



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Policy Committee

April 16, 2015

The following attended:

NAME	REPRESENTING	PHONE
<u>MPO Policy Committee</u>		
Darin Fowler, Chairman	Grants Pass	660-3696
Colleen Roberts	Jackson County	646-2878
Dan De Young	Grants Pass	
Lora Glover	Grants Pass	
Terry Haugen	Grants Pass	476-6168
Mike Baker	ODOT	957-3658
Pam Van Arsdale, Vice Chairman	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
Simon Hare	Josephine County	474-5221

Others Present

Ian Horlacher	ODOT
John Vial	Jackson County
Scott Chancey	JCT
Bob Cortright	DLCD
Aaron Cubic	Grants Pass
Tara Weidner (phone)	ODOT
Bob Cortright	DLCD
Josh LeBombard	DLCD

RVCOG Staff

Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446

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.

Based upon a query from Rob Brandes, Mike Baker said that the OTC is meeting to look at the Enhanced program, but he is doubtful the program will continue. Pre-apps should hold off until after May. The Multi-Modal Program (\$20 million) is still in effect, probably on a Statewide, competitive process basis.

2. Review / Approve Minutes

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

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

Discussion Item:

3. Target Rule Review

Dan Moore gave an update on the previously presented LCDC Target Rule Report, and the inclusion of Grants Pass in future Scenario Planning. The TAC recommended waiting to participate until such time as the MRMPO completes the regional transportation planning process and Alternative Measures, etc. Technical questions arose that could not be answered at the Policy Committee level. Bob Cortright, LCDC was invited to address the Committee on the overall process associated with both the target Rule and Oregon Sustainable Transportation Initiative, the driving force behind the Greenhouse Gas reduction.

Tara Weidner, ODOT modeling, checked in by phone.

Bob Cortright's Power Point presentation included:

- Introduction of the Scenario Planning, Strategic Assessment (SA) & Target Rule concepts (specifically delineated as separate items)
- State Emissions Reduction Goal graph (By 2050, 75% below 1990 GHG emission levels)
- Oregon's Emissions
 - Industrial processes & Facilities - 20%
 - Livestock, Soils & Crops – 8%
 - Transportation of Goods & People - 37%
 - Residential & Commercial Activities – 35%
- Addressing the Problem: Climate Change Timeline
2009 - 2011
- Background (Scenario Planning): Legislation & Oregon Sustainable Transportation Initiative (OSTI)
- Oregon Greenhouse Gas Reduction Toolkit – Strategy Reports & Case Studies
- What is Scenario Planning? 2009 legislative directive. An opportunity to build on existing Plans
- State's Interest (What is required to meet the GHG emissions targets)
- Building upon Existing Plans – Evaluations & Detailed estimate of outcomes (Household & Infrastructure costs, Accessibility, Health Impacts)
- Regional Strategic Planning (SA) with ODOT developed Model (RSPM) –
 - Inputs - Regional Context, Vehicles & Fuels, Pricing, Community Design, Marketing & Incentives
 - Results - 1. Create households 2. Estimate Daily VMT 3. Add Vehicles & Estimate Greenhouse Gas Emissions (in order to recalculate VMT and travel costs)
 - Outputs - Environment, Land Use, Mobility, Economy

2005 is the base year.

A query was made about credits for trees. Mr. Cortright responded that there are none at the moment. Tara Weidner said that cross sector credits are difficult to calculate at this

time.

- Strategic Assessment – Evaluating existing, adopted Plans for outcomes
 - a. RSPM model estimated outcomes using adopted Plans. The SA base case is 2010 conditions, and looks out to 2035.
 - b. Work involved: Compile input data, work with ODOT/DLCD (review/refine analysis results, prepare/present data report)
- Process is truly voluntary – Decisions on participation and moving ahead are local. Only Portland Metro is required to do planning to meet the targets. DLCDC is not recommending that other metro areas be required to do Scenario Planning. The Rogue Valley has volunteered to do an SA.
- Support & Funding is provided by ODOT & DLCDC
- **Scenario Planning Results -**
 - Metro (-29%),
 - Central Lane (-14%)
 - Corvallis (-18%)

The conclusion is that the targets are achievable

- What will it take to reduce the need for driving, thereby reaching the targets with a coordinated strategy:
 - ✓ Additional transit
 - ✓ Pricing (Statewide policies)
 - ✓ Improved Bike/ped infrastructure
 - ✓ Compact, mixed use development
 - ✓ Managed parking
 - ✓ Use reduction incentives
- Other reduction benefits
 - ✓ Reduced household transportation/energy costs
 - ✓ Improved air quality
 - ✓ Improved public health
 - ✓ Reduced congestion

Members held a brief discussion on target performance indicators and potential associated costs.

- **LCDC Target Rule Review -** The targets were adopted in 2011, with a four year target review cycle, to be implemented by June, 2015.
- Metropolitan GHG Targets for 2035 reductions beyond those expected from technology
- New Information – Technology, Fleet and Fuels (mechanical devices) Expected improvements in vehicle technology, fleet and fuels are key to GHG emissions reductions
- Fuel Economy is essentially on track.
- Hybrid & Electric Vehicle use is ahead of 2011 estimates due to new vehicle technology
- Fleet Turnover is not quite on track because vehicles are lasting longer.
- Fleet Mix - SUVs and trucks remain at a higher degree than anticipated.
- Low Carbon Fuel reductions are on track.

The Commission feels that target updates are warranted at this time, with 2040 target updates being recommended.

The regional report solicited input from the MPOs and local governments. Concerns were expressed to include that the process should remain voluntary, the State should be addressing a range of outcomes in addition to GHG reductions, adequate funding availability, the necessity of increased transportation funding, programs are needed to expand options, and the State should play a leadership role.

The draft recommendation to the Commission will be to update the targets for 2040, and determine how scenario planning can be integrated into regular transportation planning process. There is no recommendation for the MRMPO at this time.

Committee members commented that there are too many programs, and that there will be a cultural struggle to have the region's input taken seriously. It was also mentioned that "voluntary" could easily turn into "mandatory" by future legislation.

Dan Moore stated that the TAC made a recommendation to the Policy Committee request that no targets be established by LCDC for the MRMPO until the initial RTP and other State mandated planning efforts are completed.

Based on a question from Rob Brandes, Bob Cortright said that the assessment tools can benefit the region, with or without targets.

Bob Cortright said that he understood the MPO's position, and would carry their directive to the State.

Dan Moore and Tara Weidner said it could take a lot of staff time for a Strategic Assessment.

On a motion by Pam Van Arsdale, seconded by Dan De Young, LCDC was requested to hold off on setting MRMPO target rules until the RTP is adopted and other State mandated planning processes are completed. The motion passed with a unanimous show of hands.

4. MRMPO Planning Update

- Jonathan David is continuing to recuperate from his illness.
- Staff is working on RTP Goals & Policies chapter to be returned to the Committee next month.
- The RTP Project List is being refined further
- Staff is progressing on the Regional Plan
- The public hearing for the UPWP is coming up
- A new RVCOG planner is being sought to assist with the anticipated, additional workload.
- The Travel Demand Model is being completed.

5. Public Comment

None received.

6. Other Business / Local Business

7. Agenda Build for Next Meeting

- UPWP Public Hearing
- RTP Chapter Review

8. Adjournment

The meeting was adjourned at 4:00 p.m.