

**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