

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
JUNE 24, 2014**



The following attended:

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
Al Densmore, Vice Chairman	City of Medford	282-1415
Art Anderson	ODOT	774-6353
Bill Cecil	City of Talent	535-1566
Bruce Sophie	City of Phoenix	535-1634
Don Skundrick	Jackson County	774-6118
Jim Lewis	City of Jacksonville	899-7023
Julie Brown (Paige Townsend)	RVTD	608-2143
Mike Quilty, Chairman	City of Central Point	664-7907
Rich Rosenthal	City of Ashland	941-1494
Ruth Jenks	City of Eagle Point	
<u>Staff</u>		
Dan Moore	RVCOG	423-1361
Jonathan David	RVCOG	
Andrea Napoli	RVCOG	423-1369
Bunny Lincoln	RVCOG	944-2446

Others Present

Mike Montero, Mike Faught, Alex Georgevitch, Matt Brinkley, John Vial, Mike Baker

UO Planning Workshop

Mike Howard, Erik Forsell, Dan Pearce

1. Call to Order / Introductions/ Review Agenda -

Chairman Mike Quilty called the meeting to order at 2:04 p.m. Introductions followed.

2. Review / Approve Minutes -

The Chairman asked if there were any additions or corrections to the May meeting minutes.

On a motion by Jim Lewis, seconded by Bruce Sophie, the minutes were unanimously approved as presented.

3. Public Comment -

None.

4. Transportation Growth Management (TGM) Letter of Support –

Jonathan David requested Committee approval of Support Letter on behalf of Phoenix’s TGM grant application. A brief discussion ensued among Committee members regarding the benefits of a support letter. The discussion included Staff comments on the standard application process (typically including both affected jurisdiction resolutions and MPO Letters of Support),

On a motion by Jim Lewis, seconded by Al Densmore, the Committee approved a Letter of Support for the TGM grant application being submitted by Phoenix. Art Anderson abstained because of his ODOT affiliation. All others voted yes.

5. Transit Alternatives on the Highway 99 Corridor –

UO Planning Workshop students Erik Forsell and Dan Pearce shared a Power Point presentation covering results of a recently conducted (seven month) RVTD survey covering local, public perceptions and opinions on current and future provision of enhanced transit service on the Highway 99 corridor. Increased need for transit is anticipated, due to growing populations and employment centers within the Rogue Valley. Opinions on high capacity transit feasibility along the corridor were specifically solicited by the UO Planning Workshop students. Policy scans were undertaken to review plans, codes, policies and regulations of the involved jurisdictions. The UO survey/analysis purpose was to explore opinions of residents, decision makers, and affected stakeholders.

A 10 Year Long Range Plan (tiered) was provided by RVTD:

Tier #1 - Extended Hours and Minor Service Expansion

Tier #2 - Plus, additional routes, Express Routes and Peak Service

Tier #3 - Plus, additional routes and enhanced connectivity

Paige Townsend explained the need to start the long range planning process in 2014. Routes and additional service hours will be expanded in the short term, but planning for BRT service can take up to twenty (20 years).

The Planning Workshop conducted interviews, surveys and focus groups. The focus groups encompassed six (6) major groups (SOU, Twin Creeks, TAC, business community, PAC, Crater High School), and two (2) minor groups (RVTD core staff, Land Transit District managers).

Common themes showcased in the overall Findings included:

Needs -

Major:

- RVTD must build a strong case for future enhancement, with appropriate data collection
- Continual engagement, start to finish, is essential for building/maintaining community support
- Future plans must be integrated with Regional TSP, ODOT and Hwy. 99 corridor municipalities
- Certain stakeholders (SOU and Twin Creeks) could greatly benefit from improved transit
- Graphics and other educational materials are important for community marketing, and should be catered to specific, targeted groups

Minor:

- A group of supportive “champions” (influential individuals or businesses) should be established
- Business community involvement is essential

The surveys (3) were conducted on line (Business and Community), and as an RVTD Rider “Intercept”.

The **Business Survey** highlighted the concepts of:

- Reliable service
- Enhanced bus stops
- Origins and destinations

The **RVTD Intercept Survey Intercept Survey** results included:

- Support for enhanced bus stops
- Riders not in favor of stop reductions
- A moderate response that current service is adequate

The online **Community Survey** showed:

- Majority support for enhanced transportation

Additionally, twenty two (22) **Key Person interviews** were conducted. Those results found that:

- Accurate data/facts are essential for building support
- There was an expressed concern regarding ability to maintain current services and operational budget
- Inter-agency collaboration is believed to be essential for the success of any current/future transit system

Dan Pearce explained the concept, types and relative costs of High Capacity Transit, and presented renderings of conceptual Bus Rapid Transit stops:

- ❖ Harry & David
- ❖ SOU
- ❖ Twin Creeks

Paige Townsend spoke of the next steps to be taken. The BRT grant program is classified as a “New Start” project. After eventual completion of the current analysis RVTD will be placed into the FTA “pipeline” for consideration. The question of why BRT is not available now has provided some of the impetus for implementing the current area analysis at this time. The whole project will go slowly, as time and RVTD Staffing permit.

RVTD is currently focused on the (short range) ballot levy in November. Passage of the levy would allow for transit enhancement in White City and east Medford.

The BRT plan is back burner for the short term. More activity is anticipated in 2015-16. In the meantime, the District will collaborate with the FTA to determine the process for future funding options. Hwy. 99 enhancement is considered to be the highest priority. Hwy. 62 and W. Main, South Medford TOD are also considerations for future enhancements.

A discussion dialog was opened among Committee members:

Al Densmore expressed concern that Hwy. 99 must be looked at in conjunction with other, potential transportation corridors. Freight accommodation within cities is essential within all potential enhanced corridors. Eastside (Foothill) should also be considered as an enhanced corridor opportunity, especially in case of an emergency. Economic opportunities available within smaller communities must not be overlooked. Proper design concepts and interconnected planning are essential.

Paige Townsend said that enhanced transit is being found to work very well in situations with traditional traffic. Pedestrian safety is a continual, primary concern. Art Anderson stressed the importance of enhancing the Hwy. 62 corridor, and spoke about a phased approach. Ms. Townsend said that an Operational Analysis is being conducted by RVTD as another part of the overall assessment process. With supportive of the project, Mike Faught expressed difficulty comprehending whole concept and said more work needed to be done. In response to a question from Art Anderson, Ms. Townsend said an EA or EIS will eventually be required. Mike Quilty addressed the potential of utilizing the existing railroad rights of way as part of the enhanced transit concept.

Some local communities and developments have already been considering and/or planning for enhanced transit facilities and some have actually made additions to their Comp Plans and TSPs to reflect same.

6. MPO Planning Update –

- Jonathan David shared that information will be forthcoming on LCDC/ODOT studies being conducted in Corvallis.
- Mike Quilty expressed his frustration that requested procedural information has not been forthcoming in a timely manner from Corvallis
- Alternatives Measures continue to be a Staff focus
- The RVCOG hybrid vehicle price is within the adopted budget guidelines, and arrival is expected in mid-August.
- Creation of a PAC for RVACT is under internal discussion for specific makeup. The consensus by those currently involved is for a smaller group.

7. Public Comment

Alex Georgevitch shared that the Hwy. 62 adaptive timing (Coker Butte to Poplar) is in place. He will share specific study results in in 4-6 months. Minor timing issues at Poplar and the north Fred Meyer store are being addressed.

8. Other Business / Local Business

Al Densmore thanked Mike Quilty and Julie Brown for their efforts on Connect Oregon. Mike Quilty shared that Bike/Ped projects were a significant focus this year, and that better project application coordination will be vital in the future.

The next meeting will be held on July 22 @ 2:00 PM.

9. Adjournment

The meeting was adjourned at 3:25 p.m.