MTIP and fund balances/project tracking. Published Annual Listing of Obligated Projects FFY2016. Coordinated with Sierra Research and agencies on CO LMP. Assisted jurisdictions as requested on planning.	\$76,654	Maintain current MTIP and fund balances/project tracking. Develop 2018-21 TIP; Solicit for CMAQ & STP funded projects; Develop AQCD for RTP & TIP; Publish Annual Listing of Obligated Projects FFY2017. Coordinate with Sierra Research and agencies on CO LMP and air quality conformity. MOVES modeling for RTP & TIP. Assist jurisdictions as requested on planning.
2.2 Air Quality Conformity				
2.3 Local Planning Technical Assistance to Jurisdictions				
2.4 STP & CMAQ Project Funds Management				
3. Long Range Planning				
3.1 ITS Operations & Implementation Plan Coordination	\$165,788	Worked with ODOT and FHWA on MPO performance measures; began work on 2017-42 RTP; goals & policies, RTP project lists. Began update of the Safety Profile. Continued with ITS plan update.	\$118,517	Work with ODOT and FHWA on MPO performance measures; continue work on 2017-42 RTP. Maintain Safety Profile, Begin 2015 Alternative Measures benchmark analysis. Continue with ITS plan update.
3.2 RTP Implementation, Safety, RPS Integration				
3.3 2017-2042 RTP Development				
3.4 Alternative Measures Update & 2015 Benchmark Analysis				
4. Data Development/Maintenance				
4.1 Research & Analysis Program	\$46,987	Research & Analysis Continued support for development, improvement of travel demand model. Began work on model update for 2017-42 RTP update. Continue model training by ODOT as available. Continued Strategic Assessment work. Continued GIS activities. Conducted outreach to environmental justice populations to better understand the transportation needs of target populations.	\$44,773	Research & Analysis Continue support for development, improvement of travel demand model, continue work on model update for 2017-42 RTP update. Continue model training by ODOT as available. Continue GIS activities. Update Title 6/EJ Plan.
4.2 Data collection/analysis for Title 6 & EJ				
5. Transit				
5.1 (Projects included under Subtasks 3.1 & 3.2)	\$0	No project identified.	\$0	No project identified.
Totals				
2015-16 Total	\$498,010	2016-17 Proposed Total	\$443,512	



Department of Land Conservation and Development

GHG TARGET RULE REVIEW

In 2011, the Land Conservation and Development Commission (LCDC) adopted greenhouse gas (GHG) emission reduction targets to guide scenario planning by the state's metropolitan areas. The targets – and scenario planning – ask metropolitan areas to evaluate what changes to local and regional land use and transportation plans and programs would be needed to reduce GHG emissions from light vehicle travel by 20% per capita by 2035 – the planning horizon for most regional transportation plans. LCDC committed itself to review the targets in 2015 and decide whether amendments to the targets are warranted. The Target Rule Review report –summarized below - reviewed results of scenario planning efforts and new information related to target setting.

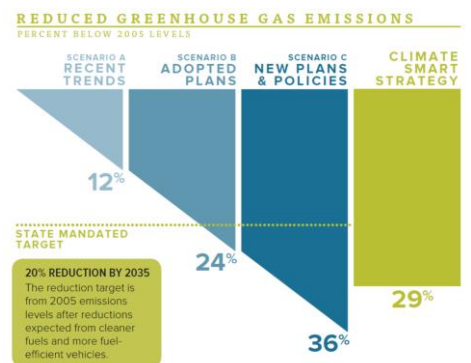


SCENARIO PLANNING RESULTS

Over the last three years, four metropolitan areas (Portland Metro, Eugene-Springfield, Corvallis, and the Rogue Valley) and ODOT (through the Statewide Transportation Strategy) have conducted scenario planning projects. The four efforts reached consistent conclusions:

- Targets, which call for a 17-21% reduction in emissions per capita by 2035, are achievable.
- Meeting targets will require a comprehensive, coordinated strategy that includes a combination of complementary state, regional and local efforts that promote walkable communities and expand transportation options to reduce amount of driving people need to do.
- Substantial efforts and new funding to expand transportation options will be needed to:
 - Expand public transit
 - Provide incentives and price signals to promote options
 - Make walking and cycling more convenient
 - Promote compact, mixed use development
 - Better manage parking
- Policies and actions that reduce GHG emissions provide significant benefits to Oregon citizens, businesses, communities and the transportation system because they:
 - reduce household energy and transportation costs
 - improve air quality and public health, and
 - reduce congestion and improve operation of the transportation system
- Existing plans move us in the right direction but additional efforts - to expand transit and other transportation options, better manage parking and promote compact land use - will be needed to achieve targets.

Metro's Climate Smart Strategy, adopted in December 2014, is expected to reduce GHG emissions by 29%. Metro found: "adopted local and regional plans can meet the state target if we make the investments and take the actions needed to implement those plans and make them a reality."



NEW INFORMATION

Targets were set in 2011 based on direction from the Legislature and available forecasts about greenhouse gas emissions from light duty vehicles through the year 2035. Recent studies and new federal and state laws and programs provide an improved picture of future vehicle technology, fleet and fuels in 2035 and beyond. New information indicates:

- Fuel economy and per mile CO₂ emissions are close to 2011 estimates
- Electric cars (EVs) and plug-in hybrids (PHEVs) are expected to come on line faster than previously forecast
- Fleet turnover will be slower than expected

Recalculating targets based on this new information would likely change the targets for 2035 but only slightly. However, metropolitan areas are now starting to look beyond 2035 as they conduct plan updates, with most looking out to 2040. Additional reductions will be needed to keep the state “on track” to meet 2050 goals.

LCDC ACTION AND NEXT STEPS

At its May 2015 meeting the Land Conservation and Development Commission (LCDC) completed its review of the Metropolitan Greenhouse Gas (GHG) Targets Rule. LCDC approved the Target Rule Review Report. It also agreed with the department’s recommendation that the target rule should be updated to set targets for the year 2040. Here’s a quick summary of the commission’s action and next steps:

Targets

The commission determined that amendments to the greenhouse gas reduction targets in OAR 660-044 are warranted based on the findings of the target rule review report. Based on the commission’s action, the department will work now with other state agencies (ODOT, DEQ and Energy) to gather the updated technical information that will support setting targets for the year 2040. When more detailed information is available the department will convene an advisory committee to review proposed targets for 2040. The commission agreed that the advisory committee should address whether targets should be set for two newly designated metropolitan areas (Albany Area and Middle Rogue.)

Metropolitan Planning Coordination

The commission also agreed that the department’s should work with metropolitan areas, ODOT and other stakeholders to evaluate how scenario planning for GHG reduction can be integrated with other metropolitan area planning work. A key finding of the target rule review report is that scenario planning for GHG reduction is closely related to metropolitan land use and transportation planning. The evaluation will explore how efforts to reduce greenhouse gas emissions from transportation can be better coordinated with related state and federal requirements, such as the TPR requirement for reducing reliance on the automobile and federal MAP-21 requirements for use of “performance measures” in transportation planning.

Advisory Committee

The commission adopted the department’s recommendation that a single advisory committee be established to function as the rulemaking advisory committee for the target rule amendments and to review of the process of metropolitan area transportation planning. The advisory committee would likely include an LCDC commissioner, a commissioner from the Oregon Transportation Commission, staff from the Oregon Department of Transportation, a representative from each metropolitan area, other interest groups, and the general public.

The full Target Rule Review report and the department’s staff report to the commission are available on the department’s website:

Target Rule Report: <http://www.oregon.gov/LCD/CLIMATECHANGE/Documents/TargetsFullReport.pdf>

Staff Report to LCDC: http://www.oregon.gov/LCD/Pages/lcdc_meeting_reports_052115.aspx (Agenda Item 6)

ADDITIONAL INFORMATION

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