



AGENDA

Middle Rogue Metropolitan Planning Organization

Policy Committee

Date: Thursday, February 18, 2016

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 AgendaChair

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

Action Items:

3. Elect Chair and Vice ChairChair

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

Action Requested: Elect chair and vice chair

4. 2016 – 2017 MRMPO Dues and Work Program Review Dan Moore

Background: The Policy Committee sets member dues annually as part of the adoption process for the Unified Planning Work Program (UPWP). The attached memo includes the proposed dues and work tasks for next fiscal year. A completed draft UPWP will be presented to the Policy Committee in April for approval.

Attachment: #2 – Memo; Dues and UPWP Discussion

Action Requested: Approve member dues; discuss and comment on proposed UPWP work tasks and budget.

5. Draft 2015-2040 Regional Transportation Plan (RTP) / 2015-2018 Transportation Improvement Program (TIP) / Air Quality Conformity Determination (AQCD)..... Dan Moore

Background: Drafts of the 2015-40 RTP, 2015-18 TIP and AQCD are ready for Policy Committee review and comment. Hard copies of the documents will be provided at the meeting. Links to the documents on the MPO website are provided below.

Attachment: Link to web page with documents: <http://www.mrmmpo.org/index.php/ct-menu-item-25>

Action Requested: None, discussion item

6. VMT Per Capita / Transportation Planning Rule (TPR)Dan Moore

Background: The Transportation Planning Rule (TPR) has requirements for MPOs to reduce reliance on the automobile. Staff will provide some background and discuss how the MRMPO proposes to move forward with compliance.

Attachment: #3 – Memo; VMT per Capita and the TPR

Action Requested: None, discussion item

7. MRMPO Update Dan Moore

8. Public Comment*Chair

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

8. Other Business / Local BusinessChair

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

9. AdjournmentChair

- The next Middle Rogue MPO TAC meeting will be **Thursday, March 3, at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**
- The next Middle Rogue MPO Policy Committee meeting will be **March 17, at 2:30 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

January 21, 2016

The following attended:

MRMPO POLICY COMMITTEE

NAME

Mike Baker
Colleen Roberts
Robert Brandes
Jason Canady (Steve Scrivner)
Pam Van Arsdale, Vice Chairman

REPRESENTING

ODOT
Jackson County
Josephine County
Grants Pass
Rogue River

Others Present

Leslie Orr
Savannah Crawford

Grants Pass Bike/Ped
ODOT

RVCOG Staff

Dan Moore
Bunny Lincoln
Greg Stabach

RVCOG
RVCOG
RVCOG

1. Call to Order / Introductions/ Review Agenda

The Chairman called the meeting to order at 2:35 pm.

2. Review / Approve Minutes

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

Page 3, 5th bullet was edited to read, "The sitting Chairperson of the MRMPO TAC serving as an ex-officio member of the subcommittee"

On a motion by Colleen Roberts, seconded by Mike Baker, the minutes were approved as corrected.

Presentation Item:

3. ODOT Draft Bicycle and Pedestrian Plan

Savannah Crawford presented an overview of the ODOT Draft Bicycle and Pedestrian Plan. The Oregon Transportation Plan is the overriding document for the seven (7) modal plans. The Policy side of the plan constitutes the modal plan. It is exclusively a policy document. A centralized website will soon

be available to access the all the Plan elements and comments can be made through the site. The current Plan was adopted in 1995. The 90 day public comment period opened on Nov. 13, 2015. Design Standards Rules & Regulations and Project Lists have been removed. The OBBP is the biking/pedestrian element of the Oregon TSP, covering the next 25 years.

Key Plan Changes:

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

Plan Components:

Chapter 1. Introduction

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

Chapter 3. Policies & Strategies –

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

Chapter 4. Investment Considerations

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

- Construction
- Maintenance
- Education
- Outreach
- Program Activities

Chapter 5. Implementation

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

the Oregon Transportation Commission in spring/summer, 2016.

The MRMPO is invited to review and comment on the draft.

Action Items:

4. Regional Transportation Plan (RTP) Chapter 10

Greg Stabach presented Chapter 10 (Environmental Considerations). **The TAC voted to recommend approval of the chapter at its January 7, 2016 meeting.** Review comments are reflected in the document.

- **Introduction - Table 10.1** - Consulting Agencies, Map 21 requirements
- **A. Inventory & Mapping**
 - 10.1 Prime Ag Soils, Viticulture Areas, Vineyards and Orchards, Project Overlap
 - 10.2 Wetlands & Special Flood Hazard Area (100 year flood plain)
 - 10.3 Fish Passage Barriers, Salmonoid Habitat, & TMDL Streams (Water Quality Limited)
 - 10.4 Conservation Opportunity Areas (MRMPO), Wildlife Sensitivity, & Wildlife Linkages
 - 10.5 Wildlife Movements
 - 10.6 Wildlife Collision Hotspots (Vehicular – ODOT records)
 - 10.7 National Historic Buildings & Places
 - 10.8 RTP Projects Intersecting Environmental/Historic Areas
- **B. Environmental Justice**
- **C. Environmental Considerations in Planning**
 - 1. Early Consideration of Environmental
 - 2. Use of Environmental Information
 - 3. Evaluation of Impacts - Impacted wetlands, roadway impacts, actions necessary to comply with the Clean Water Act & Endangered Species Act, considerations when evaluating impacted wetlands and natural habitats, determination of highway project impacts on wetland or natural habitat functional capacity.
 - 4. Avoidance, Minimization, Mitigation - Agency review (NOAA Fisheries 2015) has also emphasized the importance of avoiding and minimizing impacts.
 - 5. Wetlands and Natural Habitats – progressive approaches include conservation, mitigation banking agreements or purchase of intact natural areas, improvements to existing or natural habitats. Strategies for reducing impacts are also part of this section. Reference to ORS 196.600 – 196.655 is made.
 - 6. Rogue Wild & Scenic River Designation (84 Miles)
 - 7. Mitigation Banks – Mitigation Bank Areas in the MPO. (None existing in the current MRMPO area.) There is the potential of using the mitigation bank in White City. Reference to ORS 196.600 – 196.655 is made.
 - 8. Wildlife Habitat – ODFW conservation strategy focuses on habitat restoration and maintenance. Included in the chapter are the **Conservation Strategy of Oregon - Klamath Mountains Ecoregion** and **Habitat Conservation Opportunities**.
 - 9. Barriers to Wildlife Movement
 - 10. Endangered Species Act (related to MRMPO and surrounding areas)
 - Tables –
 - 10.1 Birds, Fish, Flowers & Mammals (Threatened & Endangered) North

American Green Sturgeon and Pacific Eulachon added. Magnuson-Stevens Fishery Conservation and Management Act (MSA) referenced as an important consultation

10.2 Streams/Rivers, & Pollutants

11. Addressing Impaired Water Resources (TMDL Plans)
12. Stormwater Monitoring & Management - Clean Water Act
13. Historic & Archeological Considerations – National Preservation Act
14. RTP Projects & Environmental Features (Wetland, Steelhead & Coho Salmon (Threatened))

Table 10.4 2016-2040 (Projects intersecting with environmental considerations):

Short range = 13, Medium Range = 3, Long Range = 9

“Project Sponsors” are shown on Table 10.4.

On a motion by Robert Brandes, seconded by Mike Baker, the Policy Committee adopted RTP Chapter 10.

5. Regional Transportation Plan (RTP) Chapter 11 – System Performance

Dan Moore presented Chapter 11 (System Performance). **Note: A full copy of the Draft Plan will be available at the next Policy Committee meeting.** The model used for the RTP is the Grants Pass Oregon Small Urban Model (OSUM). The MRMPO will use the OSUM Grants Pass model through the first RTP (spring 2016), and then start building a new model before the second RTP that will cover the larger MRMPO boundary. The model, computer software that performs a series of calculations, is based on information the MRMPO obtained about future population and employment.

Estimates of the numbers of people, jobs and their locations within the region are critical to the model. Also, the transportation network itself is represented in the model, and is a foundation for more detailed future analysis.

In developing the 2015-2040 RTP, the model was asked to provide answers to some basic questions about performance of the transportation system in future years, given the plan’s forecasts for growth.

Future Congestion

Table 11.1

Grants Pass RTP 2010-2040 Other Evaluation Measures					
SCENARIOS MEASURED	Reference 2010	No-Build 2015	No-Build 2020	No-Build 2040	RTP-Build 2040
P.M. Peak Hour Mean Travel Time	8.96	N/A	N/A	8.97	8.96
P.M. Peak Hour VMT	116,751	N/A	N/A	155,731	155,613
P.M. Peak Hour VHT*	2,535	N/A	N/A	3,577	3,572
Daily Transit Mode Split	N/A	N/A	N/A	N/A	N/A

Planned roadway capacity projects alone are not expected to keep pace with the region’s anticipated

growth. Through 2040, this plan anticipates an expansion of the regional transportation system of 5 lane miles.

Meanwhile, population is expected to increase by nearly 28 percent (from about 68,973 to 89,004), and employment by 45 percent (from 20,765 jobs to 30,030). These modeled estimates are based on existing local plans and coordination with the City of Grants Pass.

Other Evaluation Measures

Table 11.2

Grants Pass RTP ₂₀₁₀₋₂₀₄₀ Other Evalaution Measures					
SCENARIOS MEASURED	Reference 2010	No-Build 2015	No-Build 2020	No-RTP 2040	RTP-Build 2040
P.M. Peak Hour Mean Travel Time	8.96	N/A	N/A	8.97	8.96
P.M. Peak Hour VMT	116,751	N/A	N/A	155,731	155,613
P.M. Peak Hour VHT*	2,535	N/A	N/A	3,577	3,572
Daily Transit Mode Split	N/A	N/A	N/A	N/A	N/A

*VHT - vehicle hours traveled is a function of both travel time and total volume.

Staff will correct the spelling of “Evaluation” in the title of the table.

Performance Comparison

Table 11.3

2040 RTP ₂₀₁₀₋₂₀₄₀ Peak Lane Miles				
Volume/Capacity Ratio Range	Freeway	Principal Arterial	Minor Arterial	Collector
0 - 0.59	71.72	48.05	72.84	342.56
0.59 - 0.69	0.00	5.75	2.52	4.05
0.69 - 0.79	0.00	6.13	1.23	3.67
0.79 - 0.89	0.00	6.47	1.84	0.93
0.89 - 0.99	0.00	5.24	1.22	0.71
0.99 - 9.99	0.00	11.82	1.48	0.98
TOTAL	71.72	83.46	81.13	352.90

Congested Roads

Table 11.4

2010 Reference Peak Lane Mile Percentages													
Demand/Capacity Ratio Range	Rogue River Hwy (OR99)	Redwood Hwy (OR199)	Jacksonville Hwy (OR238)	Highland Ave	Redwood Ave	G St	A St	Allen Creek Rd	Bridge St	E St	F St	M St	Parkdale Drive
0 – 0.59	76%	70%	92%	100%	70%	69%	98%	100%	82%	100%	100%	85%	37%
0.59 – 0.69	16%	2%	4%	0%	3%	0%	0%	0%	5%	0%	0%	3%	24%
0.69 – 0.79	2%	15%	2%	0%	11%	18%	2%	0%	0%	0%	0%	0%	5%
0.79 – 0.89	2%	9%	2%	0%	6%	8%	0%	0%	0%	0%	0%	0%	0%
0.89 – 0.99	0%	2%	0%	0%	5%	4%	0%	0%	0%	0%	0%	0%	29%
0.99 – 9.99	4%	2%	0%	0%	4%	0%	0%	0%	13%	0%	0%	12%	5%
No Congestion	94%	87%	98%	100%	84%	87%	100%	100%	87%	100%	100%	88%	66%
Congestion	2%	11%	2%	0%	12%	12%	0%	0%	0%	0%	0%	0%	29%
High Congestion	4%	2%	0%	0%	4%	0%	0%	0%	13%	0%	0%	12%	5%
Total Lane Miles	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Dan Moore explained the model figures for congestion on the various roads.

Table 11.5

2040 RTP ₁₀₋₄₀ Peak Lane Mile Percentages													
Demand/Capacity Ratio Range	Rogue River Hwy (OR99)	Redwood Hwy (OR199)	Jacksonville Hwy (OR238)	Highland Ave	Redwood Ave	G St	A St	Allen Creek Rd	Bridge St	E St	F St	M St	Parkdale Drive
0 – 0.59	61%	60%	82%	100%	66%	69%	93%	100%	76%	100%	100%	85%	0%
0.59 – 0.69	8%	3%	8%	0%	0%	0%	2%	0%	7%	0%	0%	0%	16%
0.69 – 0.79	14%	1%	4%	0%	8%	13%	3%	0%	0%	0%	0%	0%	0%
0.79 – 0.89	9%	8%	1%	0%	8%	14%	2%	0%	5%	0%	0%	3%	21%
0.89 – 0.99	2%	8%	3%	0%	8%	4%	0%	0%	0%	0%	0%	0%	9%
0.99 – 9.99	6%	20%	2%	0%	9%	1%	0%	0%	13%	0%	0%	12%	55%
No Congestion	83%	64%	94%	100%	75%	81%	98%	100%	82%	100%	100%	85%	16%
Congestion	11%	16%	4%	0%	16%	18%	2%	0%	5%	0%	0%	3%	29%
High Congestion	6%	20%	2%	0%	9%	1%	0%	0%	13%	0%	0%	12%	55%
Total Lane Miles	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Congestion on the roads shown on these tables can lead to delays on intersecting roads as well. The model data may be used to identify highly traveled and congested roadways, which can be prioritized for funding through the MRMPO Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) project selection processes.

Congestions Maps (2010 & 2014 – Peak Hour)

Rather than showing with absolute certainty future congested conditions, these maps indicate the locations most vulnerable to traffic pressures.

The traffic data used in the Level 1 model came from local jurisdictions.

On a motion by Robert Brandes, seconded by Colleen Roberts, the Policy Committee adopted RTP Chapter 11.

6. MRMPO Planning Update

- Public RTP Planning Workshops are currently being held in MRMPO jurisdictions. A virtual Open House will also be available on the RVCOG website.

7. Public Comment

None.

8. Other Business / Local Business

9. Agenda Build for Next Meeting

- Replacement on OMPOC for Mark Gatlin.
- Per Capita Vehicle Miles Traveled Reduction Requirements for MPOs – Dan Moore

10. Adjournment

The meeting was adjourned at 3:36 p.m.

Next MRMPO TAC meeting – Thursday, Feb. 4, 2016 @ 1:30 pm

DRAFT



**Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning**

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

DATE: February 11, 2016
TO: MRMPO Policy Committee
FROM: Dan Moore, Planning Program Manager
SUBJECT: FY 2017 MRMPO Dues Recommendation and UPWP Discussion

This memo addresses two related items for the coming fiscal year: setting MRMPO member dues and providing input on the draft 2016 – 2017 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.

MRMPO Member Dues

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in December 2013. The rate, \$0.16 per capita, would generate a total of \$8,389 for the 2017 fiscal year. Dues for 2017 overall are \$244 higher than in 2016.

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

Table 1

MRMPO Proposed 2016-17 Dues					
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2017 Dues	FY2016 Dues	Change in Dues 2016 to 2017
Gold Hill	1,220	\$0.16	\$195	\$195	\$0
Grants Pass	36,465	\$0.16	\$5,834	\$5,610	\$224
Jackson County*	1,632	\$0.16	\$261	\$258	\$3
Josephine County**	10,937	\$0.16	\$1,750	\$1,737	\$13
Rogue River	2,175	\$0.16	\$348	\$345	\$3
<i>Total</i>	52,429		\$8,389	\$8,145	\$244

All population estimates are Portland State University certified July, 2015

*Jackson County estimated population w/in MRMPO boundary & excluding cities is 0.8% of total county population

** Josephine County estimated population w/in MRMPO boundary & excluding cities is 13% of total county population

Total Jackson County estimated population: 210,975

Total Josephine County estimated population: 83,720

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

Dues Ests	
Staff Support	\$1,494
Travel Related	\$6,295
Memberships/Conferences	\$600
	\$8,389

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

MRMPO 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.	\$45,000	\$15,000	\$1,717	\$6,894	\$0	\$68,611
1.2 UPWP Development & UPWP Progress	\$5,000	\$750	\$86	\$0	\$0	\$5,836
1.3 Public Education and Involvement Program	\$3,000	\$1,000	\$114	\$0	\$0	\$4,114
1.4 Interagency & Jurisdictional Coordination	\$5,000	\$800	\$92	\$0	\$0	\$5,892
1.5 Grant Writing	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Totals	\$59,000	\$17,550	\$2,009	\$6,894	\$0	\$85,453
2. Short Range Planning						
2.1 TIP Activities	\$7,000	\$2,000	\$229	\$0	\$0	\$9,229
2.2 Air Quality Conformity	\$10,000	\$4,080	\$467	\$0	\$0	\$14,547
2.3 Local TSP Technical Assistance	\$10,000	\$500	\$57	\$0	\$0	\$10,557
2.4 STP & CMAQ Project Funds Management	\$5,000	\$1,500	\$172	\$0	\$0	\$6,672
Totals	\$32,000	\$8,080	\$925	\$0	\$0	\$41,005
3. Long Range Planning						
3.1 ITS Coordination	\$10,000	\$5,000	\$572	\$0	\$0	\$15,572
3.2 RTP Maintenance	\$17,363	\$5,000	\$572	\$0	\$0	\$22,935
3.3 VMT Per Capita Benchmarks	\$0		\$0	\$0	\$40,000	\$40,000
3.4 Alternative Route Plan	\$40,000	\$5,916	\$677	\$1,495	\$0	\$48,088
Totals	\$67,363	\$15,916	\$1,822	\$1,495	\$40,000	\$126,596
4. Data Development						
4.1 Research & Analysis Program	\$10,986	\$2,584	\$296	\$0	\$0	\$13,866
4.2 Data collection/analysis for Title 6 & EJ	\$1,500	\$500	\$57	\$0	\$0	\$2,057
Totals	\$12,486	\$3,084	\$353	\$0	\$0	\$15,923
5. Transit - JOCO						
5.1 Grants Pass to Medford Transit Line Passenger Survey	\$0	\$5,000	\$572	\$0	\$0	\$5,572
Totals	\$0	\$5,000	\$572	\$0	\$0	\$5,572
Totals	\$170,849	\$49,630	\$5,680	\$8,389	\$40,000	\$274,548

(1) FHWA MPO Planning funds are allocated to the MRMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$153,303; ODOT Match: \$17,546; Total \$170,849 for FY 2017.

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2017 allocation consists of 89.73% federal (\$49,630) and a required 10.27% local share (\$5,680) provided by in-kind in lieu of cash match.

(3) MPO dues are paid by MPO member jurisdictions: Gold Hill, Grants Pass, Jackson County, Josephine County, and Rogue River.

4) ODOT Region 3 planning funds.

5) RVCOC acting on behalf of the the MRMPO will apply for and otherwise obtain these funds. RVCOC 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.	\$86,704	Maintained committee and records. Continued website updates. Coordinated committee meetings/agendas. Developed 2015-16 UPWP. Attended statewide meetings.	\$85,452	Generally, continue tasks from 2016; maintain committee and records. Continue website updates. Anticipate FAST rulemaking; track & implement required federal changes. Update of the Public Participation 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	\$41,005	Maintained current interim TIP and fund balances/project tracking. Developed 2015-18 final TIP and air quality conformity determination (AQCD).	\$41,005	Maintain current TIP and fund balances/project tracking. Solicit 2019, 2020 & 2021 CMAQ and STP funded projects. Develop 2018-21 TIP and AQCD. Serve on TSP technical advisory committees.
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 Intelligent Transportation System Operations & Implementation Plan Coordination	\$81,218	Finalized 2015-40 RTP and air quality conformity determination. Coordinated the development of a regional (MRMPO & RVMPO) ITS plan.	\$126,596	Continue development of a regional (MRMPO & RVMPO) ITS plan.
3.2 RTP Maintenance				Maintain RTP.
3.3 Develop VMT Per Capita Benchmarks				Develop VMT per capita benchmarks per Transportation Planning Rule (TPR). Use \$40,000 in R-3 Funds.
3.4 Develop Alternate Route Plan				Develop an alternate route plan as a key traffic management strategy for minimizing the effect of a non-recurring congestion-causing events on traffic flow as part of the RTP security planning efforts.
4. Data Development/Maintenance				
4.1 Research & Analysis Program	\$15,923	Research & Analysis. Finalized update of the Grants Pass travel demand model, land use, Continued GIS activities.	\$15,923	Research & Analysis. Continue support for development, improvement of travel demand model, land use, Continue GIS activities. Update Title 6/EJ Plan. Complete bike level of stress analysis.
4.2 Data collection/analysis for Title 6 & EJ				
5. Transit				
5.1 Grants Pass to Medford Transit Line Passenger Survey	\$16,717	Assisted Josephine Community Transit with passenger survey.	\$5,572	Continue with passenger survey if necessary.
Totals				
2015-16 Total	\$241,567	2016-17 Proposed Total	\$274,548	



**Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning**

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

DATE: February 11, 2016
TO: MRMPO Policy Committee
FROM: Dan Moore, Planning Program Manager
SUBJECT: MRMPO VMT per Capita and Transportation Planning Rule

This memo addresses the Oregon Transportation Planning Rule (TPR) requirements for MPOs to reduce reliance on the automobile, and how the MRMPO proposes to move forward with compliance.

Background

The TPR (OAR 660-012-0035) requires MPOs to avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. This can be accomplished by the MPO adopting a Regional Transportation Plan (RTP) with transportation alternatives that show a 5% reduction in vehicle miles traveled (VMT) per capita for the RTP planning period. In the case of the MRMPO, the RTP planning period is 2015 to 2040.

On November 12, 2015, MRMPO staff sent the Oregon Department of Transportation (ODOT), Transportation Planning Analysis Unit (TPAU) a model run request to determine the VMT per capita for the MRMPO using the recently updated Grants Pass model. The VMT per capita results would be used to determine whether or not the MRMPO was able to meet the 5% VMT per capita reduction requirement. On December 2, 2015, TPAU responded by memo (attached to this memo) with the results of the model run which are shown in Table 1 below.

Table 1 lists both Base Year 2010 and Future Year 2040 RTP Scenario daily VMT and VMT per Capita, as well as their percentage changes between Base Year 2010 and Future Year 2040 Scenario. The VMT per capita reduction is 5.6% between 2010 and 2040.

Table 1

Scenario Year	Daily VMT (Miles)	Total Population	VMT Per Capita (Miles)	VMT Per Capita % Reduction
Base Year 2010	760,271	68,973	11.0	$(10.4-11.0)/11.0 = -5.6\%$
Future Year 2040	925,791	89,004	10.4	

The results of the model run conclude that the Grants Pass model area meets the TPR 5% VMT per capita reduction requirement.

MPO staff consulted with DLCD on how to proceed with compliance with the TPR. DLCD responded by referring to OAR 660-012-0035(6) which basically says if the MPO can get the 5% reduction that may meet the requirements in (3)(e), (4), and (5):

(6) A metropolitan area may also accomplish compliance with requirements of subsection (3)(e), sections (4) and (5) by demonstrating to the commission that adopted plans and measures are likely to achieve a five percent reduction in VMT per capita over the 20-year planning period. The commission shall consider and act on metropolitan area requests under this section by order. A metropolitan area that receives approval under this section shall adopt interim benchmarks for VMT reduction and shall evaluate progress in achieving VMT reduction at each update of the regional transportation system plan.

The MRMPO will not need to adopt the performance standards for reducing reliance on the automobile, only benchmarks for VMT reduction.

DLCD suggested that the MRMPO look at the travel demand model and determine what kind of trajectory is expected for VMT reduction, and apply those numbers to the interim years expected to do a RTP update. As long as the interim benchmarks are reasonable, show progress, and can be justified by the assumptions in the plan, DLCD would support them.

Factors Affecting the Grants Pass 2010-2040 Model VMT/Capita Reduction

TPAU had some internal discussion and set up a couple of model test runs. Many factors play a role in the travel demand forecasting model. Below is a quick (but may not be thorough) overview of what factors might affect the Grants Pass 2010-2040 model VMT/capita reduction:

Internal-Internal VMT vs Externally-related VMT

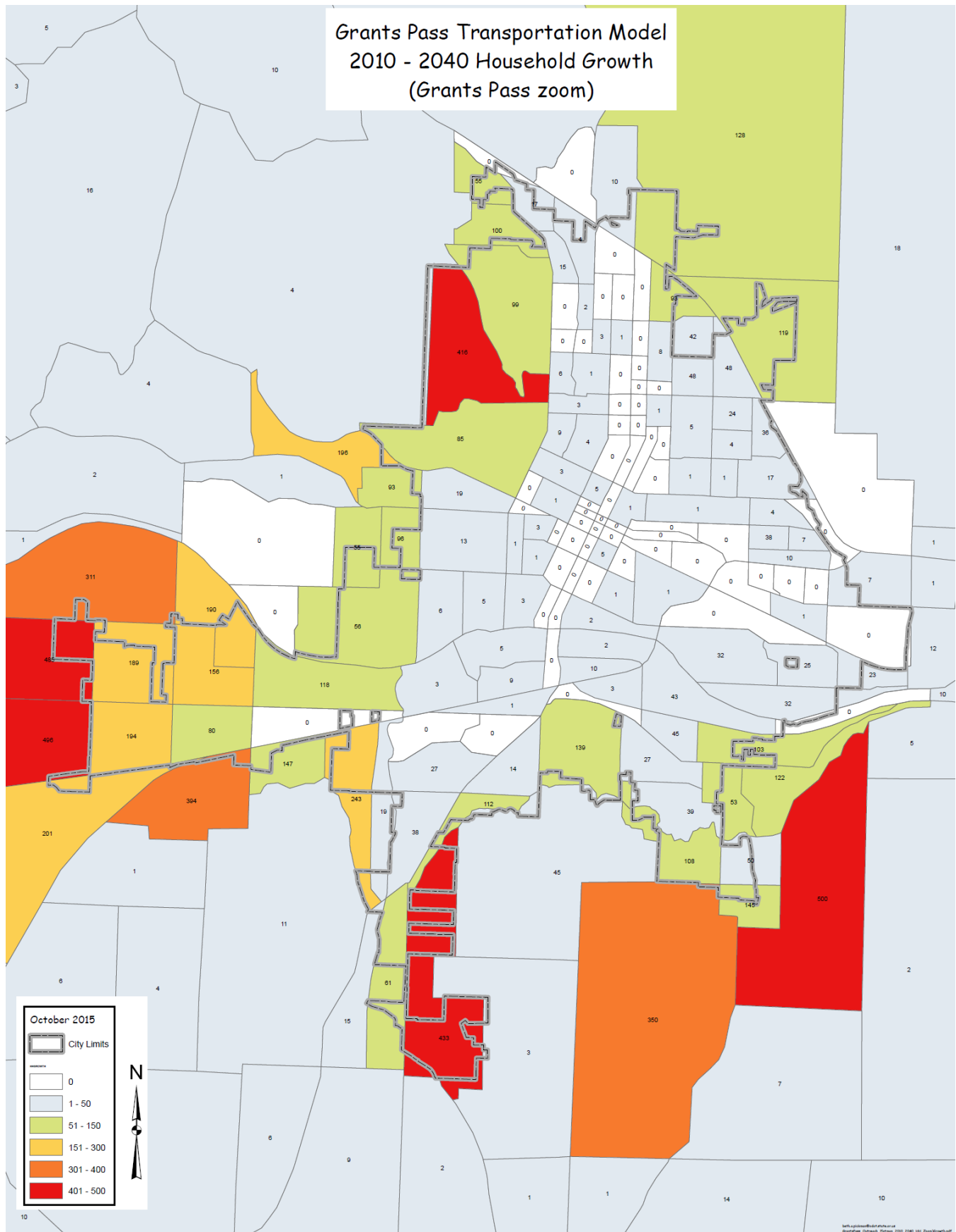
TPAU tested a future 2040 Grants Pass RTP (Regional Transportation Plan) modeling scenario by keeping the external traffic no change from the 2010 base year. TPAU found that the model shows a slight VMT/Capita reduction, such as: 0.6% instead of 5.7% as in the 2040 RTP modeling scenario, where the ratio of the external VMT to internal-internal VMT is 1.17. As the number shows, the future congestion from external traffic is high in Grants Pass and that is where the majority of the VMT/Capita reduction comes from.

Impacts Made by Roadway Capacity Related RTP Projects

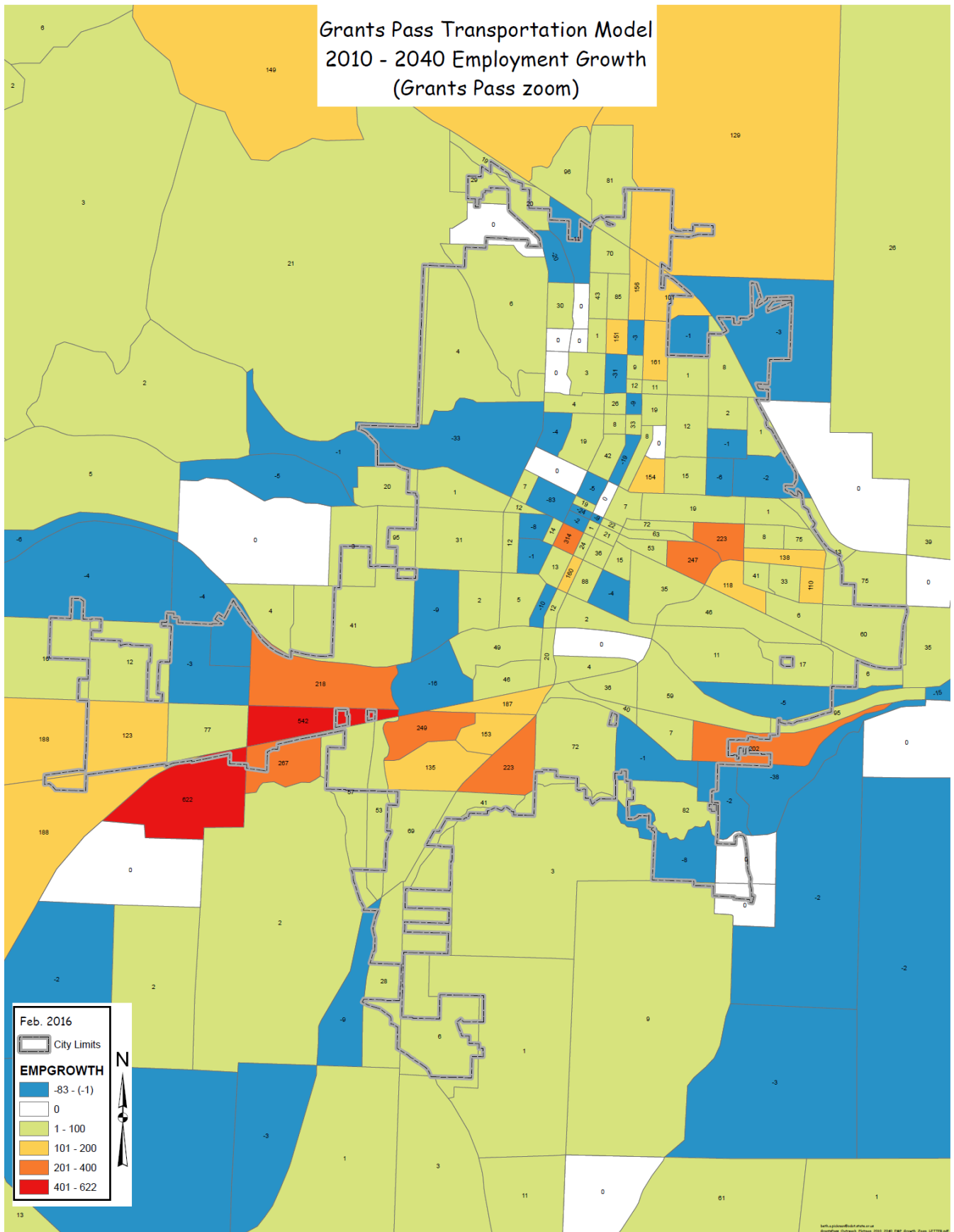
Initially TPAU thought that the RTP capacity improvement projects could be contributing significantly to the VMT reduction. After TPAU tested a 2040 Future Modeling Scenario without the RTP, TPAU found that there is still a -5.4% VMT/Capita reduction compared with 2010 Base Year. This finding fits the conventional saying: you build, they will come. On the other hand, as expected there is congestion reduction by the RTP projects: the average vehicle travel time during the peak hour is 8.970 minutes without the RTP verses 8.957 with the RTP. It is -0.013 minute reduction in average travel time for every motorist. Taking into consideration of 24,860 peak hour vehicle trips in the Grants Pass model area, we can estimate that the delay reduction amounts to – 5.4 vehicle hours.

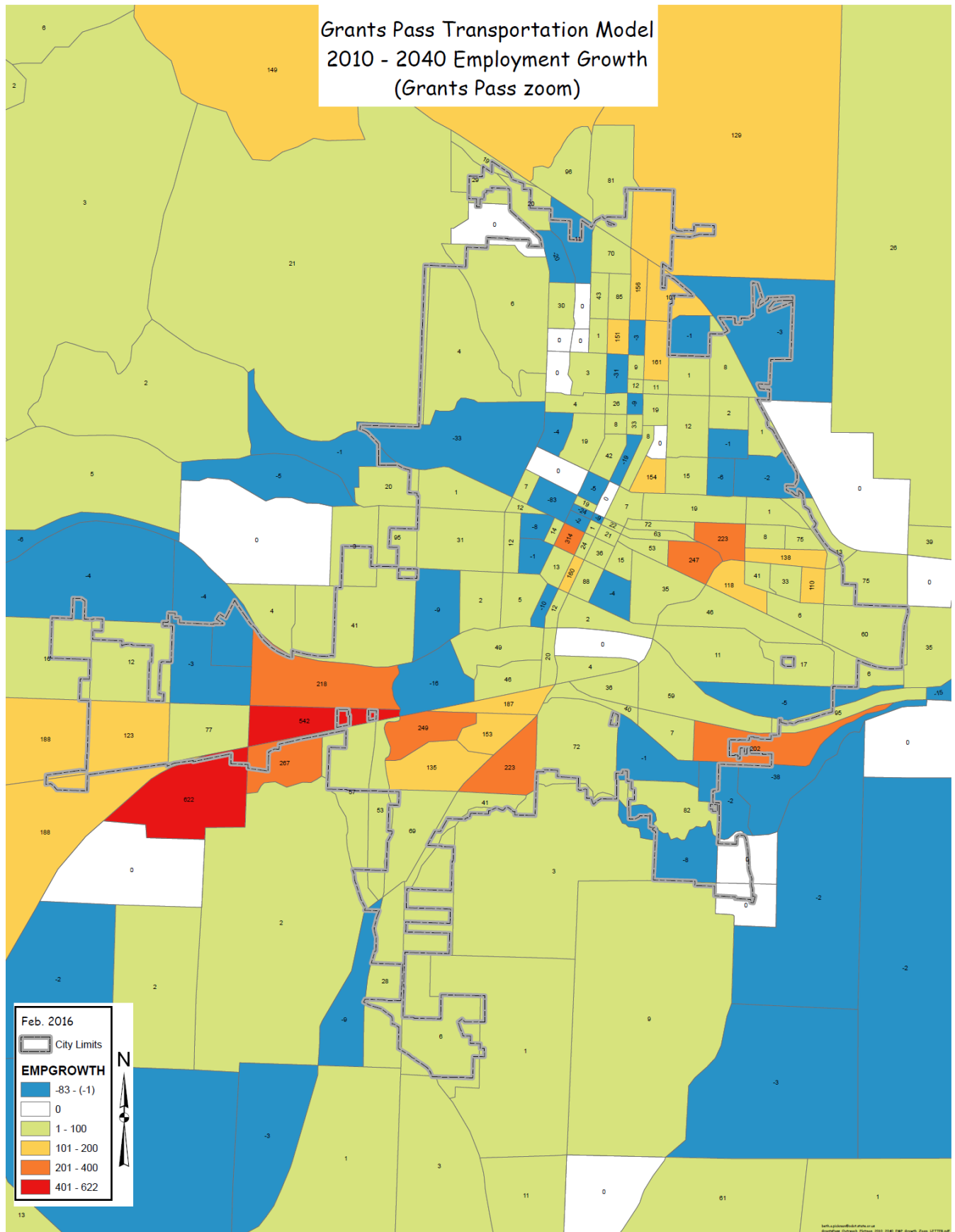
Future 2040 Land Use Scenario Focusing on Grants Pass UGB Area

The following two figures, show that the 2010-2040 majority of the household growth would primarily occur in the vicinity of Grants Pass city central area while the employment growths are also within the city or close to the Grants Pass urban growth boundary. The hypothesis is that these patterns of land use growths would make motorists travel less miles in terms of the VMT per capita. Hopefully, the Grants Pass place type data may visually or numerically prove this hypothesis later.











Oregon

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 ODOT Transportation Planning Analysis Unit (TPAU)

Cc: Brian Dunn, P.E., Transportation Planning Analysis Manager, ODOT TPAU
 Peter Schuytema, P.E., Senior Transportation Engineer, ODOT TPAU
 Ian Horlacher, MPO Senior Planner, ODOT Regional 3, District 8

RE: VMT Per Capita for the Grants Pass Model Area
– Base Year 2010 and Future Year 2040 RTP Scenario Grants Pass Travel Demand Models

Brief Description

A model request was submitted by RVMPO to utilize the Grants Pass Travel Demand Models¹ to output Base Year 2010 and Future Year 2040 RTP scenario daily vehicle miles traveled (VMT) per capita. The model data will be used to determine whether the Middle Rogue MPO meets the Oregon Transportation Planning Rule (TPR) 5% VMT per capita reduction requirement.

Land Use & Network Assumptions

The decision was made to use the Grants Pass OSUM (Oregon Small Urban Models) models for Base Year 2010 and Future Year 2040 RTP (Regional Transportation Plan) scenario.

The Base Year 2010 GP Model is based on the 2010 census block household data and the 2010 employment data from the Oregon employment department. The based model is well calibrated by the 2010 Oregon Household Activity Survey (OHAS) data and is validated against the base traffic counts.

The Grants Pass 2040 future year RTP Scenario OSUM model was based on the 2040 local jurisdictional population and employment forecasts by referring to the Portland State University population forecasts and Oregon State economic analysis and forecasts. The RTP roadway capacity improvement projects are built in the 2040 future year RTP Scenario model network.

¹ Note that travel models provide only generalized travel forecasts because they are based on generalized land use patterns and transportation networks. Since models do not represent individual land uses, driveways or neighborhood-scale streets, the forecasts produced are not sensitive to these specific land use and transportation characteristics.

It is inappropriate to use raw model outputs as the basis for transportation and land use decisions that require consideration of detailed transportation and land use characteristics. Therefore, post-processing of model outputs to account for the influence of specific transportation and land use characteristics is mandatory. Methods used for post-processing must conform to specifications provided within the ODOT Analysis Procedures Manual (<http://www.oregon.gov/ODOT/TD/TP/pages/APM.aspx>).

Modeling Methods and Assumptions

The daily multi-class vehicle trip assignment procedure can separate the internal-internal and externally-related vehicle trips on the model network so that the daily internal-internal VMT can be summarized, and the daily VMT per Capita can be figured out by dividing the daily VMT by the total population in the Grants Pass model area (as shown in Figure 1 below).

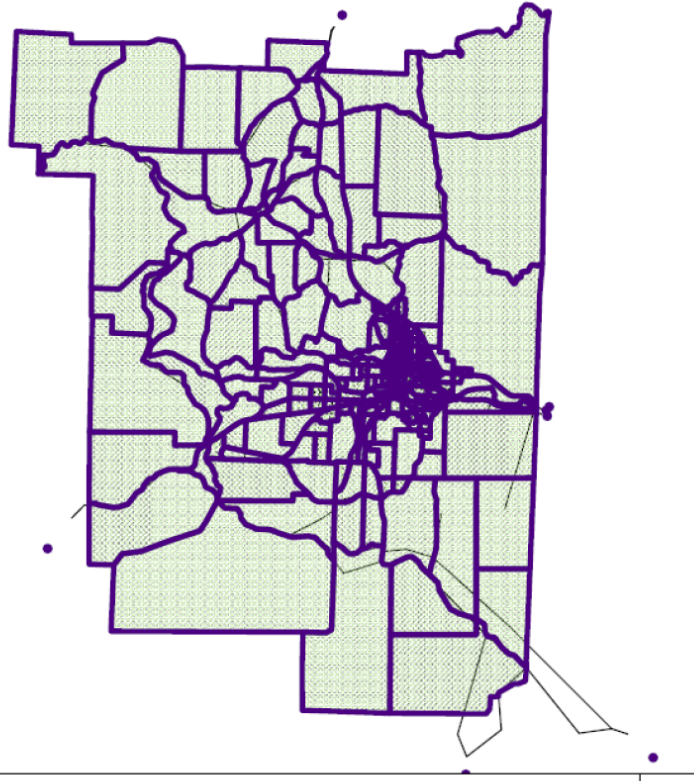


Figure 1: Grants Pass model area with Traffic Analysis Zones (TAZ) and model network.

Requested Output

Table 1 lists both Base Year 2010 and Future Year 2040 RTP Scenario daily VMT and VMT per Capita, as well as their percentage changes between Base Year 2010 and Future Year 2040 Scenario.

Scenario Year	Daily VMT (Miles)	Total Population	VMT Per Capita (Miles)	VMT Per Capita % Reduction
Base Year 2010	760,271	68,973	11.0	$(10.4-11.0)/11.0 = -5.6\%$
Future Year 2040	925,791	89,004	10.4	

In conclusion, the Grants Pass model area meets the Oregon Transportation Planning Rule 5% VMT per capita reduction requirement.

Please feel free to contact Jin Ren at 503-986-4120 Jinxiang.ren@odot.state.or.us if you have any questions or comments.