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## AGENDA

### Rogue Valley Metropolitan Planning Organization Technical Advisory Committee



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*Date:* Wednesday, April 8, 2015  
*Time:* 1:30 p.m.  
*Location:* Jefferson Conference Room, RVCOG 155 N. 1<sup>st</sup> Street, Central Point  
*Transit:* served by RVTD Route #40  
*Phone:* Sue Casavan, RVCOG, 541-423-1360  
*RVMPO website :* [www.rvmppo.org](http://www.rvmppo.org)

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

#### ***Presentation/Update Items:***

4. **Strategic Assessment Workshop**..... **Bob Cortright/Tara Weidner**

*Background:* Representatives of ODOT and DLCD will present on the Strategic Assessment currently underway of the RVMPO region’s transportation and land use plans. They will discuss progress to date including a review of the adopted plans input data and assumptions, as well as the types of outputs expected from future scenario runs in the Regional Strategic Planning Model (RSPM). TAC members are encouraged to provide feedback on model inputs in a follow-up online survey provided after the meeting.

*Attachments:* #2 – Strategic Assessment FAQs and RSPM Summary. Check out the \*New\* Strategic Assessment webpage on [www.rvmppo.org](http://www.rvmppo.org).  
Link to RSPM Users Guide: [http://www.rvmppo.org/images/studies/2015-strategic-assessment/RSPM\\_Users\\_Guide\\_DRAFT\\_January\\_2014.pdf](http://www.rvmppo.org/images/studies/2015-strategic-assessment/RSPM_Users_Guide_DRAFT_January_2014.pdf)

*Action Requested:* Review and provide feedback regarding inputs for initial run of RSPM.

5. **Target Rule Review**..... **Bob Cortright**

*Background:* In May 2011, the Land Conservation and Development Commission (DLCD) set greenhouse gas (GHG) reduction targets to guide metropolitan areas as they conduct land use and transportation scenario planning to help meet state goals to significantly reduce GHG emissions from light vehicle travel. The target rule (OAR 660-044) requires that the commission conduct an evaluation of the rule and decide by June 2015 whether revisions to the target are warranted.

*Attachment:* #3 – Memo and GHG Target Rule Executive Summary. Draft report attached separately.

**Action Items:**

**6. Regional Problem Solving (RPS) Growth Areas..... Dick Converse**

*Background:* At its March meeting, the TAC discussed the MPO’s role in reviewing conceptual plans that communities are preparing for Future Growth Areas identified in the Greater Bear Creek Valley Regional Plan. Staff prepared a memo particularly with respect to Policy Committee involvement for TAC review.

*Attachment:* #4 – Memo, RPS Growth Area Planning Coordination

*Action Requested:* Forward recommendation to Policy Committee regarding review process

**7. Draft Unified Planning Work Program (UPWP) 2015-2016 ..... Dan Moore**

*Background:* A draft UPWP for next year has been published. The Policy Committee will conduct a public hearing and consider adopting the plan later this month. Draft document will be emailed separately and posted at [www.rvmppo.org](http://www.rvmppo.org) under Public Notices.

*Attachment:* #5 – Final Draft 2015-16 RVMPO UPWP (Document attached separately in email)

*Action Requested:* Forward recommendation to Policy Committee for adoption.

**8. MPO Planning Update ..... Dan Moore**

**9. Public Comment..... Chair**

**10. Other Business / Local Business ..... Chair**

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

**11. Adjournment ..... Chair**

- The next regularly scheduled RVMPO TAC Committee meeting: Wednesday, May 13, at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting is scheduled for April 28, at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for Tuesday, May 19, at 5:30 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 Metropolitan Planning Organization*  
*Technical Advisory Committee*

**March 11, 2015**

*The following people were in attendance:*

**RVMPPO Technical Advisory Committee**

*Voting Members in Attendance:*

Alex Georgevitch	City of Medford
Desmond Mc Geough	City of Medford
Ian Horlacher	ODOT
Josh LeBombard	DLCD
Mike Kuntz, Chairman	Jackson County
Paige Townsend	RVTD
Tom Humphrey	City of Central Point
Robert Miller	City of Eagle Point
Zach Moody	City of Talent

*Others Present:*

**RVCOG Staff**

Dan Moore, Dick Converse, Andrea Napoli, Bunny Lincoln

**1. Call to Order / Introductions**

The Chairman called the meeting to order at 1:45 p.m. Those present introduced themselves.

**2. Review / Approve Minutes**

Chairman Kuntz asked committee members if there were any additions or corrections to the February meeting minutes. Tara Weidner (TPAU) submitted a request that the discussion on Alternative Measures benchmarks be amended to read:

“The members engaged in a discussion of the benchmarks and how to properly document the increases in transit usage, as well as reduction of VMTs and the relationship to measurements of children being taken to school. Omitting the “Auto” section was mentioned, and the fact that it does not accurately reflect carpools. In general, it was felt that the entire process was extremely complex and confusing. Staff will remove the sub categories. Josh Le Bombard lauded the process so far, adding that it was time to refine the Recommendations section, acknowledging that the modeling data is not **a-reliable the best historical** benchmarks indication **at-this time**, and move forward with additional monitoring and analysis follow up. Alex Georgevitch reiterated that he did not feel the benchmarks demonstrating regression in VMT reduction were showing an accurate picture of actual conditions. Paige Townsend said that it shouldn’t be assumed that RVTD ridership had increased (with new passengers) to an extent that it reduced the auto share, and impacted citizens who could choose to use transit. She did not want to see the process further convoluted by repeatedly reworking the data, feeling that a simpler method of securing accurate information was preferable.

Mike Upston suggested moving forward with this issue by adding recommendation comments that the model and data **are confusing when applied to the Alternative Measures, perhaps not accurately reflecting statistics on, particularly the definitions for** counting passengers, driving with passengers or pulling out sections that should be placed the Transit column instead.”

**Several members expressed concern that Ms. Weidner was recommending changes to the minutes, but had not attended the meeting in question. It was felt that the minutes, while not verbatim, should reflect what actually happened during the meeting.**

**On a motion by Alex Georgevitch, seconded by Tom Humphrey, the minutes were approved as presented, with the addition of the TPAU memo comments from Tara Weidner, by unanimous voice vote. Ian Horlacher abstained.**

### **3. Public Comment**

No public comment was forthcoming.

### **4. Annual list of Obligated Projects - 2014**

Andrea Napoli presented an overview of the obligated funding process and the actual obligated projects. All obligated amounts in the document were provided by ODOT and RVTD. The listing includes several pie charts showing fund distributions by jurisdiction, agency and project type. The purpose of the Listing is to provide process transparency and track funding obligations Vs anticipated commitments, and to show that programmed projects are advancing. The listed projects were originally approved by the RVMPO Policy Committee by adoption of the Metropolitan Transportation Improvement Program (MTIP). A recommendation from the TAC will go onto the Policy Committee. Obligation timeframe is Oct. 1, 2013 to Sept. 30, 2014.

The Listing includes:

- Introduction
- Federal Requirements Federal Funding Sources (STP, CMAQ, National Highway Performance Program, Interstate Maintenance, MPO, FTA)
- Other Funding Sources
- Distribution of Funds by Jurisdiction & Type
- Distribution of Funds by Project Type (Roadway, Transit, Planning, Alternative Mode)
- Project Delivery, Phasing (Planning, Preliminary Engineering, Right-of-Way, Construction, Environmental)
- List of Obligated Projects
- Obligated Projects Map
- Appendix A – Federal Regulations

Alex Georgevitch asked about Medford’s CMAQ and Map 21 dollars for adaptive timing, total allocations, and what years the funding represented.

Paige Townsend said that there was a project duplication for RVTD. Ms. Napoli will check on this.

**On a motion by Ian Horlacher, seconded by Rob Miller, the Project List was approved with changes. The motion passed unanimously by voice vote.**

## **5. Talent Conceptual Land Use & Transportation Plan (TA-4/TA-5)**

Dick Converse presented an overview and maps of the Talent Conceptual Plan – Transportation Alternatives and requested input from the TAC. The results of all the input on this matter will go to TPAU for scenario planning.

TA4 is confined to Industrial. A discussion with the Land Use Planners group will be held on March 12<sup>th</sup>. A report will be made to the Policy Committee.

Discussion comments/input during the presentation included:

- How the process will move forward at the technical level, and beyond
- The need to coordinate with other cities for the various concept plans
- The Policy Committee's authority
- Hwy 62 RPS development sequence. Candidate lands must be justified for UGB expansions
- The importance of reporting to the Policy Committee
- Letters are not felt to be necessary
- Coordination vetting amongst jurisdictions should occur at the TAC
- All cities will have an interface with the County
- How traffic impacts would be modeled (TSP updates would be implemented)
- The modeling done through the RPS process
- Traffic analysis was to be between ODOT and the various jurisdictions
- How to get the Policy Committee to buy off on the framework
- What role does the TAC actually play in the process
- Arterial locations must be agreed upon by involved jurisdictions and agencies
- The need to complete Talent's process by May
- RPS never anticipated Medford taking over Highway 62 jurisdiction

### **TA4 - Street Alignment (Industrial with small commercial component)**

- Three options were shown, with Option 2 being preferred (access exclusively off Colver Road).

### **TA5 (Mixed Use)**

- Ag buffer is required to the north
- Three options were depicted
- FD5 is located in the area
- The area has open space carrying a National Wetlands designation
- There are some access constraints
- Coordination with JACO is required
- Actual access design up in the air right now
- More planning is required
- The commercial/industrial area will consider Alternative Measures criteria
- All the options avoid conflicts with existing property development
- The options are trying for a balance between the various involved properties
- No specific transportation option has been selected
- Suggestions on potential street alignments
- Wetlands design options (visible amenity Vs hidden behind private development)

Dick Converse will prepare a letter to the Policy Committee articulating the TAC's comments.

**6. MPO Planning Update**

- Jonathan David is coming back to work, half time, in March.
- April 8<sup>th</sup> has been set for a Strategic Assessment Workshop & PAC meeting.
- Draft GHG Target Rule input is being sought by Staff. (Dan Moore provided a copy of the draft document for the TAC members.)

**7. Public Comment**

None received.

**8. Other Business / Local Business**

- Freeman Road work has begun.
- The Jackson County TSP will be putting a TAC together. Kittlesen is doing the work.
- RVTD service changes are going into effect on March 23<sup>rd</sup>.

**9. Adjournment**

The meeting was adjourned at 3:00 p.m.

DRAFT

# Strategic Assessment of Transportation and Land Use Plans and Policies

## Frequently Asked Questions



### **What is a strategic assessment?**

A strategic assessment evaluates the region's adopted plans and policies, assesses how far those plans help the region reach its goals over the next 20 years, and identifies alternative paths to achieving those goals. It also identifies the value of state-led actions such as newer clean vehicles and fuels. Largely a technical exercise, the assessment provides information that can help inform decisions about the future, helping communities to understand where the current path will take us and what options exist for the region. This can inform plan updates and general decision-making. Additional work may be desired to help answer specific policy questions or to evaluate scenarios to formulate a vision for the region. If additional work is desired, support for scenario planning or additional analysis may be provided. You can view a short video about strategic assessments at

[http://www.oregon.gov/ODOT/TD/OSTI/Pages/scenario\\_planning.aspx](http://www.oregon.gov/ODOT/TD/OSTI/Pages/scenario_planning.aspx).

The purpose of the strategic assessment is to estimate travel and emissions likely to result if adopted plans are implemented and current trends continue. The assessment can provide information about:

- Household travel costs
- Transportation and energy costs
- Air quality
- Mixed-use development
- Health impacts
- Vehicle miles traveled
- Travel delay
- Fuel consumed
- Walk trips and bike miles
- GHG emissions

### **How does it work?**

A strategic assessment uses the Regional Strategic Planning Model (RSPM) to estimate future greenhouse gas (GHG) emissions and other outcomes based on state and local conditions. ODOT and DLCDC staff work with MPO and local government staff to gather the data needed to develop the model inputs, and ODOT staff run the model. ODOT and DLCDC staff then work with the MPO staff to develop a report of the model outputs. The report also includes possible next steps for the region.

### **Why should our region conduct a strategic assessment of our plans?**

The results of a strategic assessment can help the region determine whether current plans and trends are achieving the outcomes the region wants to see, and identify potential actions to better meet the region's goals. The results of the assessment can also help local governments better understand issues and quantify the effect of adopted policies as they review and update the area's transportation plans and make investment decisions. It can also bolster collaboration on policies such as transit, parking, and state-led actions such as implementation of pay-as-you-drive insurance, by quantifying the value of such policies. The effort can inform the public of new policies and the tradeoffs of alternative paths to meet regional goals. In addition, the information provided in the assessment is intended to help local officials decide whether to pursue a more comprehensive analysis of land use and transportation options through formal scenario planning.

### **How will the results of a strategic assessment be used?**

It is entirely up to the region and individual jurisdictions how the information is used. A strategic assessment can inform planning efforts and general decision-making and can be further expanded upon to develop a detailed vision and even performance measures of interest to the area. ***It is important to note that conducting a strategic assessment does not obligate a region to conduct scenario planning nor to make any changes to current plans.***

### **What is RSPM?**

The Regional Strategic Planning Model (RSPM), a regional-level version of the award-winning GreenSTEP model, is a model ODOT has developed specifically for planning in metropolitan areas. The RSPM allows smaller geographic areas to quantify the potential future effects of existing or new policies. These might include various transportation and land use strategies to meet state GHG reduction targets and other regional goals. The RSPM models the households in the metropolitan planning area, and assigns specific attributes and land use characteristics to each household to determine their travel and emissions. This modeling tool is strategic, in that it supports analysis when there are a number of unknowns about the future. RSPM is a valuable new addition to the region's planning toolbox. It can help a region understand future trends and identify policy actions to reach local goals. Traditional models, such as urban travel demand models, can be used to help implement the regional vision and specific policy actions identified by the RSPM analysis.

### **How long does a strategic assessment take to complete?**

The timeline for a strategic assessment can vary from region to region, but because a strategic assessment is primarily a technical exercise based on adopted plans, it can generally be completed within about six months.

### **How much staff time is required to complete a strategic assessment?**

The amount of staff time required on the part of the MPO is relatively small, mainly to coordinate with local jurisdictions and with ODOT and DLCD staff on information-gathering efforts for RSPM inputs. The time and effort required on the part of the local government staff could vary depending on the level of interest and desired involvement by the local governments.

### **Is there funding available to help our region complete an assessment?**

Yes, funding is available from ODOT through an intergovernmental agreement to offset MPO staff time costs for the strategic assessment effort. In addition, technical assistance from ODOT and DLCD is provided at no cost to the MPO. Dedicated funding is available for this work through the end of the biennium.

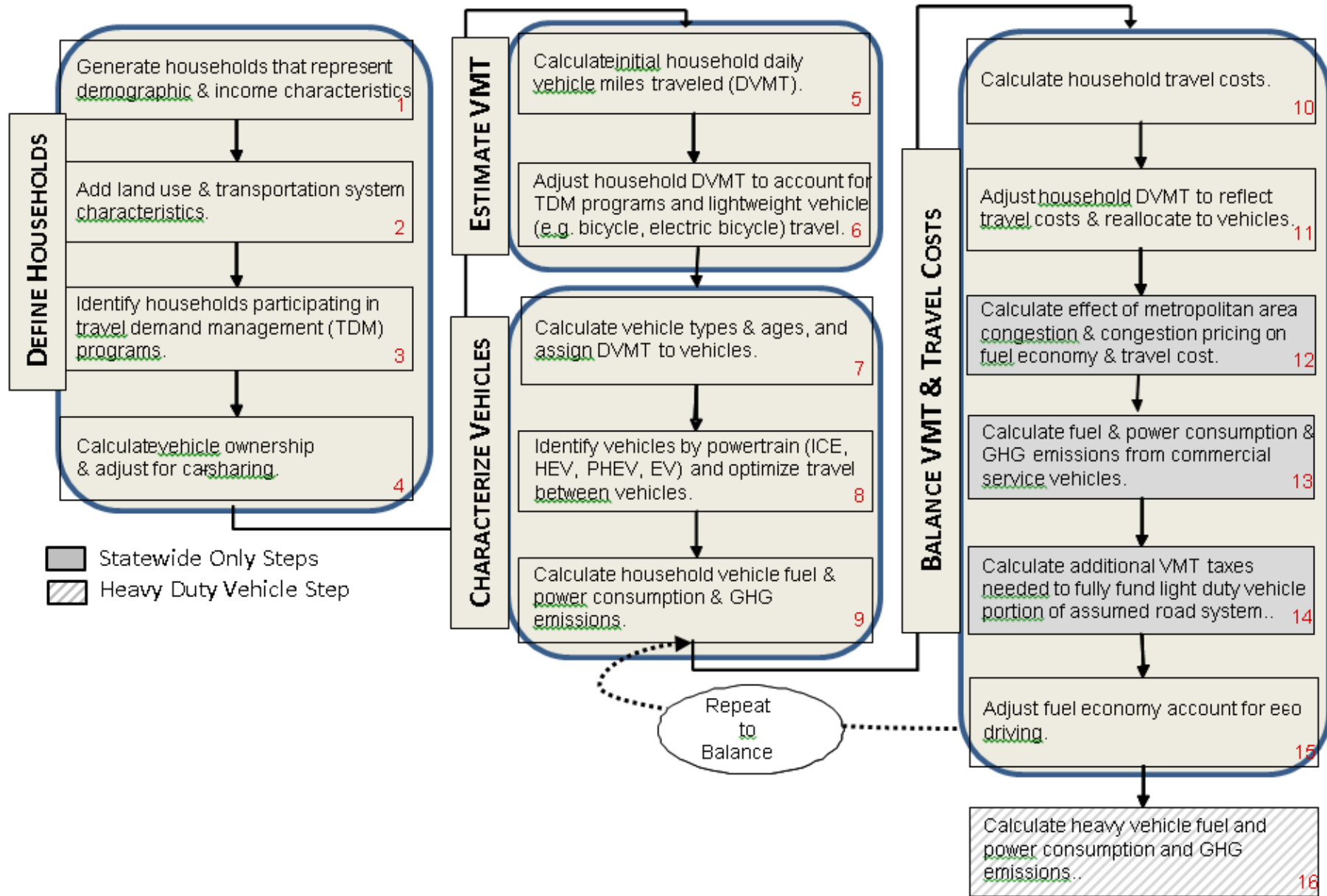
### **More questions? Contact us!**

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# Regional Strategic Planning Model (RSPM) Model Schematic



## RSPM SUMMARY

The Regional Strategic Planning Model (RSPM)<sup>1</sup>, was developed by the Oregon Department of Transportation (ODOT) for the purpose of estimating and forecasting the effects of various policies and other influences on the amount of vehicle travel, the types of vehicles and fuels used, and the resulting greenhouse gas (GHG) emissions among other things.

The RSPM model estimates vehicle ownership, vehicle travel, fuel consumption, and GHG emissions at the individual household level. This structure accounts for the synergistic and antagonistic effects of multiple policies and factors (e.g. gas prices) on vehicle travel and emissions. For example, the battery range of electric vehicles (EVs) and plug-in hybrid electric vehicles (PHEVs) is less of an issue for households residing in compact mixed-use neighborhoods because those households tend to drive fewer miles each day. Modeling at the household level makes it possible to evaluate the relationships between travel, emissions and the characteristics of households, land use, transportation systems, vehicles, and other factors. In addition, household level analysis makes it possible to evaluate the equitability of the costs and benefits of different strategies.

The RSPM model comprises 16 sequential steps with feedback. Each calculation step is composed of a number of calculations that operate on the results of the previous calculation step and on input data that reflect inputs. The nature of each calculation was determined through the statistical analysis of several data sources such as the National Household Travel Survey. A key method employed in many steps is to sample from observed or target distributions. For example, choosing which households are enrolled in a car sharing program is done by first isolating the correct conditions (e.g., applicable densities) and then randomly assigning enrollment to every X<sup>th</sup> household that meets the criteria. Each component calculation was estimated and checked using source data.

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<sup>1</sup> RSPM was formerly known as GreenSTEP. The name was changed to reflect expanded capabilities for applying it at a metropolitan area level and to address a more general set of transportation and land use considerations in addition to greenhouse gas emissions.

The RSPM steps are grouped as follows:

1. Define households;
2. Calculate VMT;
3. Characterize vehicles; and,
4. Balance VMT with travel costs.

The iterative process to balance the VMT with travel costs allows congestion and other costs introduced at this step influence the amount of travel. This step balances the amount of household travel with the cost of travel and recalculates household VMT, Fuel & GHG in the process.

The primary outputs of the RSPM are household travel, fuel and power consumption, and GHG emissions calculations, but other information is produced for households and commercial vehicles as well. The amount of commercial (light-duty) and freight (heavy duty) travel is calculated as well as associated fuel, power consumption and GHG emissions for those vehicles (steps 13 and 16 in figure 1, above). In addition, heavy vehicle travel, fuel and power consumption, and emissions are calculated (step 15).

The lack of an explicit representation of interactions between different districts within the study area limits some of the analytical capabilities of the RSPM.

Because RSPM is a new type of model, its development has and is being peer-reviewed by state, national and international travel and emissions modeling experts. The Components of RSPM were tested throughout the development process to check the reasonability of results and whether the model could replicate observed behavior and conditions. Sensitivity tests were also performed to check whether the sensitivity of the model is consistent with results reported by other studies.<sup>2</sup>

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<sup>2</sup> For example, the sensitivity of RSPM to changes in urban area population density and land use mix was compared to findings published in the TRB Special Report 298, *Driving and the Built Environment: Effects of Compact Development on Motorized Travel, Energy Use, and CO2 Emissions*. September 2009.

## RSPM SUB-MODELS

### DEFINE HOUSEHOLDS

1. **Generate households:** A set of households is created for each forecast year that represents each resident in the model area with the likely household mix of household and person characteristics (e.g., household income given the ages of persons in the household and the regional average per capita income).
2. **Add land use & transportation system characteristics:** Households are assigned a housing type (e.g. single-family, multi-family, etc.) and a development type (metropolitan, town, rural) based on available input dwelling units. Households are assigned a location in the metropolitan area based on the projected supply of housing and neighborhood affordability. Neighborhood population density and mixed-use character are calculated. In metropolitan areas, transit and road service levels are assigned based on inputs regarding expansion of these services and facilities.
3. **Identify households participating in TDM programs:** Each household is assigned as a participant or not in a number of travel demand management programs and/or to vehicle operations and maintenance programs (e.g. eco-driving) based on inputs about the program deployment and household characteristics.
4. **Calculate vehicle ownership and adjust for car-sharing:** Each household is assigned a number of vehicles based on the characteristics of the household and the land use and transportation characteristics of its location. Households are identified as participating in a car-sharing program with adjustments to auto ownership, based on the characteristics of the household and inputs on the extent of car-sharing program.

### ESTIMATE VMT

5. **Calculate initial household DVMT:** An initial estimate of average daily vehicle miles traveled (DVMT) is calculated for each household based on the household characteristics (e.g., demographics, income, transportation options, and land use).
6. **Adjust household DVMT to reflect TDM and bicycle travel:** Household DVMT is reduced for households identified as participating in TDM programs. DVMT is reduced by an estimated amount of single-occupant vehicle travel that might shift to bicycles or other light-weight vehicles based on input diversion targets.

### CHARACTERIZE VEHICLES

7. **Calculate vehicle characteristics and assign household DVMT to vehicles:** Household vehicles are assigned to be either autos or light trucks (e.g. SUV, pickup truck, van) based on the household and land use characteristics and input light truck targets. The age of each vehicle is determined from age profiles by vehicle type and household income. Average household DVMT is assigned to vehicles (and adjusted in Step 8).
8. **Identify vehicles by powertrain and optimize travel between vehicles:** The powertrain of each household vehicle is identified as an internal combustion engine (ICE), hybrid-electric vehicle (HEV), plug-in hybrid electric vehicle (PHEV), or electric vehicle (EV), based on inputs regarding future market shares by model year. Vehicle fuel economy and power efficiency (for PHEV and EV) is assigned to each vehicle based on the vehicle type, age and powertrain and corresponding inputs for each model year. Inputs specify how optimally households allocate mileage among their vehicles with different fuel efficiency.

#### BALANCE TRAVEL COSTS

*Steps #9-14 balance the amount of household travel with the cost of travel and recalculate household VMT, Fuel & GHG in the process. This is necessary because: 1) congestion calculations affect fuel economy and thus the amount and cost of fuel consumed; 2) congestion pricing affects the amount of travel and household travel costs; 3) fuel, vehicle travel, and other taxes and fees affect the amount and cost of travel; and 4) eco-driving improves fuel economy and reduces fuel cost. The effect of these adjustments to household travel costs need to be included in the total household travel costs and the adjustment to household DVMT. Steps #9-14 are repeated several times until DVMT changes very little between iterations.*

9. **Calculate household fuel and power consumption and GHG emissions:** Total household fuel consumption is calculated based on the DVMT assigned to each vehicle, the proportion of the DVMT that is powered by fuel, and the average fuel economy of the vehicle. Likewise electrical power consumption is calculated for electric miles driven. GHG emissions include future lifecycle carbon intensity of fuels and electricity production
10. **Calculate household travel costs:** Household travel costs are calculated from the amounts of miles driven, fuel consumed, electricity consumed, and GHG emitted. How much each household pays for parking is based on inputs on the proportions of employees and non-work trips that pay for parking, and the long-term daily parking rates, all inputs. Other inputs establish the rates for fuel costs, power costs, fuel taxes, VMT taxes, PAYD insurance, and several external costs (i.e. costs imposed on society by driving that drivers do not pay for such as pollution, some or all that can be paid for by drivers).
11. **Adjust household DVMT to reflect travel costs:** A household budget model is used to adjust household DVMT to reflect the effect of household travel costs on the amount of household travel. The adjusted household DVMT is allocated to vehicles in proportion to the previous allocation.
12. **Calculate the effects of metropolitan area congestion and pricing:** Total light duty vehicle (household and commercial service vehicle), truck and bus DVMT is calculated for the metropolitan area and assigned to portions of the road system (freeway,

arterial, other). Congestion levels are and associated speed reductions are calculated considering the traffic loads and inputs regarding the deployment of traffic operations programs (e.g. ramp metering, traffic signal coordination) and congestion pricing. Speed-adjusted fuel economy is calculated considering variations by powertrain. Travel cost per mile due to congestion pricing is also calculated.

13. **Calculate fuel & power consumption & GHG emissions from commercial service vehicles:** Commercial service vehicle DVMT is split between different vehicle types, powertrains, and fuels based on inputs. The vehicle age distributions and fuel economy and power efficiency by vehicle type, powertrain and model year are the same at those used for household light duty vehicles.
14. **Calculate additional VMT taxes needed to fully fund road system:** In the future, as vehicle fuel economy improves and PHEVs and EVs become more prevalent, fuel taxes will be insufficient to pay the cost to maintain, operate and improve the road system. A VMT fee per mile can be specified directly, or the model can be iterated to identify fees necessary to pay for the planned road system improvements.
15. **Adjust fuel economy to account for eco-driving:** The average fuel economy of households identified as eco-drivers is adjusted to reflect improving fuel economy.

#### HEAVY VEHICLES

16. **Calculate heavy vehicle fuel and power consumption and GHG emissions:** Public transportation VMT is calculated from input assumptions about future service miles per capita, future population, and the ratio of vehicle miles to service miles. Transit VMT is split between vehicles powered by on-board fuels vs. electricity based on inputs. The fuel (gallons) and electricity (Kwh) consumed accounts for the age distribution of vehicles and associated differences in fuel economy. GHG emissions reflect inputs regarding the mix of fuels used (e.g. diesel, biodiesel, CNG) and the carbon intensity of electrical power generation.



## **Rogue Valley Metropolitan Planning Organization**

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### **Regional Transportation Planning**

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

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DATE: April 1, 2015  
TO: RVMPO TAC  
FROM: Dan Moore, Planning Coordinator  
SUBJECT: GHG Target Rule Review

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In May 2011, the Land Conservation and Development Commission (LCDC) set greenhouse gas (GHG) reduction targets to guide metropolitan areas as they conduct land use and transportation scenario planning to help meet state goals to significantly reduce greenhouse gas emissions from light vehicle travel. The target rule (OAR 660-044) requires that the commission conduct an evaluation of the rule and decide – by June 2015 – whether revisions to the targets are warranted.

The Department of Land Conservation and Development (DLCD) has prepared the attached draft Target Rule Review Report to inform the commission's review. (An executive summary and the full draft report are attached.) The draft report evaluates the results of scenario planning and summarizes other information that the commission is directed to consider in deciding whether or not amendments to the target rule are needed.

The department briefed LCDC on the draft report at its March 12 meeting in Salem. The department will present a final report and recommendation to the commission at its May 21 meeting. At the May meeting the commission will decide whether amendments to the target rule should be pursued. The department's preliminary conclusion is that the target rules should be amended and updated to set targets for 2040 and to take into account new information about future vehicle technology, fleet and fuels. If the commission agrees that targets should be updated, the department would initiate the rulemaking process in Summer 2015.

Public testimony is welcome at May LCDC meeting. The department requests that written comments on the draft report be provided by April 17<sup>th</sup>. DLCD anticipates distributing a final report and recommendation to the commission in early May.

For further information about the target rule review please contact Bob Cortright by email at [bob.cortright@state.or.us](mailto:bob.cortright@state.or.us) or by phone at 503.934.0020.

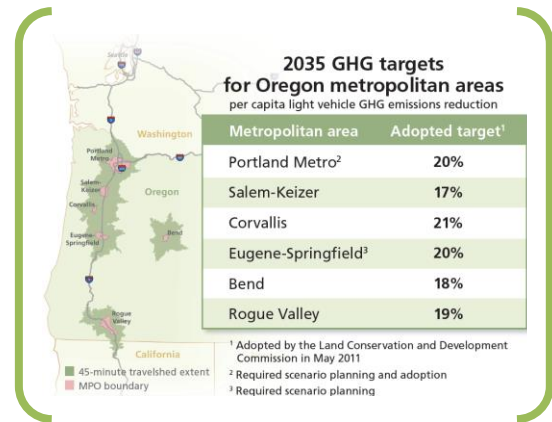


## Department of Land Conservation and Development

### Executive Summary

# DRAFT GHG TARGET RULE REVIEW REPORT

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 draft report summarized here is intended inform the commission’s evaluation and decision.

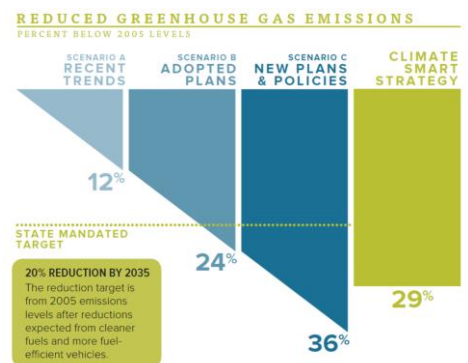


### SCENARIO PLANNING RESULTS

Over the last three years, three metropolitan areas (Portland Metro, Eugene-Springfield and Corvallis) 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 CO<sub>2</sub> 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.

## **NEXT STEPS: AMENDING TARGETS?**

LCDC is required to decide by June 1, 2015, whether the GHG reduction targets should be amended. The draft report identifies three factors that indicate changes to the targets are warranted:

- There is new information about vehicle technology, fleet and fuels that could lead to adjustments in metropolitan area targets
- The state’s metropolitan areas are – or soon will be - be updating long-range plans to accommodate growth beyond 2035. If targets and scenario planning are to be useful and relevant to these plans, then new targets for 2040 and potentially beyond will be needed.
- Two new metropolitan areas (MPOs) have been designated in the state (Albany and Grants Pass areas) and these areas do not currently have GHG targets.

This review also provides an opportunity to evaluate lessons learned from scenario planning and consider logical next steps to advance state, regional and local efforts to reduce GHG emissions. Scenario planning efforts are providing consistent answers about the set of programs and actions that are cost-effective in reducing emissions and that make Oregon communities more livable and Oregonians better off. These include expanding transit, using technology to better manage the transportation system, planning for more mixed use development, managing parking and adding incentives and pricing.

Moving forward the question will increasingly shift to figuring out how the broad strategies called for in scenario planning should be carried out. For example, scenario planning demonstrates the benefits of expanded transit service, but more detailed planning will be needed to decide where and how expanded transit service should be provided. At the same time, it is important to recognize that updating and refining plans is only part of what will be needed. Implementation will also require additional action by local, regional and state governments to expand transportation funding, especially for alternative modes, and put in place new programs to provide transportation options and incentives.

## **REVIEW AND COMMENT ON THE DRAFT REPORT**

The full draft report is available on the DLCD webpage: <http://www.oregon.gov/LCD/Pages/meetings.aspx> The department will brief LCDC on the draft report at its March 12, 2015 meeting in Salem. The department will present a final report and recommendation to the commission at its May 21 meeting. Public testimony is welcome at both the March and May LCDC meetings. The department requests that written comments on the draft report be provided by April 17<sup>th</sup>. For further information about the target rule review please contact Bob Cortright by email at [bob.cortright@state.or.us](mailto:bob.cortright@state.or.us) or by phone at 503.934.0020.



**Rogue Valley  
Metropolitan Planning Organization**

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**Regional Transportation Planning**

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**DATE:** April 1, 2015  
**TO:** RVMPO Technical Advisory Committee  
**FROM:** Dick Converse, Principal Planner  
**SUBJECT:** RPS Growth Areas Planning Coordination

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The adopted Greater Bear Creek Regional Plan includes a chapter requiring monitoring and implementation of the Plan. Section 2 of the chapter establishes Performance Indicators, mandated by ORS 197.656(2)(b)(C) to ensure that the objectives of the Plan are met. Two of the performance indicators specify participation by the MPO in reviewing conceptual plans that must be prepared before an urban reserve area may be added to an urban growth boundary.

2.7 Conceptual Transportation Plans. Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that the identified regionally significant transportation corridors within each of the URAs can be protected as cost-effectively as possible by available strategies and funding. A Conceptual Transportation Plan for a URA or appropriate portion of a URA shall be prepared by the City **in collaboration with the Rogue Valley Metropolitan Planning Organization**, applicable irrigation districts, Jackson County, and other affected agencies, and shall be adopted by Jackson County and the respective city prior to or in conjunction with a UGB amendment within that URA.

2.7.1 Transportation Infrastructure. The Conceptual Transportation Plan shall identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the Region (including intracity and intercity, if applicable).

2.8 Conceptual Land Use Plans. A proposal for a UGB Amendment into a designated URA shall include a Conceptual Land Use Plan prepared by the City **in collaboration with the Rogue Valley Metropolitan Planning Organization**, applicable irrigation districts, Jackson County, and other affected agencies for the area proposed to be added to the UGB as follows:

2.8.1 Target Residential Density. The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 2.5 above will be met at full build-out of the area added through the UGB amendment.

2.8.2 Land Use Distribution. The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land which was determined by the Resource Lands Review Committee to be commercial agricultural land



- as part of a URA, which applies to the following URAs: CP-1 B, CP1C, CP-4D, CP-6A, CP-2B, MD-4, MD-6, MD-7mid, MD-7n, PH-2, TA-2, TA-4.
- 2.8.3 Transportation Infrastructure. The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 2.7 above.
- 2.8.4 Mixed Use/Pedestrian Friendly Areas. The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of Section 2.6 above will be met at full build-out of the area added through the UGB amendment.

These conceptual plans must be in place before the County may review an amendment to any participating jurisdiction's urban growth boundary. County and City planners representing each jurisdiction have continued to meet after the Plan was adopted to discuss items of general interest, but also to review implementation of the Plan as issues arise. Among the first issues after Plan adoption was review of conceptual plans. As noted in the Performance Indicators, cities adopt the conceptual plans before or in conjunction with the UGB amendment process. During UGB review, the County will ensure that the allocation percentages and other issues such as agricultural buffering established in the Regional Plan are met, but will not be involved in the detailed planning because the areas will ultimately be under city jurisdiction.

The planners discussed at length what level of review should be required of the MPO to satisfy the Performance Indicator requirements, ultimately determining that the TAC is the appropriate committee to review conceptual plans because they are technical in nature. The primary purpose of the review is to determine how the plans address inter-jurisdictional connectivity and other Regional Plan performance indicators, in addition to relevant Regional Transportation Plan topics such as Alternative Measures. The MPO staff will document the TAC findings in a letter to the affected city. The TAC review would not be a recommendation to the Policy Committee, but staff would communicate the TAC findings to the Policy Committee at its next meeting, allowing the Policy Committee to determine that the review process was consistent with the Regional Plan performance indicators.

After confirming TAC and planner support, we will seek concurrence from the Policy Committee that the process outlined above carries out the intent of the Regional Plan