



## AGENDA

### Middle Rogue Metropolitan Planning Organization Policy Committee

*Date:* Thursday, March 17, 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](http://www.mrmppo.org)

**1. Call to Order/Introductions/Review Agenda .....Darin Fowler, Chair**

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

#### ***Public Hearing:***

- Chair will read Public Hearing Procedures

**3. 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

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

*Action Requested:* Policy Committee consider approval of Resolution 2016-1 – Adopting the 2015-40 RTP, Resolution 2016-2 – Adopting the 2015-18 TIP & Resolution 2016-3 adopting the Air Quality Conformity Determination.

#### ***Action Items:***

**4. 2015 Annual Listing of Obligated Projects.....Ryan MacLaren**

*Background:* Every year the MPO publishes a list of federal funds obligated to projects in the prior federal fiscal year.

*Attachment:* #2 – Memo; Annual Listing of Obligated Projects Report.

*Action Requested:* Approve Annual Listing of Obligated Projects Report.

**5. Greenhouse Gas Target Rule Advisory Committee.....Dan Moore**

*Background:* At its May 2015 meeting the Land Conservation and Development Commission (LCDC) completed its review of the Metropolitan Greenhouse Gas (GHG) Targets Rule. LCDC approved the Target Rule Review Report. It also agreed with the department's recommendation that the target rule should be updated to set targets for the year 2040. The commission is establishing a single advisory committee to function as the rulemaking advisory committee for the target rule amendments and to review of the process of metropolitan area transportation planning. The advisory committee would likely include an LCDC commissioner, a commissioner from the Oregon Transportation Commission, staff from the Oregon Department of Transportation, a representative from each metropolitan area, other interest groups, and the general public.

*Attachment:* #3 – DLCD GHG Target Rule Review Memo

*Action Requested:* Consider designating a Policy Committee member to serve on the Target Rule Advisory Committee

**6. MRMPO Planning Update..... Dan Moore**

**7. Public Comment\*.....Chair**

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

**8. Other Business / Local Business .....Chair**

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

**9. Agenda Build for Next Meeting..... Dan Moore**

**10. Adjournment ..... Chair**

The next MPO Policy Committee meeting is scheduled for Thursday, April 21 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, April 7 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*

**February 18, 2015**

The following attended:

NAME	REPRESENTING	PHONE
<u>MPO Policy Committee</u>		
Darin Fowler, Chairman	Grants Pass	
Colleen Roberts	Jackson County	
Dan De Young	Grants Pass	
Rick Riker	Grants Pass	
Mike Baker	ODOT	
Pam Van Arsdale, Vice Chairman	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
Jan Fish	Gold Hill	
Jason Canady	Grants Pass	
<u>Others Present</u>		
Ian Horlacher	ODOT	
John Vial	Jackson County	
Scott Chancey	JCT	
Leslie Orr	Grants Pass Bike	
<u>RVCOG Staff</u>		
Mike Cavallero	RVCOG	
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446

#### **1. Call to Order / Introductions/ Review Agenda**

The Chairman called the meeting to order at 2:30 p.m. The meeting began with Committee introductions.

#### **2. Review / Approve Minutes**

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

**On a motion by Pam Van Arsdale seconded by Mike Baker, the minutes were approved as amended.**

**The Chairman introduced Rick Riker, new Committee member.**

**Action Items:****3. Elections – Chair & Vice Chair**

**On a motion by Pam Van Arsdale, seconded by Dan De Young, the Committee unanimously elected Darin Fowler, Chairman. Unanimous voice vote.**

**On a motion by Mike Baker, seconded by Colleen Roberts, the Committee unanimously elected Pam Van Arsdale Vice Chairman for the coming year. Unanimous voice vote.**

**4. 2016-17 MRMPO Dues Recommendations & Work Program Review**

Dan Moore presented the proposed MRMPO Dues Recommendations & Work Program for the coming fiscal year. UPWP information was provided for discussion and future comment.

**MRMPO Member Dues**

The TAC recommended maintaining the dues formula and rate that was approved by the Policy Committee in December, 2013. The rate, \$0.16 per capita, with new PSU population estimates, would generate a total of \$8,389 for the 2017 fiscal year. Dues for 2017, overall, are \$244 higher than in 2016. The per capita rate can come up for review annually.

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

**Table 1**

<b>MRMPO Proposed 2016-17 Dues</b>					
<b>Member Jurisdictions</b>	<b>Population</b>	<b>Dues Rate per Capita</b>	<b>Proposed FY2017 Dues</b>	<b>FY2016 Dues</b>	<b>Change in Dues 2016 to 2017</b>
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>	<b>52,429</b>		<b>\$8,389</b>	<b>\$8,145</b>	<b>\$244</b>

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:

Dues Ests

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

**On a motion by Pam Van Arsdale, seconded by Dan De Young the 2016 Dues Schedule was adopted by unanimous voice vote.**

### Draft UPWP

Dan Moore presented the UPWP to the Committee.

**Tables 3 and 4** summarize spending proposed in the draft 2017 UPWP (Table 3), and the status and changes in program activity (Table 4). The funding amounts are included.

- **#3 - Proposed FY 2017 Budget - Transportation Planning Funds by Source/Activity** (same funding amounts as current FY, but the amount could change, based on upcoming discussions at the State level) Delineated Work Tasks include:
  1. **Program Management**
  2. **Short Range Planning**
  3. **Long Range Planning**
  4. **Data Development**
  5. **Transit**
- **#4 - Proposed Program Activity - outlining work tasks for program management, short/long range planning, data development/maintenance and transit.** Proposed activities include:
  1. **Program Management** - Continue previous tasks, update website, anticipate FAST rulemaking; track & implement required federal changes, update Public Participation Plan.
  2. **Short Range Planning** - Maintain current TIP, solicit for 2019-21 CMAQ/STP funded projects, Develop 2018-21 TIP & AQCD, serve on TSP TAC..
  3. **Long Range Planning** - Continue regional ITS plan development. Maintain RTP. Develop VMT per capita benchmarks per TPR. Use \$40,000 R3 funds. Develop alternative route plan for non-recurring congestion causing events on traffic flow (RTP security planning).
  4. **Data Development** - R&A continue support for improved travel demand model, continue GIS activities, update Title 6/EJ Plan. Complete bike level of stress analysis.
  5. **Transit** – Continue with passenger survey if necessary.

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.

The TAC has been asked to offer input on the UPWP and then make a formal recommendation to the Policy Committee at their March 3, 2016 meeting. The Work Program will be presented to the Policy Committee for approval in April.

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

Dan Moore shared drafts of the three (3) documents with the Policy Committee. The documents are now in the 30 Day Public Review Process. The Committee was asked to review the Draft to make comments by next month, in preparation for their adoptions. Public and agency comments will be shared at the public hearing next month. Mike Baker will send ODOT comments to Staff.

The topics, for the RTP and TIP, include:

### **Review Draft 2015-2040 Regional Transportation Plan (RTP):**

- Chapter 1 - Introduction
- Chapter 2 – Vision & Goals
- Chapter 3 – Public Involvement
- Chapter 4 – Planning Area Characteristics
- Chapter 5 – Existing Transportation System
- Chapter 6 – Plan Implementation
- Chapter 7 – Transportation Sustainability
- Chapter 8 – Financial Plan
- Chapter 9 – Air Quality
- Chapter 10 – Environmental Considerations
- Chapter 11 – System Performance
- Chapter 12 – Safety and Security
- Maps.
- Appendices

### **The 2015-2018 Transportation Improvement Program (TIP):**

The State Planning Rule requires separate adoption of the TIP.

- Introduction
- Federal Requirements
- TIP Development
- TIP Project Summary
- Demonstration of Financial Constraint & Capacity
- Adequate Maintenance & Operation of Existing System
- Available & Committed Revenues & Funding Sources
- Reasonably available Revenues & Funding Sources
- Comparison of MTIP Funding Levels

- Amending the TIP
- MRMPO 2015 – 2018 TIP Projects
- Tables
- Figures
- Appendices

### **Air Quality Conformity Determination (AQCD):**

- Adopting Resolution 16-02
- Synopsis
- Why are we producing this document?
- Who takes action?
- Purpose
- Air Quality Status
- PM10
- CO
- CO & PM10 Limited Maintenance Plans Conformity Criteria & Summary
- Appendix A
- Appendix B
- Tables
- Figures
- Maps

Formal recommendations to the Policy Committee have been requested from the TAC, and will be available for review at their March 3, 2016 meeting. The draft will go to the Policy Committee on March 17, 2016.

### **6. VMT Per Capita/Transportation Planning Rule (TPR)**

Dan Moore shared 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. The MRMPO has met the 5% reduction and all that remains is to adopt interim VMT benchmarks and monitor them, and report back to DLCD. The new Grants Pass model was used for the analysis, and showed a 5.6% reduction in VMTs. Grants Pass is the only jurisdiction in the State to meet the reduction standard. The benchmark analysis work will be done within the next fiscal year for presentation/approval by DLCD/LCDC. The 5.6% reduction is not likely to change with the new benchmarks. The model will be used every periodically to see if changes have occurred. If the 5% reduction is not met, the MPO would have to adopt Alternative Measures to show they had a plan to meet the requirements. I-5 through the MPO was part of the analysis.

### **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 several 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 future land use scenario shows 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.

Future development, employment and population changes will be included in plan updates.

#### **7. MRMPO Planning Update**

- Dan Moore passed out a DLCD flyer on the GHG Target Rule Review. Extension of the Rule to 2014. The MRMPO was not included in the first plan. Dan De Young said that a baseline was never established in order to demand a 17-21% GHG emission reduction by 2035. The MRMPO needs to have a representative on the review committee. This matter will be added to the next Policy Committee meeting agenda.
- The Regional Plan public hearing will be held on March 17<sup>th</sup>.

#### **8. Public Comment**

None received.

#### **9. Other Business / Local Business**

John Vial said that three (3) “ODOT Enhanced Funds” projects had been prioritized by the RVACT:

1. JCT Transit Station
2. Jackson County Extension of ten miles of the RR Greenway between Rogue River and Gold Hill (Enhanced \$\$\$)
3. ODOT Hwy.99 Medford to Phoenix

The members discussed other potential funding sources. A commitment from the MRMPO Policy Committee to fund the Transit Station (STP/CMAQ \$) could allow for funding of all three projects. John Vail asked if there might be interest on the part of the Policy Committee to consider this solution. \$569,000 is the Transit Station estimated cost, and Scott Chancy is working on other funding options. Future STP/CMAQ \$\$\$ for new/unfinished projects has not been created yet. A brief discussion ensued about how the various available funds could be switched around in a fashion to allow them to be more effectively, whereby more projects could be implemented.

Dan Moore pointed out that there are short/medium range projects in the RTP that already have allocated CMAQ funds. (Chapter 6, page 5). Affected projects would need to be identified for potential timing/funding changes.

John Vial offered to bring a memo to the TAC for a recommendation to be passed forward to the Policy Committee for further consideration. The membership agreed that this was a suitable course of action, and

**10. Agenda Build for Next Meeting**

- -
- Select GHG Committee representative  
RTP Public hearing

**11. Adjournment**

The meeting was adjourned at 3:37 p.m.

**Meeting Schedule:**

MRMPO TAC	Thursday, March 3 <sup>rd</sup> @ 1:30 pm	
MRMPO Policy	Thursday, March 17 <sup>th</sup> @ 2:30 pm	(Wear <b>GREEN!</b> )



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

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

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**DATE:** March 17, 2016  
**TO:** MRMPO Policy Committee  
**FROM:** Ryan MacLaren, Associate Planner  
**SUBJECT:** 2015 Annual Listing of Obligated Projects

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Federal law requires MPOs to publish annually a list of projects for which federal funds have been obligated in the preceding federal fiscal year (FFY). The attached draft report includes a list of projects obligated federal funds in FFY 2015 and includes information on the distribution of those funds by jurisdiction, agency, and project type.

All obligated dollar amounts contained in this document were provided by ODOT and Josephine Community Transit.

The purpose of the Annual Listing of Obligated Projects is to provide transparency in federal transportation planning, and to serve as a reference to track consistency/inconsistency in the year project funds are obligated versus the year they were programmed.

The MRMPO TAC approved the draft 2015 Annual Listing of Obligated Projects at their March 3<sup>rd</sup> meeting. The obligation timeframe is Oct. 1, 2014 to Sept. 30, 2015.



# ***2015***

## ***Annual Listing of Obligated Projects***

## **Annual Listing of Obligated Projects - 2015**

*A listing of transportation projects within the MRMPO planning area obligated to receive federal funds in the 2015 federal fiscal year, Oct. 1, 2014, through Sept. 30, 2015*

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**The Middle Rogue Metropolitan Planning Organization (MRMPO)** fulfills federal requirements for comprehensive, cooperative and continuing transportation planning in the Grants Pass, Ore., urbanized area. In 2012, the Governor designated the Rogue Valley Council of Governments (RVCOG) as the area's metropolitan planning organization (MPO). RVCOG is a voluntary association of local governments in Jackson and Josephine counties. The RVCOG board delegated responsibility for MPO policy functions to the MRMPO Policy Committee, which consists of elected and appointed officials from the following MRMPO-member jurisdictions and agencies: Grants Pass, Gold Hill, Rogue River, Josephine County, Jackson County, and the Oregon Department of Transportation.

**RVCOG Mission:** To be a catalyst to promote quality of life, effective and efficient services, and leadership in regional communication, cooperation, planning and action in Southern Oregon.

**MRMPO Vision:** An intermodal transportation system that provides for safe, efficient, and convenient movement of people and goods to support a robust and burgeoning regional economy.

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# Annual Listing of Obligated Projects – 2015

## Introduction

This report provides information about the projects and distributions of federal funds across jurisdictions within the MRMPO and modes. The time span covered is Oct. 1, 2014 through Sept. 30, 2015.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The action signifies the federal agency's commitment to provide a specific amount of money for a particular project. Obligation is an agreement to pay a portion of a project's cost; it does not necessarily equal the amount actually received by a jurisdiction or agency within the timeframe. The amounts received are determined by the amount of project work completed.

Money for projects funded through FTA is obligated at the time the FTA grant is awarded. Money for projects funded through FHWA is obligated when a project agreement is executed and the state or grantee requests that the funds be obligated.

Typically, obligation covers a particular phase of a project, such as the preliminary engineering or purchase of rights-of-way for a highway project. Therefore, projects listed in this report indicate the phase or portion of work for which the federal funds have been secured. Projects that can be linked to a specific location are shown on a map of the MRMPO area on Page 9.

Projects listed here originally were approved by the MRMPO Policy Committee through approval of the interim MRMPO Metropolitan Transportation Improvement Program (MTIP). The interim MTIP signifies local approval of transportation projects receiving federal funds. This report indicates progress on those projects and federal agency commitments to their delivery. *It is important to note that as the MRMPO is newly formed, it does not yet have an adopted Regional Transportation Plan and therefore cannot formally adopt an MTIP. In the meantime, an **interim** MTIP is used.*

## Federal Requirements

The U.S. Congress, through adoption of the transportation act, MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century), requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation. Prior to the signing of MAP-21 on July 6, 2012, provisions of the previous act (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) were in force through continuing resolutions of Congress.

Generally, federal law requires MPOs to publish for public review an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year. Specific statutory requirements are shown in Appendix A.

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. FTA, Oregon Department of Transportation (ODOT), Josephine County, Jackson County and MRMPO cities provided information and feedback to the MRMPO for this report.

## Federal Funding Sources

Funds authorized by Congress, largely from the Highway Trust Fund (with revenues generated by a tax on vehicle-fuel sales), flow to the region through several funding sources. Those program sources reflect certain national transportation goals and priorities. Specific funds coming into the MRMPO area and their federal purpose or use restrictions are described below. Projects must meet the eligibility requirements before the federal agency will obligate money. All projects listed in this report include a fund source.

Federal funds rarely cover a project's full cost. Most projects, especially large projects, will require funds from more than one source over several years. Most federal programs require a local match, typically 10.27 percent of the total project cost. Details about federal programs that fund projects within the MRMPO planning area are described below.

- **Surface Transportation Program (STP):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible. STP has several sub-programs, including safety and enhancements (TE). A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The MRMPO allocates the share for cities within the Grants Pass urbanized area, known as STP-L funds, and amount to about \$588,000 annually. To simplify access to these funds, MRMPO jurisdictions can utilize ODOT's STP fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the City receives state roadway funds at a 94% exchange rate.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ funds are dedicated for projects that address on-road vehicle emissions and relieving congestion problems that are harming air quality. As the Grants Pass Urban Growth Boundary (UGB) is an Air Quality Maintenance Area (AQMA) for particulate matter 10 (PM10) and the downtown core is a AQMA for carbon monoxide (CO), the Grants Pass UGB area qualifies for CMAQ funds to address particulate and carbon dioxide emissions. The CMAQ Program requires a local match of 10.27% of the total project cost.
- **National Highway Performance Program:** Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **Interstate Maintenance (IM):** IM funds are reserved for interstate highway projects that do not add capacity; generally funding construction or reconstruction of bridges, interchanges and overcrossings on existing interstate routes.



- **Metropolitan Planning (MPO):** A 1.25% portion of certain Highway Trust Fund programs are set aside by Congress to support metropolitan planning activities in urban areas with a population of 50,000 or more. This fund supplies most of the revenue for MRMPO planning activities.
- **Federal Transit Administration (FTA):** The FTA supports public transportation activities through several activity-specific programs. Josephine Community Transit (Josephine County) receives funds from FTA Section 5307, which is distributed on a formula basis for operating activities and certain capital projects. When used for operating costs, funds must be matched 50 percent with local funds. For planning and other activities the match required is 20 percent. Other FTA funds include:
  - Section 5311: Rural transit operations for general public services;
  - Section 5310: Operations/capital for transportation series/projects that benefit the elderly and disabled; and
  - Section 5309: Capital projects.

### Other Funding Sources

State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds.

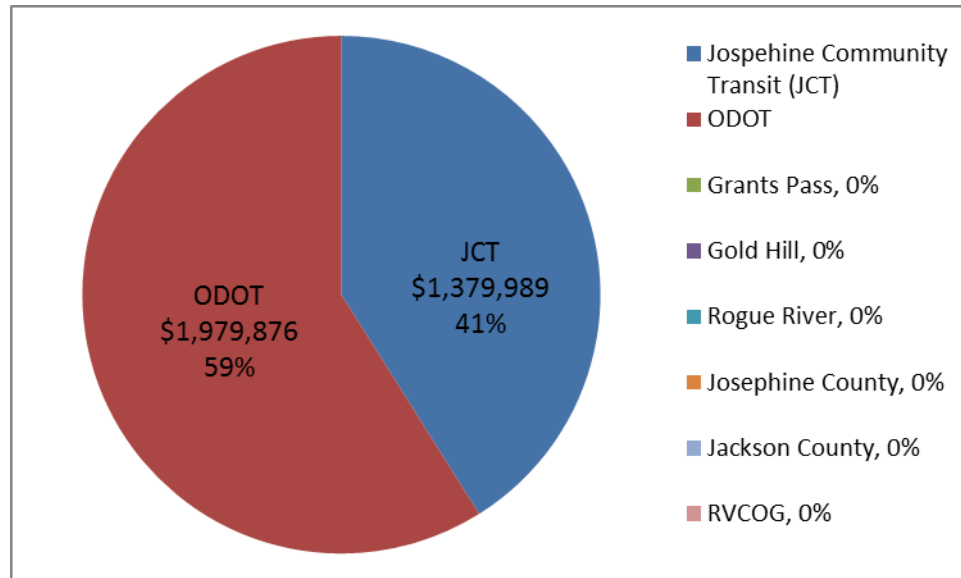
### Distribution of Funds by Jurisdiction and Agency

Projects set to receive federal funds are programmed by the MRMPO Policy Committee through approval of the interim MTIP.

For two federal funding sources, STP-L and CMAQ, the MRMPO solicits and evaluates applications and selects projects. The region receives roughly \$588,000 a year in STP-L funds and approximately \$700,000 a year in CMAQ funds. Jurisdictions awarded STP-L funds may utilize ODOT's STP fund exchange program where federal STP-L dollars are exchanged for state dollars at a 94% exchange rate.

The chart on the following page (Page 4) shows the distribution of federal funds obligated in FFY 2015 within the MRMPO by jurisdiction and agency. The amounts shown here are federal funds, only, but do include federal funds (STP-L) that have been exchanged for state funds. Many projects include local match funds, which are not reflected on the chart.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 7.



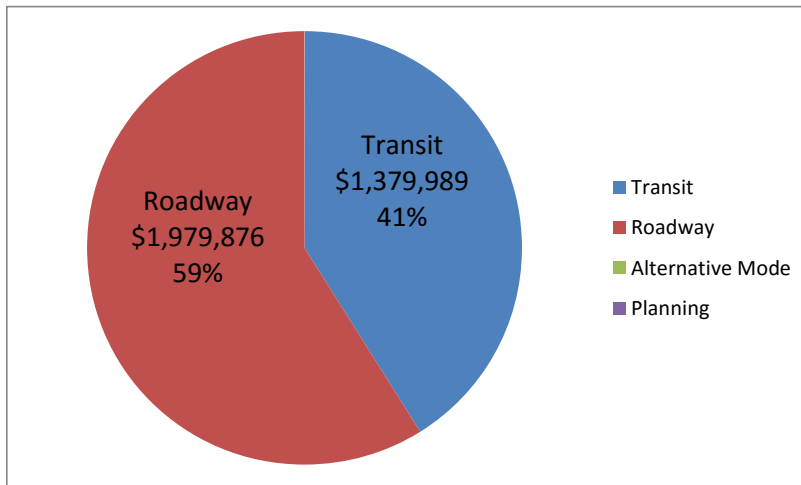
**Distribution of Obligated Federal and STP-L Fund Exchange for State Funds, by Jurisdiction, 2015**

### **Distribution of Funds by Project Type**

Federal funds were used for a small number of transportation projects in the 2015 federal fiscal year, due to the recent establishment of the MPO. This section addresses the distribution of funds among four major activity categories:

1. **Roadway** – encompasses projects that improve and preserve facilities for vehicle use.
2. **Transit** – support for services provided by Josephine Community Transit (JCT).
3. **Planning** – consisting of MRMPO activities in FFY2015.
4. **Alternative Mode** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks.

Transportation funding is addressed in this way to be consistent with federal guidelines that direct MPOs to identify expenditures for bicycle and pedestrian projects. A chart is provided on the following page that shows the distribution of funds by project type.



**Distribution of Obligated Federal Funds and STP-L Fund Exchange for State Funds, Project Type, 2015**

### Project Delivery, Phasing

Distributions shown on these pages, and the project listing that follows, represent funding amounts approved by Federal Highway Administration and Federal Transit Administration. It is authorization for work to begin. Because it may take some time for recipient agency to complete the work, the obligation funds shown here may not clearly coincide with work visible on the ground in local communities.

Transportation projects generally are accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary for by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2015 are shown in the project listing. Phases generally are:

- **Planning** – includes studies that examine various aspects of travel behavior, geography and interactions.
- **Preliminary Engineering** - includes evaluation of a range of design options and elements; data on which to base final designs is gathered, including community needs and desires. Phase may include preparation of detailed plans adequate for construction contracting (in some cases final building plans are developed as a separate phase).
- **Right-of-Way** – involves securing all of the land needed for a project. Phase includes detailed property identification, settlements with owners and obtaining any necessary permits.
- **Construction** – phase carries a project from the authorization to begin construction to final payment to contractors.
- **Environmental** – includes improvements that do not increase level of service, in facility condition or in safety features. Such improvements include beautification and other environmentally related features that are not part of other improvement type.

Work in each phase is monitored by the lead agency. As one phase nears completion, the agency seeks the obligation of funds for the next phase.

### **List of Obligated Projects**

The following pages list projects for which federal funds were obligated in the 2015 federal fiscal year, by jurisdiction. The project key numbers, assigned by ODOT as a project is programmed, are shown in the second column and can be used to track a single project through its various phases over time, from programming in the interim MTIP to final delivery.

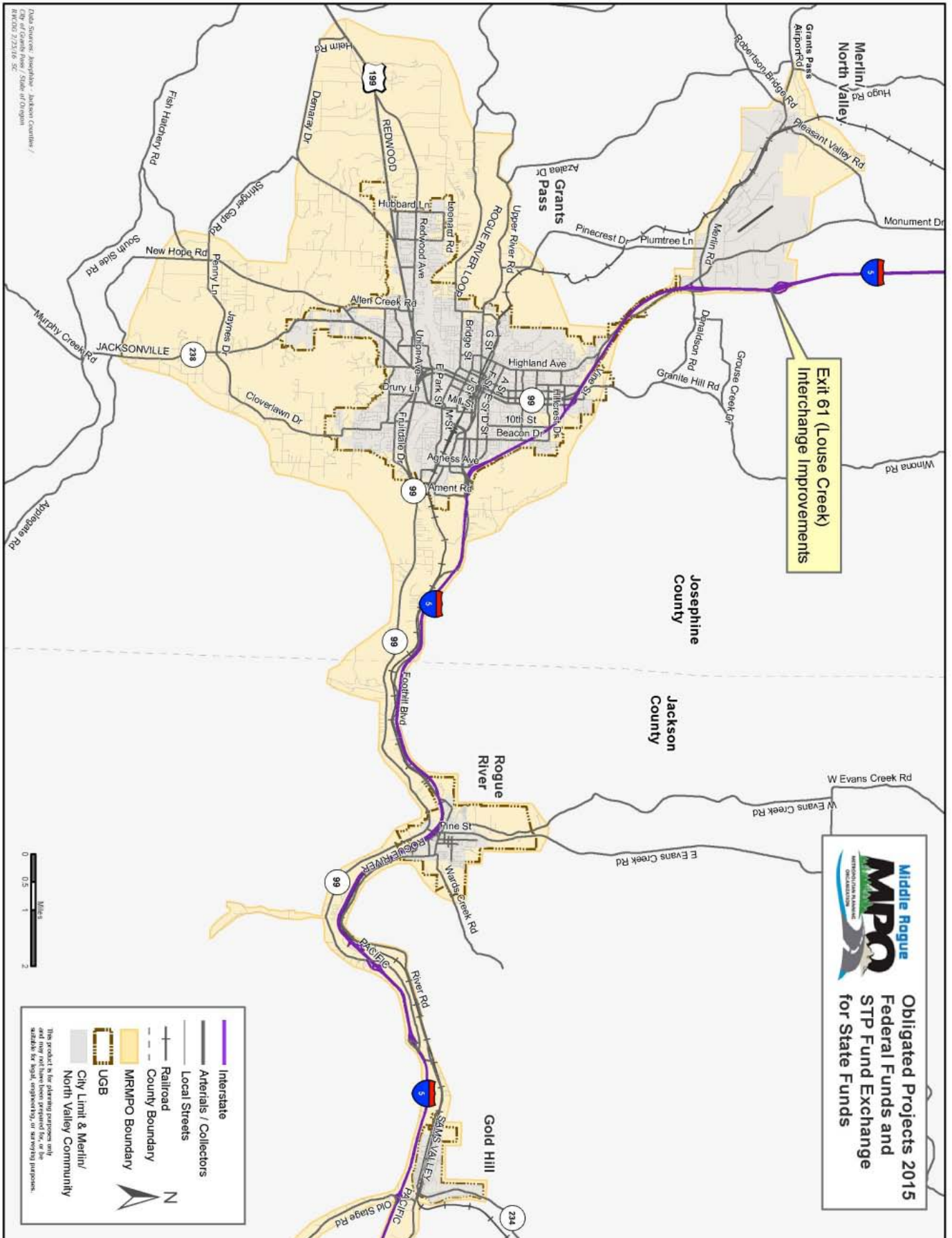
The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the interim MTIP. Projects that can be illustrated by mapping are shown on a map on Page 9.

**List of Obligated Projects, 2015**

<b><u>GOLD HILL</u></b>									
<b>FHWA Project No.</b>	<b>ODOT Key No.</b>	<b>PROJECT NAME</b>	<b>PHASE</b>	<b>FUND TYPE</b>	<b>FFY 2015 PROGRAMMED</b>	<b>FFY 2015 OBLIGATED</b>	<b>FY 2015 TOTAL COST</b>	<b>TOTAL PROJECT FED FUNDS</b>	<b>TOTAL PROJECT COST</b>
None									
<b><u>GRANTS PASS</u></b>									
<b>FHWA Project No.</b>	<b>ODOT Key No.</b>	<b>PROJECT NAME</b>	<b>PHASE</b>	<b>FUND TYPE</b>	<b>FFY 2015 PROGRAMMED</b>	<b>FFY 2015 OBLIGATED</b>	<b>FY 2015 TOTAL COST</b>	<b>TOTAL PROJECT FED FUNDS</b>	<b>TOTAL PROJECT COST</b>
None									
<b><u>JACKSON COUNTY</u></b>									
<b>FHWA Project No.</b>	<b>ODOT Key No.</b>	<b>PROJECT NAME</b>	<b>PHASE</b>	<b>FUND TYPE</b>	<b>FFY 2015 PROGRAMMED</b>	<b>FFY 2015 OBLIGATED</b>	<b>FY 2015 TOTAL COST</b>	<b>TOTAL PROJECT FED FUNDS</b>	<b>TOTAL PROJECT COST</b>
None									
<b><u>JOSEPHINE COUNTY</u></b>									
<b>FHWA Project No.</b>	<b>ODOT Key No.</b>	<b>PROJECT NAME</b>	<b>PHASE</b>	<b>FUND TYPE</b>	<b>FFY 2015 PROGRAMMED</b>	<b>FFY 2015 OBLIGATED</b>	<b>FY 2015 TOTAL COST</b>	<b>TOTAL PROJECT FED FUNDS</b>	<b>TOTAL PROJECT COST</b>
	19186	Galice Rd #2401: Chip Seal (MP 0.0-15.4)	Construction	FLAP	\$ 499,945	\$ -	\$ -	\$ 499,945	\$ 939,000

**List of Obligated Projects, 2015 – Cont.**

JOSEPHINE COMMUNITY TRANSIT									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
N/A	17761	Josephine County - 5311 (FY15)		FTA 5311	\$ 74,887	\$ 74,887	\$ 133,541	\$ 74,887	\$ 133,541
N/A	18605	JCT - 5307 Transit Operations (FY15)		FTA 5307	\$ 716,518	\$ 716,518	\$ 1,433,036	\$ 716,518	\$ 1,433,036
N/A	19168	Commuter Service		CMAQ (L400)	\$ 448,584	\$ 448,584	\$ 499,926	\$ 448,584	\$ 499,926
N/A	17629	5310 Preventative Maintenance		FTA 5310	\$ 140,000	\$ 140,000	\$ 156,023	\$ 140,000	\$ 312,047
OREGON DEPT OF TRANS (ODOT)									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
S001455-00	16062	FFO-15 Exit 61 (Louse Creek) Interchange Improvements	Construction	STP	\$ 1,929,195	\$ 1,975,265	\$ 2,201,343		
S001455-00			Other	L240	\$ 4,487	\$ 4,611	\$ 5,139	\$ 1,979,876	\$ 2,550,000
ROGUE RIVER									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
ROGUE VALLEY COUNCIL OF GOV'T (RVCOG)									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									



## Appendix A

### Federal Regulations

#### Federal Regulations: Annual List of Obligated Projects

The following sections of U S Code address the annual listing of obligated projects by Metropolitan Planning Organizations.

#### **Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), effective July 6, 2012**

#### **Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**

*23 USC 134(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.*

*23 USC 135(g)(5)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding identified in each metropolitan transportation improvement program.*

*49 USC 5303(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.*

*49 USC 5304(g)(4)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.*





# Oregon

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February 25, 2016

TO: Land Conservation and Development Commission

FROM: Matt Crall, Planning Services Division Manager  
Bill Holmstrom, Land Use & Transportation Planning Coordinator  
Cody Meyer, Land Use & Transportation Planner

SUBJECT: **Agenda Item 8, March 10-11 2016 LCDC Meeting**

## **METROPOLITAN TRANSPORTATION PLANNING & GREENHOUSE GAS REDUCTION TARGETS**

### **I. AGENDA ITEM SUMMARY**

The Land Conservation and Development Commission (commission) will receive a presentation from the Department of Land Conservation and Development (department) about a new project to review metropolitan area transportation planning and to update greenhouse gas reduction targets. The commission will appoint an advisory committee, and will set the scope of work for the advisory committee.

For further information about this report, please contact Bill Holmstrom, Land Use and Transportation Planning Coordinator, at 503-934-0040 or [bill.holmstrom@state.or.us](mailto:bill.holmstrom@state.or.us).

### **II. BACKGROUND**

#### **A. Transportation Planning in Metropolitan Areas**

The Transportation Planning Rules (TPR), found in [division 12](#) of the Oregon Administrative Rules (OAR), set requirements applicable to all cities and counties, with additional requirements for cities and counties within metropolitan areas. These metropolitan areas are not, however, established by the TPR. Instead, the boundaries of metropolitan areas are set by the federal government. The federal government requires that each area establish a Metropolitan Planning Organization (MPO) to prepare a regional plan to be eligible for federal transportation funding. The MPO is not, however, subject to the requirements of the TPR. There is an opportunity to improve the integration of these state and federal elements.

## B. Reducing Greenhouse Gases

House Bill 2001, enacted by the 2009 legislature, and Senate Bill 1059, enacted by the 2010 legislature, directed the commission to adopt greenhouse gas emission reduction targets for metropolitan areas. The commission adopted the target rules as [OAR chapter 660, division 44](#) in May 2011. In these rules the commission committed to review the targets at four year intervals starting in 2015.

In May 2015, the commission received a [Target Rule Review Report](#). The commission determined the amendments to the greenhouse gas reduction targets were warranted based on the findings of the target rule review report. Staff has been working with technical staff at the Departments of Transportation, Environmental Quality, and Energy to develop the technical information that will be needed to update the targets. This work is continuing.

## C. Conclusions

The commission recognized that greenhouse gas targets are closely related to the metropolitan transportation planning requirements in the TPR, and directed the department to review these requirements in conjunction with an update of the targets. The department recommends appointing a single advisory committee to function as the rulemaking advisory committee for the target rule amendments and for a review of metropolitan area transportation planning. Staff solicited participants for this committee from metropolitan areas, and from the rulemaking advisory committee from 2011. Recommended members are listed in Section IV below. The department expects to initiate advisory committee meetings as early as April 2016, and plans to complete the work by the end of 2016.

## III. SCOPE OF WORK

The department recommends that the commission set the scope of work for the advisory committee as follows:

### A. Integrating Transportation Planning in Metropolitan Areas

1. The advisory committee should consider opportunities for better integrating metropolitan transportation planning with greenhouse gas emission reduction targets, including amendments to the TPR.
2. The advisory committee should consider opportunities for better integrating state planning requirements with federal planning requirements for metropolitan areas, including amendments to the TPR.
3. The advisory committee should consider opportunities for better integrating metropolitan transportation planning with local transportation planning and local land use planning, including amendments to the TPR.
4. This review will be based upon the purpose of the TPR set out in [OAR 660-012-0000](#). The commission is not asking the advisory committee to reconsider the purpose statement. Specifically, the advisory committee is asked to find better ways to meet the purposes listed below:

<b>Purpose</b>	<b>Sources</b>
Increase transportation choices	OAR 660-012-0000 (1)(b) and (2) OAR 660-012-0035(3)(e), (4), and (8)
Reduce reliance on the automobile	OAR 660-012-0000 (1)(b) and (3)(c) OAR 660-012-0035(3)(e), (4), and (8) OAR 660-012-0045(5)
Reduce emissions of greenhouse gases that contribute to global climate change	<a href="#">ORS 468A.205</a> OAR 660-012-0000(3)

#### B. Greenhouse Gas Reduction Targets

1. The advisory committee will select reasonable projections and assumptions about future conditions based upon information provided by the Departments of Transportation, the Department of Environmental Quality, and the Department of Energy.
2. The advisory committee will recommend updates for existing greenhouse gas reduction targets. The updates should consider new information available since 2011, and should extend the targets beyond the current horizon of 2035.
3. The advisory committee should consider whether to add targets for the Albany Area and Middle Rogue (Grants Pass) metropolitan areas. The commission did not set targets for these metropolitan areas when the initial targets were set because the federal government had not yet designated them as metropolitan areas.
4. The commission is not asking the advisory committee to consider new or expanded requirements for metropolitan areas to plan for meeting greenhouse gas emission targets.

#### IV. ADVISORY COMMITTEE ROSTER

Some members are still “to be determined” because the department has not yet received formal replies from all of the invited organizations and individuals. A updated list will be provided at the meeting.

<b>Organization</b>	<b>Name</b>
Land Conservation and Development Commission	<i>To be determined</i>
Albany Area MPO	Theresa Conley, Planning Manager
Bend MPO	Tyler Deke, Manager
	<i>Local government to be determined</i>
Central Lane MPO (Eugene-Springfield)	Paul Thompson, Program Manager
	<i>Local government to be determined</i>
Corvallis Area MPO	Ali Bonakdar, Director
	<i>Local government to be determined</i>
Middle Rogue MPO (Grants Pass)	Dan Moore, Planning Manager
	<i>Local government to be determined</i>
Metro (Portland)	Ted Reid, Principal Planner

Rogue Valley MPO (Medford)	Dan Moore, Planning Manager <i>Local government to be determined</i>
Salem-Keizer Area Transportation Study	Mike Jaffe, Program Director Sam Brentano, Marion County Commissioner
Oregon Department of Transportation	Amanda Pietz, Transportation Planning Unit Manager Brian Dunn, Transportation Planning and Analysis Unit Manager (alternate)
Oregon Global Warming Commission	Alan Zelenka, Commissioner Angus Duncan, Chair (alternate)
TriMet	Eric Hesse, Strategic Planning Coordinator
Cherriots (Salem-Keizer)	Steve Dickey, Director of Transportation Development
University of Oregon	Rebecca Lewis, Assistant Professor Rob Zako, Research Associate (alternate)
Victory Group	Craig Campbell
1000 Friends of Oregon	Mary Kyle McCurdy, Policy Director
American Planning Association, Oregon Chapter	Richard Ross Kirstin Greene (alternate)
Citizen Involvement Advisory Committee	<i>To be determined</i>

## V. **DEPARTMENT RECOMMENDATION AND DRAFT MOTIONS**

The department recommends that the commission appoint the advisory committee members listed in section IV, delegate to the department the authority to fill in blanks and add committee members, and set the scope of work for the advisory committee as listed in section III.

Motion to accept the staff report:

I move to appoint an advisory committee as listed in section IV the staff report; to authorize the department to revise the committee roster; and to set the scope of work for the advisory committee as listed in section III of the staff report.

Motion with revisions:

I move to appoint an advisory committee as [*listed in the revised roster / revised in commission discussion*]; to authorize the department to revise the committee roster; and to set the scope of work for the advisory committee [*as revised in commission discussion*].