



## SUMMARY MINUTES

*Middle Rogue Metropolitan Planning Organization  
Technical Advisory Committee (TAC)*

**February 4, 2016**

*The following people were in attendance:*

### **MRMPO Technical Advisory Committee**

*Voting Members in Attendance:*

Scott Chancey, Chairman	JOCOM Transit
Chuck DeJanvier	Josephine County
John Krawczyk	Rogue River
Ian Horlacher	ODOT
Steve Scrivner	Grants Pass
John Vail	Jackson County

Others Present:

Eric Heesaker	Josephine County
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### **RVCOG Staff**

Dan Moore and Bunny Lincoln

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

The Chairman called the meeting to order at 1:35 PM. Members introduced themselves.

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

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

**On a motion by Ian Horlacher, seconded John Vial, the Committee approved the minutes as presented.**

*Action Items:*

#### **3. Elect Chair & Vice Chair**

**On a motion by John Vial, seconded by Ian Horlacher, Scott Chancey was nominated to serve as TAC Chairman, and John Krawczyk was nominated to serve as TAC Vice Chairman for the coming year and . Both were unanimously approved by voice vote.**

**John Krawczyk** commented that he would be retiring during the latter part of 2016.

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

Dan Moore presented the proposed MRMPO Dues Recommendations & Work Program for the coming fiscal year. Staff sought a final recommendation on the dues for the coming year. Remaining UPWP information was 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**

<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>

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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

### **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).

**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 palnning).
  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 figures are rounded, and that may create slightly varying totals in different columns.

The TAC will be asked to offer input on the UPWP and then make a formal recommendation to the Policy Committee at their March 3, 2016 meeting.

**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 TAC. The Committee was asked to review the Draft to make comments by March 3<sup>rd</sup>. 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 will be requested from the TAC 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 set VMT benchmarks and monitor them, and report back to DLCD.

#### **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 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.

**As part of the Committee’s discussion, the following edit will be made to the draft:**

- **Pg. 14. 5.4% VMT Reduction The negative figures will be removed or restated for clarity.**

#### **7. MRMPO Planning Update –**

- The various RTP Open Houses have been concluded, and the 30-Day Public Comment period will soon commence. A virtual Open House has been set up online line by Staff. The public is provided with an online opportunity to comment. The RVMPO did not get much of a response to their public outreach.
- Staff continues its work on the joint MPO ITS.

#### **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 \$) would allow for funding of all three projects. John Vail asked if there might be interest on the part of the TAC 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. John Vial will bring a memo to the TAC for a recommendation to be passed forward to the policy making bodies for further consideration.

#### **10. Adjournment -**

The meeting was adjourned at 2:30 PM.

### **Scheduled Meetings:**

\*MRMPO TAC March 3rd @ 1:30 pm.

\*MRMPO Policy Committee Feb.18th @ 2:30 pm