



AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Date: Thursday, April 16, 2015

Time: 2:30 p.m.

Location: Courtyard Conference Room, Grants Pass City Hall, 101 NW 'A' Street, Grants Pass, Oregon

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

MRMPO website : www.mrmppo.org

1. Call to Order/Introductions/Review AgendaDarin Fowler, Chair

2. Review/Approve Minutes (Attachment #1)Chair

Discussion Item:

3. Target Rule Review..... Bob Cortright, DLCD / Tara Weidner, ODOT

Background: 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 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 targets are warranted. Bob Cortright, DLCD will be present at the meeting to provide an overview of the report and answer questions.

Attachment: #2 – Memo, Summary, Draft Target Rule Review Report (Attached separately)
Agenda materials are also available at www.mrmppo.org.

4. MRMPO Planning Update..... Dan Moore

5. Public Comment*Chair

(Limited to one comment per person, five minute maximum time limit)

6. Other Business / Local BusinessChair

(Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.)

7. Agenda Build for Next Meeting.....Dan Moore

8. AdjournmentChair

The next MPO Policy Committee meeting is scheduled for Thursday, May 21, 2015 at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

- The next Middle Rogue MPO TAC meeting is scheduled for Thursday, May 7, 2015 at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

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

Middle Rogue Metropolitan Planning Organization Policy Committee

March 19, 2015

The following attended:

NAME	REPRESENTING	PHONE
<u>MPO Policy Committee</u>		
Darin Fowler, Chair	Grants Pass	660-3696
Colleen Roberts	Jackson County	646-2878
Dan De Young	Grants Pass	660-0342
Mark Gatlin	Grants Pass	441-7674
Mike Baker	ODOT	957-3658
Pam Van Arsdale, Vice Chairman	Rogue River	660-4414
Chuck DeJanvier for Robert Brandes	Josephine County	474-5460

Others Present

Ian Horlacher	ODOT
John Vial	Jackson County

RVCOG Staff

Dan Moore	RVCOG	423-1361
Jonathan David	RVCOG	423-1338
Andrea Napoli	RVCOG	423-1369
Sue Casavan	RVCOG	423-1360

1. Call to Order / Introductions/ Review Agenda

Chairman Fowler called the meeting to order at 2:34 p.m. The meeting began with Committee introductions. Members welcomed Commissioner Roberts of Jackson County to the committee. Andrea Napoli informed the committee that Action Item number 3 to a Discussion Item.

2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the previous meeting minutes.

On a motion by Pam Van Arsdale, seconded by Mark Gatlin, the minutes were approved as presented.

Discussion Items:

3. 2015-2040 Draft Regional Transportation Plan (RTP) Project List

Dan Moore informed the committee that Mike Baker of ODOT had pointed out inconsistencies

in the Draft Project List pertaining to projects that use the fund exchange program and local funds. MPO staff will need to make some adjustments and bring the project list back to the Technical Advisory Committee (TAC) for review and back to the Policy Committee for adoption.

Dan DeYoung thought that Leonard Road project name should be changed to Leonard Street to Third Street. Napoli will get clarification from the City of Grants Pass.

John Vial asked Mike Baker if jurisdictions needed to list fund exchange projects in the RTP. Baker was unsure but whatever the MPO decides it should be consistent between the jurisdictions. Vial mentioned that once the fund exchange was in place it becomes local funds. Jackson County does not list those projects unless they are regionally significant and he noted that it might create a very large project list. MPO staff will verify if fund exchange projects needed to be included or not included on the RTP project list. The project list will be brought back to the Policy Committee.

4. Target Rule Review

Moore referred to the memorandum and handout included in the agenda packet and gave the committee a brief overview. MPO staff was recently informed by the Department of Land Conservation about the development of the Draft Target Rule Review Report. The report is looking at the 2011 greenhouse gas (GHG) target rule which is tied to legislation called scenario planning for metropolitan areas to look at ways to reduce GHG emissions. It is voluntary at this time. MPO staff brought to the TAC and after discussion members made a recommendation to the Policy Committee that they would prefer to wait until the RTP and other state requirements are completed. Moore asked if there were any comments from committee members, written comments are due by April 17.

Dan DeYoung asked for more information on what the emission percentages were based on and wanted more detail on the requirements. Moore noted that they use a model called "Green Step". DeYoung had concerns that the region would be required to meet a target that was not there, need to clarify what the target is. Moore said he will bring more information and invite Bob Cortright and some ODOT modeling staff to answer questions. He will try to arrange for the next meeting.

5. MRMPO Planning Update

Jonathan David is back, Dan Moore has been filling in. TAC is reviewing RTP draft chapters and will bring back next month.

6. Public Comment

None received.

7. Other Business / Local Business

Mike Baker reminded jurisdictions that ODOT staff is available for pre-proposals for Enhance Projects, they are not required but are recommended. Scope of Work for Grants Pass Transportation System Plan (TSP) is being developed.

8. Agenda Build for Next Meeting

- LCDC available for next meeting
- Unified Planning Work Program (UPWP) for May meeting

9. Adjournment

The meeting was adjourned at 3:10 p.m.



Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning

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DATE: April 9, 2015
TO: Policy Committee
FROM: Dan Moore, AICP, Planning Coordinator
SUBJECT: Target Rule Review

In 2011, the Land Conservation and Development Commission's (LCDC) adopted greenhouse gas (GHG) emission reduction targets to guide scenario planning by the state's metropolitan areas (MPOs). The targets – and scenario planning – ask MPOs 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. At the time the targets were set, the Grants Pass area was not a designated MPO.

LCDC is currently reviewing the targets to decide whether amendments to the targets are warranted. Department of Land Conservation & Development (DLCD) staff prepared a draft report to LCDC on this matter (Executive Summary attached). The draft report points out that the two new MPOs (Albany and Grants Pass) do not currently have GHG reduction targets.

The MRMPO Technical Advisory Committee discussed this issue at their March 5, 2014 meeting made a recommendation to the Policy Committee that they would prefer to wait until the Regional Transportation Plan (RTP) and other state requirements are completed before being included in an amended GHG Target Rule.

Staff presented an overview of the GHG Target Rule review and the TAC's recommendation to the Policy Committee at their March 19, 2015 meeting. The Policy Committee asked for more information on what the emission percentages were based on and wanted more detail on the requirements. Member raised concerns about whether the region would be required to meet a target, and clarification on what the target is.

Bob Cortright, DLCD will be in attendance at the April 16, 2015 Policy Committee meeting to provide an overview of the Target Rule Review Report and answer questions. The Technical Advisory Committee is being invited to the meeting.

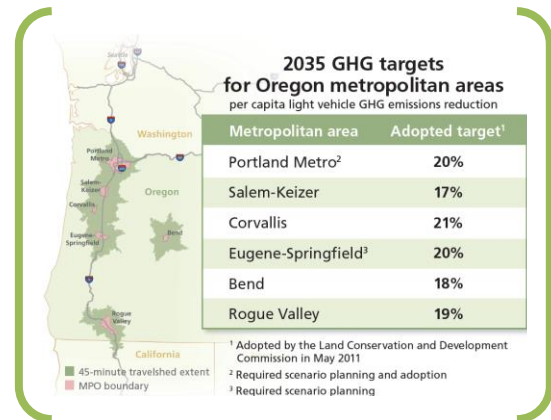


Department of Land Conservation and Development

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.

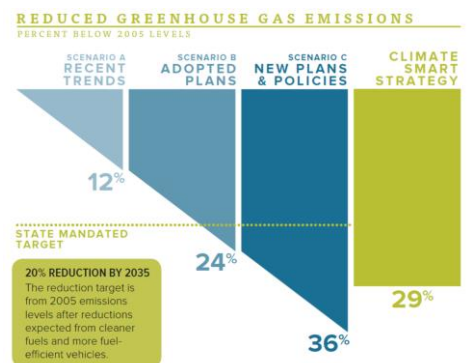


SCENARIO PLANNING RESULTS

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 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.

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 17th. For further information about the target rule review please contact Bob Cortright by email at bob.cortright@state.or.us or by phone at 503.934.0020.