

AGENDA

Rogue Valley Metropolitan Planning Organization Policy Committee



Date: *Tuesday, March 22, 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)

Information Item:

4. **Transportation Needs Assessment for Traditionally Under-Served Populations**.....**Andrea Napoli**

Background: In 2014, the Policy Committee had recommended a Transportation Needs Assessment be completed as a Title VI/Environmental Justice work task. The purpose of the assessment is to help the region identify gaps, barriers, needs, and potential disproportionality of investment in the transportation system for traditionally underserved populations (Low-Income, Minority, Seniors, and Young Persons). Staff will review the contents of the report and map series.

Attachment: #2 – Draft Transportation Needs Assessment Report (click on link below)
http://www.rvmpos.org/images/policy-committee/2016/agendas/Attach2_NeedsAssessDraftReport.pdf

Transportation Needs Assessment Maps (click on link below)
http://www.rvmpos.org/images/policy-committee/2016/agendas/Attach2_NeedsAssessMapSeries.pdf

Action Requested: Recommendations for use of information and/or next steps

Action Items:

5. **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

6. Public Advisory Council New Member Applications.....Dan Moore

Background: Jon Michael Polich, representing Mass Transit and Jason Darrow, representing Ashland have submitted new member applications for the Public Advisory Council.

Attachments: #4 – New member applications for Jon Michael Polich and Jason Darrow

Action Requested: Appoint new members to Public Advisory Council.

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: #5 – 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, April 26 at 2:00 p.m. in the Jefferson Conference Room, RVMCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, May 17 at 5:30 p.m. in the Jefferson Conference Room, RVMCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, April 13 at 1:30 p.m. in the Jefferson Conference Room, RVMCOG, 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
FEBRUARY 23, 2016**



The following attended:
MPO Policy Committee

Member	Organization	Phone
Michael Zarosinski	City of Medford	
Art Anderson	ODOT	774-6353
Hank Williams for Mike Quilty	City of Central Point	608-2413
Colleen Roberts	Jackson County	646-2878
Bruce Sophie	City of Phoenix	535-1216
Jim Lewis	City of Jacksonville	899-7023
Julie Brown for Tonia Moro	RVTD	937-2063
Darby Strickler	City of Talent	535-1566
Rich Rosenthal	City of Ashland	941-1494
Ruth Jenks	City of Eagle Point	941-8537

Staff -

Dan Moore	RVCOG	423-1361
Andrea Napoli	RVCOG	423-1369
Bunny Lincoln	RVCOG	944-2446

Others Present -

Name	Organization	Phone
Alex Georgevitch	City of Medford	774-2114
Ian Horlacher	ODOT	774-6399

Mike Baker	ODOT	957-3658
Mike Kuntz	Jackson County	774-6228
Mike Faught	Ashland	552-2411
Mike Montero	Montero & Assoc.	944-4376
Josh LeBombard	DLCD	
Tara Weidner	ODOT	
Julie Brown	RVTD	
Scot Turnoy	ODOT	
Cody Meyer (Phone)	DLCD	

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

On a motion by Mike Zarosinski, seconded by Jim Lewis , the minutes were unanimously approved as presented.

3. Public Comment -

None.

Action Items:

4. Strategic Assessment (SA) Final Report

Dan Moore offered a history of the Strategic Assessment process, speaking of all the various agencies, organizations and individuals involved. Both the PAC and TAC held workshops in 2015, and, in 2016, have made comments on the Final Report.

Scott Turnoy, ODOT, Tara Weidner gave a Power Point presentation on the final report. Cody Meyer, DLCD participated by phone. The RTP 2013-38 and Strategic Planning Model were used in the resiliency analysis. The SA is hoped to provide policy options for local jurisdictions and agencies. The RTP (2013), Comprehensive Plans, and RPS were used in the review.

Review of Strategic Assessment Purpose**Overview of Strategic Assessment (voluntary, coordinated process)****Tools/Process to estimate how local plans and policies come to achieving outcomes****Inputs:****Base Year (2010)****Base Case (2013)** - Current Conditions**Reference Case (2038)** - Adopted regional/Local land use & transportation plans, future vehicle technology fleet & fuels (electric vehicles & uncertain gas prices), expected state/federal plans & policies (ODOT)**Strategic Assessment****Regional Content****Local Actions** - Community Design (housing mix, transit service, biking infrastructure)**Marketing & Incentive Programs**

RVTD

Intelligent Transportation Systems (ITS)

Collaborative Actions - Commercial Fleet & Technology, Pricing

SA Overview

Mr. Turnoy thanked the agencies, organizations and individuals who contributed to the project:

- Local Municipalities
- White City
- Mike Faught (Ashland)
- RV International Airport
- RVTD
- SOU
- Clean Cities
- RVMPO (PAC and TAC)
- ODOT
- DLCD
- Mike Montero

Outputs:**Regional Strategic Planning Model (Outputs)**

Travel - Miles traveled, delays, auto ownership, etc.

Environment

Social - Household transportation costs

Adopted Plan Findings

Key Findings - The Strategic Assessment demonstrates that local plan implementation will allow several positive, regional outcomes, including “modest” GHG reductions. Although it is doubtful that the region will meet the state GHG target, the reduction policies also have a positive impact on other regional outcomes. The SA indicates that other strategies/actions are available related to the regional achievement of its goals related to the following:

- **Mobility** - The document provides key factors for this increase (population/income growth, vehicle fuel efficiency, transit development held to 2010 levels. A “Menu of Local Policy Options” (suggestions only) was also included. The presenters explained their sensitivity testing methodologies for the Committee.
- **Livable Communities** –With adopted plans implementation the region makes progress with more residents in mixed areas. Focused growth in activity centers. Local Policy Options Menus accompany all these findings. Public health improvement is found to

accompany improved air quality, safer vehicles, and increased use of active transportation options.

- **Household Travel Costs** – Vehicle operating costs remain relatively constant, but future conditions can easily affect them. Ownership will become more of a burden.
- **Environment** – Air quality, while showing a slight reduction (16%), needs more of a decrease to meet the 19% MPO target. Transportation energy declines significantly. They also discussed the 2005-2038 GHG per Capita Reduction figures, as well as other percentages. Several Committee members suggested that additional narrative explanation should precede Table A1. It was reiterated that the Target Rule is quite complicated and that this draft is just related to travel emissions. The State is requiring that local jurisdictions assist them reach the target goals by adopting appropriate strategies in their local plans. Examples of the various Levels of Ambition were felt to be warranted. The presenters pointed out that the Appendices and Table 5 contained some of the information that was being suggested. The region received credit for CNG use. This is included in Table A1. Future fuel price uncertainties affect policy impacts. Analysis can help inform more resilient plans. Figure 8. (pg. 31) Adopted Plans Resilience to Low Income, Vehicle Turnover, Light Truck Share, and Low Carbon Fuel Standards Removal, Relative Impacts of Policies by Outcome Measure and Effects of Policy Bundles on GHG, Impact of More Ambitious Scenarios on GHG Reduction and Impact of More Ambitious Scenarios on Other Outcomes were explained to the Committee. Figure 4 (pg. 25) explains this visually. Carbon taxes were also mentioned as means to reduce GHG emissions. CNG at Antelope Road was part of the analysis. Sensitivity testing/analysis followed the less extreme levels. Use of light trucks (household) is expected to be a challenge. Pricing (higher MPG) is one of the most effect ways to implement change. Enhanced bike and pedestrian facilities will be beneficial as well.

Paige Townsend spoke about how little transit is available in this area, as opposed to other regions of the same size.

Sensitivity Testing

1. **Individual Effects of Policy Bundles on GHG Reduction** (Target Rule Emissions, Air Quality Emissions, Reduced Heavy Truck Delay, Reduced Travel Costs - Community Design, Marketing & Incentives (promotional programs for transportation options), Pricing (VMT Fee, PAYD Ins, Social Costs, Vehicles/Fuels (RNG). Both individual (local) and collaborative methods could be implemented.

Over 200 scenarios were run through the model. The Statewide strategy was used for pricing scenarios. Populations, economy, and fuel prices were difficult to forecast, and required the use of ranges for the future and potential policy effects. Pricing is the most effective strategy. Transit is another key issue.

Key Findings - Resiliency & Uncertainty – Future uncertainties affect policy impacts, analysis can help inform more resilient plans.

Benefits from the Process -

- State - Better information, better tools & processes
- Federal - Improvement of mandated regional planning processes
- Local - Informs development of RTP update, bolsters collaborative efforts, more

comprehensive than traditional tools

Dan Moore shared that MPO Staff sees modeling benefits in future RTP, Travel Demand Model, and Alternative Measures updates and benchmark analysis to be undertaken in the coming fiscal year. The place types and model could be used for scenario testing, and meeting the various benchmarks (Examples: Mode share and employment/housing along transit routes.) Direction from the Policy Committee on the “next steps” is being sought. (No formal “next step” recommendations have come from the PAC or TAC (included in Chapter 6 in the Final Report).)

Three (3) potential “next steps” include:

1. Inform future plan updates at local/regional levels.
2. Scenario analysis of policy bundles (would require an IA with ODOT because of associated costs)
2. Enter into Scenario Planning.

Those present briefly discussed funding sources for the various steps.

In order to fully understand the discussion at the **TAC** level on the issues of “next steps”, the Recorder read the following minutes from the February 10th TAC meeting into the record:

“Dan Moore said further analysis on the next steps would be warranted, and a recommendation to the Policy Committee needs to be made.

Mike Kuntz said that he didn’t feel that it was the TAC’s job to suggest policy. Tara Weidner offered that there are other options available for this. Cody Meyer, DLCD, said the region could work to access a group of scenarios in order to endorse a Regional Preferred Scenario. It was pointed out that this might have an adverse effect on smaller, local jurisdictions. Josh LeBombard said that adjustments could be flexible enough to benefit different needs.

Paige Townsend said that lack of any official goals adoption process would make it difficult for local jurisdictions to use the information when adopting new Transportation System or Comp Plan updates.

Committee members discussed the three Options, especially Alternative Measures. An IGA would be required if the Measures Analysis was undertaken under an Option #2 designation. The question was raised about the potential for additional costs, and funding requirements were discussed. Tom Humphrey said that he was in favor of continuing the “handshake agreement” existing now (Option #1), with further financial/contract, resource funding discussions occurring if the process moved into Option #2. He felt that no “Option” recommendation to the Policy Committee was warranted at this time. Alex Georgevitch said that he felt the “next steps” should be up to the COG Staff, with more information coming back to the TAC.

On a motion by Tom Humphrey, seconded by Mike Upston, the Strategic Assessment Final Report was unanimously recommended as presented, by voice vote, to the Policy Committee for approval.” - transcribed by Bunny Lincoln, RVCOG Recorder

Art Anderson said that more scenario information was needed in order for the Policy Committee to proceed. Scott Turnoy said there was a section in the report on the impacts of more ambitious scenarios on GHG Reduction (Various local levels, 1-3). Tara Weidner spoke about how the different scenarios might come into play toward reaching the goals. Cody Meyer said that there was no mandated, local implementation at the moment.. The new state GHG targets call for 75% reductions from 1990 to 2050.

Ms. Weidner commented that reaching the goals was a comprehensive process, with a variety of scenarios.

On a motion by Mike Zarosinski, seconded by Julie Brown, the Committee voted to accept the Strategic Assessment. The vote passed with eight (8) Yes (Anderson, Strickler, Sophie, Lewis, Zarosinski, Rosenthal, Brown for Morrow, Williams), and one (1) No (Roberts) on a roll call vote.

Art Anderson reiterated that he felt additional Staff input on the scenarios was warranted, and he expressed surprise that the process was not mandatory. Related comments were unclear on the tape. Dan Moore said that Staff would work with ODOT/DLCD to create a proposal identifying the next steps and policy focus areas and effects to consider for reaching the GHG reduction goals.. Several months will be needed to accomplish this.

On a motion by Mike Zarosinski, seconded by Rich Rosenthal, the matter of the “next step” choice(s) were referred to Staff for further study.

The motion passed by unanimous voice vote.

5. Elections – Chair & Vice Chair

On a motion by Jim Lewis, seconded by Art Anderson, the Committee unanimously elected Mike Quilty, Chairman for the coming year. On a motion by Art Anderson, seconded by Jim Lewis, the Committee unanimously elected Bruce Sophie, Vice Chairman. Both motions passed unanimously by voice vote.

6. Proposed MPO Dues/Review Draft Work Plan 2016-17

This item tabled until March 22, 2016.

7. Greenhouse Gas Target Rule Advisory Committee

This item tabled until March 22, 2016.

8. RVMPO Planning Update –

- Staff is still working on the RTP

9. Public Comment

None received.

10. Other Business / Local Business

- March 8th , 9-11:00 am will be the Governor’s Visiting Transportation Panel

11. Adjournment

The meeting was adjourned at 4:52 p.m.

Scheduled Meetings:

RVMPO PAC	Tuesday, March 15 th @ 5:50 pm
RVMPO TAC	Wednesday, March 9 th @ 1:30 pm
RVMPO Policy	Tuesday, March 22 nd @ 2:00 pm



**Rogue Valley
Metropolitan Planning Organization**

10

Attachment #3
(Agenda Item 5)

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	



ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION (RVMPO)

Public Advisory Council (PAC)

Membership Application

Return Application to:

Rogue Valley Metropolitan Planning
Organization Rogue Valley Council of
Governments
P.O Box 3275 Central Point, OR 97502 541-664-6674 ext 360 www.rvmpo.org

Email return to: scasavan@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmpo.org

PLEASE PRINT

Personal Information: *Please circle one.* (Mr. / Mrs. / Ms.)

Name: Mr. Jon Michael Polich

Home address (include Zip code): 3416 Calle Vista Drive, Medford, Oregon 97504

Telephone: (home) 541-608-3802

(business)

Email: jpolich@charter.net

About PAC membership... The Rogue Valley Metropolitan Planning Organization Public Advisory Council (PAC) makes recommendations on transportation planning issues to the RVMPO's Policy Committee. PAC members are appointed by the Policy Committee to two-year terms, representing one of the RVMPO's regional areas of interest. The PAC has positions for both geographic and issue-specific interests. Appointments are based on an applicant's ability to represent one of the Geographic or Issue-Specific interests.

- To represent one of the **Geographic Areas** listed below and illustrated on the attached RVMPO map, you must live, own property or operate a business within that area. You do not have to live within city limits. (Please refer to the RVMPO map, or call 664-6674 ext. 360, for clarification.)
- **Issue-Specific Positions** represent the freight industry, mass transit, low-income citizens, minorities, senior citizens, public health, and bicycle/pedestrian. Low-income and minority representatives do not have to be low income, or a racial minority, but would advocate for the concerns of those communities. Special-interest representatives may live, own property, or operate a business anywhere within the RVMPO.

1. Please indicate below the Geographic Area, or special interest that you would represent. Select only one from the following list, section (A) or (B) below.

<input type="checkbox"/> Ashland	<input type="checkbox"/> Central Point	<input type="checkbox"/> Eagle Point
<input type="checkbox"/> Jacksonville	<input type="checkbox"/> East Medford	<input type="checkbox"/> West Medford
<input type="checkbox"/> Phoenix	<input type="checkbox"/> Talent	<input type="checkbox"/> White City

A. Geographic Area (see Citizen Involvement Area map on the last page):

B. Special Interest Area: ☐ Freight industry ☒ Mass Transit

☐ Low Income Citizens ☐ Minority ☐ Senior Citizens

☒ Public Health ☐ Bicycle / Pedestrian

(Continued on Next Page)

1. **What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?** Interested in transportation issues, specifically mass transit vs. automobile travel, and relative costs and capability to serve local populations considering their needs, income, and geographic distribution. No specific background in local transportation functions, but broad knowledge of how governments formulate programs designed to achieve agency goals and benefit the public. Most of my knowledge concerns federal government operations, particularly in national defense and health and human services. Served for many years as senior behavioral scientist at the RAND Corporation, which provides nonpartisan, objective analysis and recommendations for the U.S. government. Have extensive experience in analyzing program effects and resource requirements. Focused on assisting policy-makers in: Identifying pros and cons of prospective programs, choosing among alternatives within budget constraints, submitting and justifying funding requests. See attached resume for details of background and education.
2. **Why do you want to become a member of the Public Advisory Council?** Wish to help improve the operation of government organizations and enhance their capacity to support public health and welfare, including support for specific demographic and income groups.

Signature: Jon Michael Polich

Date: 2/2/2016

Thank You!

POLICY STATEMENTS REGARDING CITIZEN APPOINTMENTS

- The council consists of representatives from Citizen Involvement Areas within the RVMPO and special interests. There are nine Citizen Involvement Areas with at least two members possible from each area, representing a population of up to 25,000. An additional position is created when an area exceeds 25,000 population. The council may have as many as six at-large members, one each representing the following: freight industry, mass transit, minority citizens, low income citizens, senior citizens, public health, and bicycle/pedestrian.
- Members of the council must reside, own property, or operate a business within the Citizen Involvement Area that they represent.
- Public Advisory Council members will be approved by the RVMPO Policy Committee.
- Vacancies on the PAC shall be publicly announced. Potential members shall submit a statement of interest. When more than one person applies for a position, selection shall be based on maintaining a broad cross section of interests on the council. If no one responds to the public announcement, staff and PAC members may solicit to groups or individuals to fill membership vacancies.
- Selection of council members shall be conducted through RVMPO's established application process, meeting the nondiscrimination requirements of Title VI of the Civil Rights Act of 1964, Executive Order 12898.
- The term of office shall begin the day the member is appointed to the council and shall continue for two years, except that such term of office shall terminate immediately upon:
 - a. Relocation outside the RVMPO, or the Citizen Involvement Area that the member represents; and
 - b. Unexcused absence from three regularly scheduled, consecutive meetings.

Please Note: These policy statements are from Public Advisory Council bylaws.

Rogue Valley Metropolitan Planning Organization map attached. Boundaries of Citizen Involvement Areas are illustrated. Medford has two Citizen Involvement Areas divided by Interstate 5.

For more information call: Rogue Valley Metropolitan Planning Organization, Rogue Valley Council of Governments, 514.423.1360

RESUME

J. MICHAEL POLICH

OBJECTIVE

- Serve in a voluntary role supporting decision-makers in nonprofit or government organizations
- Assist decision-makers in planning programs, developing proposals, and monitoring results

BACKGROUND

- Retired from the RAND Corporation, Santa Monica, California
- 35 years of experience at RAND as a senior behavioral scientist
- Current residence in Medford, Oregon

AREAS OF EXPERTISE

- Writing and editing documents, proposals, and reports
- Presentations for government and foundation audiences
- Identifying pros, cons, and trade-offs associated with alternative programs
- Statistical methods and computer tools (e.g., Word, PowerPoint, Excel, statistical programs)
- Design of systems for managing data flow from original sources to desired outputs
- Analysis of resource requirements such as up-front investments vs. recurring costs

RESEARCH EXPERIENCE

- Experience in research from Congressional district to national level
- Research management
 - Leadership of many projects, primarily in defense manpower, training, and structure
 - Supervision of research groups encompassing 30-40 analysts
- Authorship of numerous reports and articles
- Briefings for senior government officials, including:
 - Assistant Secretaries of Defense
 - Chiefs and deputy chiefs of the Army and Air Force
 - Congressional staff

EDUCATION

- A.B., Dartmouth College
- Ph.D., Harvard University

CONTACT

- Telephone: (541) 608-3802
- E-mail: jpolich@charter.net



Office Use Only

Committee: _____

Date Received: _____

Appointed: _____

Yes No

Appointment Date: _____

Term Ended Date: _____

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION

Public Advisory Council (PAC)

Membership Application

Return Application to:

Rogue Valley Metropolitan Planning Organization
 Rogue Valley Council of Governments
 P.O. Box 3275
 Central Point, OR 97502
 541-664-6674 ext 360
www.rvmpo.org

Email return to: scasavan@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmpo.org

PLEASE PRINT

Personal Information: (Please indicate Mr. Mrs. or Ms.)

Name: Mr. Jason Darrow

Home address (include Zip code): 253 Cambridge Street, Ashland, Or. 97520

Telephone: (home) 530-598-2750 (business) 541-732-7785

Email: jdarrow72@aol.com

About PAC membership... The Rogue Valley Metropolitan Planning Organization Public Advisory Council (PAC) makes recommendations on transportation planning issues to the RVMPO's Policy Committee. PAC members are appointed by the Policy Committee to two-year terms, representing one of the RVMPO's regional areas of interest. The PAC has positions for both geographic and issue-specific interests. Appointments are based on an applicant's ability to represent one of the Geographic or Issue-Specific interests.

- To represent one of the **Geographic Areas** listed below and illustrated on the attached RVMPO map, you must live, own property or operate a business within that area. You do not have to live within city limits. (Please refer to the RVMPO map, or call 664-6674 ext. 360, for clarification.)

- **Issue-Specific Positions** represent the freight industry, mass transit, low-income citizens, minorities, senior citizens, public health, and bicycle/pedestrian. Low-income and minority representatives do not have to be low income, or a racial minority, but would advocate for the concerns of those communities. Special-interest representatives may live, own property, or operate a business anywhere within the RVMPO.

1. Please indicate below the Geographic Area, or special interest that you would represent. Select only one from the following list, section (A) or (B) below.

A. Geographic Area (see Citizen Involvement Area map on the last page):

- | | | |
|---|--|---------------------------------------|
| <input checked="" type="checkbox"/> Ashland | <input type="checkbox"/> Central Point | <input type="checkbox"/> Eagle Point |
| <input type="checkbox"/> Jacksonville | <input type="checkbox"/> East Medford | <input type="checkbox"/> West Medford |
| <input type="checkbox"/> Phoenix | <input type="checkbox"/> Talent | <input type="checkbox"/> White City |

B. Special Interest Area:

- | | |
|--|---|
| <input type="checkbox"/> Freight industry | <input checked="" type="checkbox"/> Mass Transit |
| <input type="checkbox"/> Low Income Citizens | <input type="checkbox"/> Minority |
| <input type="checkbox"/> Senior Citizens | <input checked="" type="checkbox"/> Public Health |
| <input checked="" type="checkbox"/> Bicycle / Pedestrian | |

(Continued on Next Page)

2. What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?

I previously served on an appointed position to the Local Transportation Council in Siskiyou County. The responsibilities included reviewing proposals, developing policy and assigning resources across a large, multi-jurisdictional region. Additionally, I served on a city Planning Commission and was elected to City Council so I have additional broad-based experience in local policy development. Lastly, using federal and state funds, I led a cross-border collaborative to extend the electric vehicle highway from Oregon into Northern California. This project involved land use planning, transportation impact studies and multi-county and dual state collaboration.

3. Why do you want to become a member of the Public Advisory Council?

I have an interest in helping shape and guide the policy of the Rogue Valley, and I feel that transportation planning is a key mechanism in that guidance.

Signature

Date

2/5/16

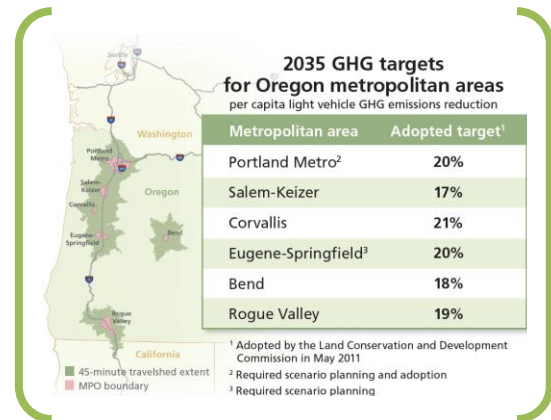
Thank You!



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.

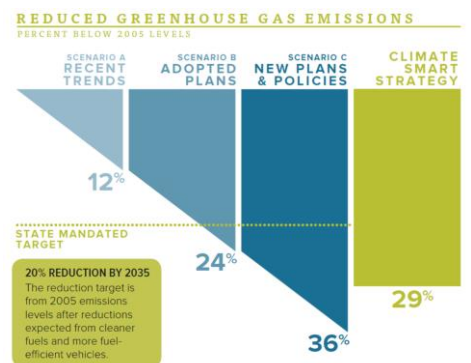


SCENARIO PLANNING RESULTS

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

For further information about the target rule review please contact Cody Meyer at cmeyer@dlcd.state.or.us or 503.934.0005.