
AGENDA
**Rogue Valley Metropolitan Planning Organization
Policy Committee**


Date: *Tuesday, December 15, 2015*

Time: *2:00 p.m.*

Location: *Jefferson Conference Room, RVCOG 155 N. 1st Street, Central Point*

Transit: served by RVTD Route #40

Phone : *Sue Casavan, RVCOG, 541-423-1360*

RVMPO website : www.rvmpos.org

1. **Call to Order/Introductions/Review Agenda** **Mike Quilty, Chair**
2. **Review/Approve Minutes** (Attachment #1)..... **Chair**
3. **Public Comment**, Items not on the Agenda **Chair**
(Comments on Agenda Items allowed during discussion of each item)

Public Hearing:

- Chair will read the public hearing procedures

4. **Transportation Improvement Program (TIP) & Regional Plan Amendment** **Ryan MacLaren**

Background: The Policy Committee will hold a public hearing to review and consider adoption of the following amendments to the 2015-2018 Transportation Improvement Program and the 2013-2038 Regional Transportation Plan:

- Region 3 ADA Improvement Projects (KN19440)

Attachment: #2 – Memo, RTP / TIP Amendments

Action Requested: Approve Regional Transportation Plan (RTP) / TIP amendments.

Action Items:

5. **Talent Conceptual Plan** **Dick Converse**

Background: Staff will present its conceptual plans for TA-4 and TA-5 to the Policy Committee to fulfill RPS Plan requirements. The conceptual plan and comment letter were reviewed by the Technical Advisory Committee at its November 2015 meeting.

Attachment: #3 – Draft Policy Committee comment letter; Concept Plans for TA-4 and TA-5 (attached separately in this email)

Action Requested: Authorize Committee Chair to sign RVMPO comment letter

6. RVACT / RVMPO Coordination Policy Revisions.....Dan Moore

Background: At the October meeting, the Policy Committee approved changes to the RVACT-RVMPO Coordination Policy by changing the committee structure of having Co-Chairs from Jackson and Josephine Counties to a Chair / Vice-Chair format. ODOT proposes a few minor revisions and adding the RVACT Chairperson as a signatory.

Attachment: #4 – Revised RVACT – RVMPO Coordination Policy.

Action Requested: Approve proposed revisions.

7. RVMPO Public Advisory Council (PAC) Appointments.....Dan Moore

Background: Three PAC membership applications require Policy Committee action. All applications are supported by the PAC.

- Brad Inman, representing East Medford
- Aaron Prunty, representing Eagle Point
- Ron Holthusen, representing Jacksonville

Attachment: #5 – Member applications

Action Requested: Appoint members to the PAC.

8. Regional Transportation Plan (RTP) Goals and Policies Ryan MacLaren

Background: Upon recommendations of the TAC and the PAC in their September and November meetings to strengthen the wording and to add more transit language, this memo describes the changes or additions necessary to update the goals and policies component to keep it and the RTP consistent with related documents.

Attachment: #6 – Memo, RTP Goals and Policies

Action Requested: Approve RTP Goals and Policies

9. RVMPO Planning Update.....Dan Moore

10. Public Comment..... Chair

11. Other Business / Local Business Chair

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

12. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Tuesday, January 26 at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, January 19 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, January 13 at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

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
ROGUE VALLEY MPO POLICY COMMITTEE
OCTOBER 27, 2015**



The following attended:

MPO Policy Committee

Members	Organization	Phone Number
Mike Baker for Art Anderson	ODOT	774-6353
Bruce Sophie	City of Phoenix	535-1634
Colleen Roberts	Jackson County	535-1634
Julie Brown	RVTD	608-2413
Mike Quilty, Chairman	Central Point	664-7907
Ruth Jenks	Eagle Point	941-8537
Michael Zarosinski	Medford	

Staff -

Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Ryan MacLaren	RVCOG	423-1338

Others Present -

Name	Organization	Phone Number
Mike Montero	Montero &	944-4376
Alex Georgevitch	Medford	774-2114
Tonia Moro	RVTD Board	973-2063
Mike Faught	Ashland	552-2912
Al Densmore	J Watt & Assoc.	601-0704
John Vial	Jackson County	
Paige Townsend	RVTD	

1. Call to Order / Introductions/ Review Agenda -

Chairman Mike Quilty called the meeting to order at 2:03 p.m. Committee began with introductions.

2. Review / Approve Minutes -

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

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

3. Public Comment -

None.

Public Hearing #1:**4. 2015-18 Transportation Improvement Program (TIP) & Regional Transportation Plan Amendment**

The Chair read the public hearing procedure.

Ryan MacLaren summarized the proposed TIP amendment:

- **Interstate 5: Medford Viaduct Overlay Project** – The Viaduct deck is in fair” condition, and needs to be repaired, including a new overlay. Total cost is \$650,000 (Federal/State Funds = \$1,480,545 ODOT Matching Funds = \$169,455)

According to John Vial, the overlay lifespan should last approximately ten years. The structure is not designed to meet today’s seismic standards. ODOT is studying this issue, but funding is not a current component of the discussions.

The Chair opened public testimony.

In support: None received.

In opposition: None received

The Chair closed the public hearing.

On a motion by Mike Baker, seconded by Julie Brown, the Transportation Improvement Program (TIP) & Regional Plan Amendments (No. 2015-18) for the Interstate 5: Medford Viaduct Overlay Project were unanimously approved by voice vote.

Action Item:**5. RVACT/RVMPO Coordination Policy Revisions**

Dan Moore presented the ODOT proposed revisions to the existing Coordination Policy. The Commission wants to implement a Chair/Co-Chair scenario, with representatives from Jackson and Josephine Counties. The MRMPO Policy Committee approved the policy revisions at its October meeting. The proposed makeup of the subcommittee includes:

- The sitting chairperson of the RVMPO Policy Committee
- The sitting Chairperson of the RVACT
- The sitting vice chairperson of the RVMPO Policy Committee
- An RVMPO Policy Committee member selected by the RVMPO
- The ODOT Area Manager

The members recommended that the word “Chairperson” be changed to “Chair” (Item 1))

The RVMPO TAC had no comments on this matter.

On a motion by Bruce Sophie, seconded by Mike Baker, the RVACT/RVMPO Coordination Policy Revisions, including the text change from “Chairperson” to “Chair” were unanimously approved by voice vote.

6. RVMPO Planning Update

- **Staff continues to revise/update RTP Goals & Policies for potential presentation in November to the Policy Committee**
- **Updating is underway for ITS**
- **ODOT and DLCD presented Strategic Assessment findings to the TAC. Sensitivity testing is going on now. Results will be returned to the TAC in November. A full report will be provided to the Policy Committee in January.**
- **The November Policy Committee may be moved to December 1st. Staff will inform the Committee when a date is confirmed. A single meeting will be held in December.**

7. Public Comment

8. Other Business / Local Business

- **Mike Quilty attended the AMPO Conference in Clarks County, Nevada, and he gave a brief overview of conference discussion items. OMPOC will be meeting next week.**
- **Mike Baker said that the Pine Street Interchange Project IAMP had been adopted.**
- **“Enhance It” and “Connect Oregon” applications are due on November 20th. Mr. Baker pointed out that the applications need to go to different locations this year.**
- **Julie Brown introduced Tonia Morrow, RVTB Board Member, who will be representing RVTB on the Policy Committee.**
-

9. Adjournment

The meeting was adjourned at 2:30 PM.



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: December 15, 2015
TO: RVMPO Policy Committee
FROM: Ryan MacLaren, Associate Planner
SUBJECT: RTP/TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment to the 2013-2018 Regional Transportation Plan and 2015-2018 Transportation Improvement Program.

The 21-day public comment period and public hearing were advertised on November 24 in the Medford Tribune, and information has been available on the RVMPO website since that date. The RVMPO TAC has recommended approval of the amendment listed. Information on the project(s) is listed, below:

A. Add New Project to RTP & TIP: Region 3 ADA Improvement Projects (KN19440)

Description: This project will provide funds directly to the City of Ashland and the City of Phoenix to address ADA ramp improvements for the two cities.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
Region 3 ADA Improvement Projects	Splitting pooled funds to cities of Ashland and Phoenix for city ADA projects	916	Exempt - Table 2, Safety			Planning								
						Design								
						Land Purchase								
						Utility Relocate								
				19440	2016	Other					\$44,850	ODOT	\$ 44,850	
				19440	2016	Other					\$88,500	ODOT	\$ 88,500	
					Total FFY 15-16						\$133,350		\$ 133,350	



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

*Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

November 9, 2015

Tom Corrigan, City Manager
City of Talent
P.O. Box 445
Talent, OR 97540

RE: RVMPO Comments on Future Growth Areas TA-4 and T-5

Dear Tom,

Pursuant to the Regional Plan requirement that cities prepare conceptual plans in collaboration with the Rogue Valley Metropolitan Planning Organization (RVMPO), both the Technical Advisory Committee (TAC) and the Policy Committee reviewed conceptual plans prepared for Future Growth Areas TA-4 and TA-5. The scope of conceptual plan review is defined in Regional Plan Performance Indicators 2.7 and 2.8.

Performance Indicator 2.7 requires that transportation plans are prepared in collaboration with the RVMPO. Talent submitted its plans to the TAC for review at its March 11, 2015, June 10, 2015, and November 16, 2015 meetings. The Policy Committee reviewed the plans at its December 15, 2015 meeting, and provides the following comments.

Performance Indicator 2.7.1 requires that plans identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the region. South Pacific Highway (OR 99) separates TA-4 from TA-5 and is the only arterial in the study area. No arterials are proposed in either growth area, and no County projects are proposed in the area that will affect, or be affected by, location of streets in the growth areas. By policy, all new collectors will require bike lanes and sidewalks, and will be designed to enhance connectivity with the adjacent Bear Creek Greenway as recommended by Jackson County Road and Parks. An RVTB transit stop is proposed in TA-5 on South Pacific Highway. The transportation plans appear to have no significant impact on the regional transportation system.

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.8.1 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Talent's target density is 6.6 units per gross acre through 2035, increasing to 7.6 units per acre thereafter. Using a mix of low-, medium-, and high-density zoning, the targets will be met. The city's high density designation permits up to 22 units per acres, which will balance the lower densities proposed at the northeastern portion of TA-5 to easily achieve the 6.6 units per acre standard.

Performance Indicator 2.8.2 requires consistency with the land use distribution outlined in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land that the Resource Lands Review Committee determined to be commercial agricultural land. TA-4 is included in this category, and is limited to industrial use as a result. The concept plan for TA-4 acknowledges this limitation, but proposes an overlay near

the intersection of the highway and Colver Road where buildings will be designed to soften the appearance of industrial buildings on the remainder of TA-4, and will permit retail sales of goods produced in TA-4. General retail sales will not be permitted because of the performance indicator limitation.

Performance Indicator 2.8.2 requires the conceptual plan to include the transportation infrastructure required in 2.7. In addition to the infrastructure described in 2.7, the CORP rail line serves as the western boundary of TA-4, which will permit rail transport of industrial products new that train service has been restored.

Performance Indicator 2.8.4 requires mixed use/pedestrian friendly areas, which are described in Section 2.6 of the Regional Plan. Section 6 requires compliance with two of the 2020 benchmarks in the Regional Transportation Plan; Alternative Measure 5 targets residential densities and Alternative Measure 6 establishes standards for mixed-use employment. Because of the small amount of residential land designated for Talent, the 2020 Regional Transportation Plan Alternative Measures that require 49 percent of new residential development to be at a density of 10 or more units per acre will be feasibly met through development in the proposed residential zones in TA-5. The proposed realignment of commercial allocations will permit residential development in proximity to activity centers, allowing a majority of residential neighborhoods to be within one-quarter mile. Alternative Measure 6 establishes a 2020 benchmark of 44 percent of new commercial and industrial development either including a vertical mix of uses (e.g., residential uses on upper floors with employment uses on the first floors) or being located within one-quarter mile of residential area having a density of 10 or more units per acre. Talent is also investigating options to increase densities and commercial development in the present UGB to reduce required densities in TA-5.

The Policy Committee finds that the conceptual plans create no barrier to inter-jurisdictional connectivity and are consistent with other Regional Plan performance indicators. These comments are provided to affirm that Talent followed the requirements of the Regional Plan to prepare its conceptual plans in collaboration with the RVMPO.

Sincerely,

Michael G. Quilty, Chair
RVMPO Policy Committee

Rogue Valley Area Commission on Transportation/ Rogue Valley Metropolitan Planning Organization Coordination Policy

Whereas the Rogue Valley Area Commission on Transportation has been vested by the Oregon Transportation Commission with the responsibility for State Transportation Improvement Program project priority recommendations and:

Whereas the Rogue Valley Area Commission on Transportation recognizes the need for advisability of project funding coordination with the Rogue Valley Metropolitan Planning Organization:

Therefore, if the Rogue Valley Area Commission on Transportation (in its prioritization of State Transportation Improvement Program funding) or the Rogue Valley Metropolitan Planning Organization (in its prioritization of State Transportation Improvement Program funding) foresees the potential for funding alignment problems between the two bodies, either body by majority vote, may call for the formation of a joint subcommittee of the two bodies for the purpose of recommending a resolution of the said funding alignment problems. The said subcommittee shall consist of the following:

- 1) The sitting Chair of the Rogue Valley Metropolitan Planning Organization Policy Committee.
- 2) The sitting Chair of the Rogue Valley Area Commission on Transportation.
- 3) The sitting Vice-Chair of the Rogue Valley Area Commission on Transportation.
- 4) A Rogue Valley Metropolitan Planning Organization Policy Committee member selected by the Rogue Valley Metropolitan Planning Organization Policy Committee.
- 5) The Oregon Department of Transportation Area Manager.

When the said subcommittee is called for by the majority vote of either body, the subcommittee shall meet within fourteen (14) calendar days to attempt to resolve any anticipated funding alignment problems. The recommendations of the subcommittee shall be forwarded to the Rogue Valley Metropolitan Planning Organization and Rogue Valley Area Commission on Transportation for consideration.

This process will be evaluated annually biennially by both the Rogue Valley Area Commission on Transportation and Rogue Valley Metropolitan Planning Organization to determine its effectiveness.

Michael G. Quilty, RVMPO Policy Committee Chair Date

Michael Montero, RVACT Chair Date

***ROGUE VALLEY METROPOLITAN PLANNING
ORGANIZATION***
Public Advisory Council
Membership Application

Return Application to:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments
P.O Box 3275
Central Point, OR 97502
541-664-6676 ext 241
www.rvmppo.org

Email return to: scasavan@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmppo.org

PLEASE PRINT

Personal Information: *Please circle one.* (Mr. / Mrs. / Ms.)

Name: Aaron Prunty

Home address (include Zip code): 416 Westminster Dr., Eagle Point, OR 97524

Telephone: (home) 541-864-9868 **(business)** _____

Email aprunty@sprunty.com

About PAC membership... The Rogue Valley Metropolitan Planning Organization Public Advisory Council (PAC) makes recommendations on transportation planning issues to the RVMPO's Policy Committee. PAC members are appointed by the Policy Committee to two-year terms, representing one of the RVMPO's regional areas of interest. The PAC has positions for both geographic and issue-specific interests. Appointments are based on an applicant's ability to represent one of the Geographic or Issue-Specific interests.

- To represent one of the **Geographic Areas** listed below and illustrated on the attached RVMPO map, you must live, own property or operate a business within that area. You do not have to live within city limits. (Please refer to the RVMPO map, or call 664-6676 ext. 241, for clarification.)

- **Issue-Specific Positions** represent the freight industry, mass transit, low-income families and minorities. Low-income and minority representatives do not have to be low income, or a racial minority, but would advocate for the concerns of those communities. Special-interest representatives may live, own property, or operate a business anywhere within the RVMPO.

1. Please indicate below the Geographic Area, or special interest that you would represent. Select only one from the following list, section (A) or (B) below.

A. Geographic Area (see Citizen Involvement Area map on the last page):

_____ Ashland	_____ Central Point	<u> X </u> Eagle Point
_____ Jacksonville	_____ East Medford	_____ West Medford
_____ Phoenix	_____ Talent	_____ White City

B. Special Interest Area:

_____ Freight industry	_____ Mass Transit
_____ Low Income Families	_____ Minority Community

(Continued on Next Page)

2. What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?

I am very interested in planning, including transportation planning. I have two years of experience on the RVCOG MPO Public Advisory Council and would like to continue as a member of the council. I am a well informed member of my local community, as well as at the county and state levels.

3. Why do you want to become a member of the Public Advisory Council?

I want to participate in the planning process and I think the public component of planning is very important. I can provide the perspective of my local community, one of the citizen involvement areas. I also enjoy, on a personal level, land use and transportation planning.

Signature _____

Date _____

Thank You!

POLICY STATEMENTS REGARDING CITIZEN APPOINTMENTS

- ◆ The council consists of representatives from Citizen Involvement Areas within the RVMPO and special interests. There are 9 Citizen Involvement Areas with at least 2 members possible from each area, representing a population of up to 25,000. An additional position is created when an area exceeds 25,000 population. The council may have as many as 4 at-large members, one each representing the following: freight industry, mass transit, minority citizens and low-income citizens.
- ◆ Members of the council must reside, own property, or operate a business within the Citizen Involvement Area that they represent.
- ◆ The RVMPO Policy Committee appoints all members of the Public Advisory Council.
- ◆ Vacancies on the PAC shall be publicly announced. Potential members shall submit a statement of interest. When more than one person applies for a position, selection shall be based on maintaining a broad cross section of interests on the council. If no one responds to the public announcement, staff may attempt to fill the position using RVMPO mailing lists of people who have expressed an interest in RVMPO transportation planning issues.
- ◆ Selection of council members is conducted through RVMPO's application process, meeting the requirements of Title VI of the Civil Rights Act of 1964, Executive Order 12898, and Moving Ahead for Progress in the 21st Century (MAP-21).
- ◆ The term of office to the council shall begin the day the member is appointed and shall continue for two years, except that such term of office shall terminate immediately upon:
 - a. Relocation outside the RVMPO, or the Citizen Involvement Area that the member represents; and
 - b. Unexcused absence from three consecutive meetings.

Please Note: These policy statements are from Public Advisory Council bylaws.

Rogue Valley Metropolitan Planning Organization map attached. Boundaries of Citizen Involvement Areas are illustrated. Medford has two Citizen Involvement Areas, divided by Interstate 5.

For more information call: Rogue Valley Metropolitan Planning Organization, Rogue Valley Council of Governments, 514.423.1360

Office Use Only

Committee: _____
 Date Received: _____
 Appointed: Yes No
 Appointment Date: _____
 Term Ended Date: _____

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION Public Advisory Council

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PLEASE PRINT

Personal Information: Please circle one (Mr. / Mrs. / Ms.)

Name: _____

Home address (include Zip code): _____

Telephone: (home) _____ (business) _____

Email _____

About PAC membership... The Rogue Valley Metropolitan Planning Organization Public Advisory Council (PAC) makes recommendations on transportation planning issues to the RVMPO's Policy Committee. PAC membership is apportioned by geographic area and specific special interests. • To represent one of the geographic areas listed here and illustrated on the attached RVMPO map, you must live, own property or operate a business within that area. You do not have to live within city limits. (Please refer to the RVMPO map, or call 664-6676 ext. 241, for clarification.) • Special-interest positions represent the freight industry, mass transit, low-income families and minorities. Low-income and minority representatives do not have to be low income, or a racial minority, but would be an advocate for the concerns of those communities. Special-interest representatives may live, own property or operate a business anywhere within the RVMPO. On the next page, indicate the area, or special interest that you would represent. Select only one from the following list.

1. The Public Advisory Council has the following positions. Indicate the one you are interested in filling.

Geographic area:

Ashland _____ Central Point _____ Eagle Point _____ Jacksonville _____
 East Medford _____ West Medford _____ Phoenix _____ Talent _____
 White City _____

Special Interest Area:

Freight industry _____ Mass transit _____ Low income families _____
 Minority community _____

2. What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?

*Education as a Civil Engineer
 Career in Construction Management
 Planning Commission for Medford City (2 yrs)
 Community volunteer*

3. Why do you want to become a member of the Public Advisory Council?

*Continue to be aware of proposed projects & regulations
 & participate in process of evaluating & recommending
 same.*

Signature _____

Date _____

11/19/13

Thank You!



Office Use Only

Committee: _____

Date Received: _____

Appointed: _____

Yes No

Appointment Date: _____

Term Ended Date: _____

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION

Public Advisory Council

Membership Application

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PLEASE PRINT

Personal Information: Please circle one. (Mr. / Mrs. / Ms.)

Name: Ronald Holthusen

Home address (include Zip code):

985 Klippel Dr Jacksonville, OR 97530

Telephone: (home) 541-878-3019 (business) ^{cell} 541-944-5040

Email holthusenR3@gmail.com

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1. Please indicate below the Geographic Area, or special interest that you would represent. Select only one from the following list, section (A) or (B) below.

A. Geographic Area (see Citizen Involvement Area map on the last page):

<input type="checkbox"/> Ashland	<input type="checkbox"/> Central Point	<input type="checkbox"/> Eagle Point
<input checked="" type="checkbox"/> Jacksonville	<input type="checkbox"/> East Medford	<input type="checkbox"/> West Medford
<input type="checkbox"/> Phoenix	<input type="checkbox"/> Talent	<input type="checkbox"/> White City

B. Special Interest Area:

<input type="checkbox"/> Freight industry	<input type="checkbox"/> Mass Transit
<input type="checkbox"/> Low Income Families	<input type="checkbox"/> Minority Community

(Continued on Next Page)

2. What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?

Mayor of Shady Cove 2008-2013
Shady Cove budget committee 2006-2013
S.E. Street Network citizen advisory committee 2005
RVCO board member 2008-2013
RVACT board member 2008-2013
Regional planning is vital to our area
Liveability, and I find it interesting

3. Why do you want to become a member of the Public Advisory Council?

my time of public service has given
me an insider view of the importance
of Regional planning and good government
As a new Resident of Jacksonville I want
to stay involved with public service, and
utilize the acquired experience and
knowledge

Signature

Ronald North

Date

12-17-13

Thank You!

POLICY STATEMENTS REGARDING CITIZEN APPOINTMENTS

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- ◆ Vacancies on the PAC shall be publicly announced. Potential members shall submit a statement of interest. When more than one person applies for a position, selection shall be based on maintaining a broad cross section of interests on the council. If no one responds to the public announcement, staff may attempt to fill the position using RVMPO mailing lists of people who have expressed an interest in RVMPO transportation planning issues.
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Rogue Valley Metropolitan Planning Organization map attached. Boundaries of Citizen Involvement Areas are illustrated. Medford has two Citizen Involvement Areas, divided by Interstate 5.

For more information call: Rogue Valley Metropolitan Planning Organization, Rogue Valley Council of Governments, 514.423.1360



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

*Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

DATE: December 15, 2015
TO: Policy Committee
FROM: Ryan MacLaren, RVCOG
SUBJECT: 2017-2042 Regional Transportation Plan Draft Goals, Policies, Potential Actions & Performance Indicators

RVMPO has begun updating the 2017-2042 Regional Transportation Plan which will be adopted in 2017. One of the first parts of the RTP to be reviewed is the Goals and Policies chapter. The review of the goals will help guide future decision making in developing and implementing the RTP.

The following pages contain the goals and policies, with the addition of potential actions and performance indicators. The component went through a major review and amendment process for the 2013-2038 update. Consequently, with staff review component for the 2017-2042 RTP update, it was concluded the goals and policies to be thorough, complete and consistent with other federal, state and local plans and regulations. Upon recommendations of the TAC and the PAC in their September meetings to strengthen the wording and to add more transit language, this memo describes the changes or additions necessary to update the goals and policies component to keep it and the RTP consistent with related documents. We will be seeking approval of this component in December 2015.

The examination of the goals and policies included review of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Oregon Transportation Plan. Furthermore, Transportation System Plans for the following jurisdictions were reviewed to determine if updates were needed to reflect current regional values:

Ashland	Central Point
Talent	Eagle Point
Phoenix	Jackson County
Medford	White City
Jacksonville	

While the TSPs contained all concepts, terminology and priority varied as the specific, unique needs for each jurisdiction, it was determined by staff that goals and policies of the RTP were consistent with the local TSPs.

In this review of RTP goals, the Policy Committee is being asked to consider the appropriateness of the goals and policies, as well as valid indicators or ways to measure progress in achieving the goal. Goals and policies revisions appear on the following pages, each with performance measures or indicators of progress. The following pages also provide the latest TAC and PAC comments from prior engagement with the Committees. Their comments are shown in **Red** text, while current text is shown in **Black**.

2042 RTP Goals, Policies, Potential Actions & Performance Indicators**Proposed Revisions
PAC Comments 11/17/2015
TAC Comments 11/16/2015****Goal 1**

Current Goal 1: Plan for, develop and maintain a balanced multi-modal transportation system that will address existing and future needs.

Proposed Goal 1: Design, develop, and sustain a balanced multi-modal transportation system which will address existing and future needs.

Policies

Current: 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users.

Proposed: 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all modes and users including freight.

Current 1-2: As transportation facilities are developed in urban areas, use design standards, landscaping and other amenities to encourage people to walk and ride bicycles.

Proposed 1-2: Develop design standards, landscaping and other amenities as transportation facilities are developed in the urban areas to encourage transit, pedestrian and bicycle users.

Current 1-3: Use MPO structure as a forum to develop a multi-modal transportation system.

Proposed 1-3: Develop a user-friendly and comprehensive multi-modal transportation system by using the MPO structure as a forum.

Current 1-4: Encourage land uses, design standards and funding opportunities that support public transportation.

Proposed 1-4: Support multi-modal and public transportation options by encouraging land use design standards and funding opportunities which will encourage development and redevelopment.

Current: 1-5: The RVMPO establishes Long-Term Potential (LTP) corridor areas where planning for future road connections beyond the planning horizon is probable.

Proposed 1-5: Establish Long-Term Potential (LTP) corridor areas through the RVMPO where planning for future road connections beyond the planning horizon is apparent.

Potential Actions

- Current: Projects designed with space reserved for current and future multi-modal transportation infrastructure connections.
- *Proposed: Projects designed with space reserved for current and future freight and multi-modal transportation infrastructure connections.*

Performance Indicators

Current:

- Increase proportion of regional corridors that serve at least three modes.
- Greater use of “streetscapes,” such as benches, planters and traffic calming.
- Growth in pedestrian and bicycle use

Proposed:

- Increase the proportion of regional corridors serving no less than three modes.*
- Continuing developed use of “streetscapes,” such as benches, planters, and traffic calming.*
- Sustained growth in transit, pedestrian and bicycle use.*
- Improved quality and safety of multi-use paths and freight routes.*

Goal 2

Current Goal 2: Optimize Safety and Security of the transportation system.

Proposed Goal 2: Develop, optimize, and coordinate current and ongoing procedures for the Safety and Security of the Transportation System.

Policies

Current: 2-1: Work with other agencies to promote traffic safety education and awareness.

Proposed: 2-1: Coordinate and organize with Federal, State and local agencies to promote traffic safety education and awareness.

Current: 2-2: Inventory crash-prone areas and place a higher priority on investments that correct safety-related deficiencies in all modes.

Proposed: 2-2: Catalogue and rank crash-prone areas, placing a higher priority on transportation investments correcting safety deficiencies for all modes of transportation.

Current: 2-3: Coordinate with emergency-response agencies to design and operate a transportation system that supports timely and safe emergency response.

Proposed: 2-3: Coordinate with incident-response agencies to design and operate a transportation system supporting timely and safe incident response.

Current: 2-4: Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards.

Proposed: 2-4: Reduce vulnerability to the public, goods movement, and critical transportation infrastructure to crime, incidents and natural hazards.

Current: 2-5: Support development of alternate transportation routes to respond to emergency needs.

Proposed: 2-5: Plan, manage and support development of alternate transportation routes to restore general mobility in response to regional incident needs.

Potential Actions

- Local, state and regional providers work together to maintain coordinated regional emergency and incident response plans.
- All modes of transportation, *including freight routes*, are examined for security deficiencies. Recommendations for improvements are developed and implemented.

Performance Indicators

- Measured reduction in the number and severity of injury and fatal crashes.
- Measured reduction in the number of non-injury and property damage crashes.
- Increase in safety education.
- Incorporate crash history/safety concerns in project evaluation.

Goal 3

Current: Use transportation investments to foster compact, livable unique communities.

Proposed: Identify, design and invest in transportation improvements that foster compact, livable unique communities.

Policies

Current: 3-1: Recognize the connection between transportation efficiency and land use and densities.

Proposed: 3-1: Recognize and encourage the connection between transportation efficiency and varying land use types, mixes, and densities.

Current: 3-2: Promote street and pathway connectivity, including off-road corridors, for non-motorized users.

Proposed: 3-2: Plan, develop and create street and pathway connectivity, including off-road corridors for non-motorized users.

Current: 3-3: Provide environmentally sensitive and healthy transportation options.

Proposed: 3-3: Identify, plan and deliver environmentally sensitive and healthy regional transportation options.

Current: 3-4: Identify and support beneficial human health effects when planning and funding transportation projects.

Proposed: 3-4: Identify, plan and support planning and funding regional transportation projects which will promote and benefit healthier communities including green spaces and natural areas.

Current: 3-5: Consider potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate federal, state and local agencies.

Proposed: 3-5: Identify and study potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate, Federal, State, and local agencies.

(New) 3-6: Identify and incorporate into design and planning, areas that represent features of historical value and community identity.

(New) 3-7: Identify and develop a regional strategy which will encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design.

Potential Actions

- Local plans support transit oriented development and similar measures that improve transportation system efficiency.
- Street networks are developed connecting new and existing neighborhoods.
- Special populations, especially low-income and minority communities are identified and engaged in the planning process.
- As transportation projects are planned, funded and designed, federal state and local land use management, natural resources, wildlife, environmental protection, conservation and historic protection agencies are consulted. Emphasis is put on mitigation actions with high potential.
- Local plans supporting parking management will help encourage a more efficient use of parking resources and help in addressing a wide range of transportation problems.

Performance Indicators

- a) Measure changes in mixed-use and downtown development.
- b) Measure impacts on open space and identified resource areas (Environmental Considerations chapter of the RTP) using most up-to-date data, including Rogue Valley Environmental Database.
- c) Measure expansion of off-network paths and increase in population and employment with access to paths.
- d) Improve air quality through projects that reduce carbon monoxide, particulates (PM₁₀) and greenhouse gases.
- e) *Improve lighting standards in urban areas to reduce light pollution and to be consistent with roadway classifications.*

Goal 4***Develop a plan that can be funded and reflects responsible stewardship of public funds.*****Policies**

4-1: Develop innovative and sound funding policies to implement the RTP. Ensure that costs of planned improvements are consistent with policies.

4-2: Prioritize investments to preserve the existing transportation system.

Potential Actions

- Public-private partnerships and other innovative approaches can maximize resources.
- Use funding mechanisms such as System Development Charges to collect from new developments a proportionate share of facility improvement costs.
- Develop, fund, and implement maintenance programs for transportation facilities.

Performance Indicators

- a) Track funding obligations, funding availability.
- b) Review and update project funding criteria using quantitative methodologies to the extent practicable.
- c) *Maintain RTP project selection criteria to be consistent with state and federal funding criteria.*

Goal 5**Current: Maximize efficient use of transportation infrastructure for all users and modes.*****Proposed: Identify, plan and develop transportation infrastructure which maximizes the efficient use for all users and modes.*****Policies**

Current: 5-1: Add or remove traffic signals and signal networks, including interstate access ramp signals, to improve system efficiency.

Proposed: 5-1: Analyze the regional transportation system effectiveness by adding or removing traffic signals and signal networks, including interstate access ramp signals.

Current: 5-2: Optimize intersection and interchange design.

Proposed: 5-2: Develop, consider, and implement measures to optimize intersection and interchange design.

Current: 5-3: Manage street access to improve traffic flow.

Proposed: 5-3: Analyze, plan and administer an access management strategy to improve traffic flow.

Current: 5-4: Effectively integrate technology with transportation infrastructure consistent with RVMPO Intelligent Transportation Systems (ITS) program.

Proposed: 5-4: Identify, develop and effectively integrate technology with transportation infrastructure consistent with the RVMPO Intelligent Transportation System (ITS) program.

(NEW) 5-5: Encourage and consider the use of alternative design standards to minimize the costs and impacts to existing communities.

Potential Actions

- Coordinate and link signals to a master control system to optimize system efficiency.
- Interstate ramp meters control the amount of traffic entering the freeway to maintain acceptable traffic volumes on the interstate.
- Geometric improvements and elimination of turn movements increase intersection capacity.
- Implement Transit Signal Prioritization on primary transit corridors.

Performance Indicators

- a) Measure improvements, upgrades to existing system.
- b) Measure implementation of ITS projects.
- c) Track projects that use innovative, emerging technologies.
- d) Track on-time performance for RVTD.

Goal 6

Current: Use diverse strategies to reduce reliance on single-occupant vehicles.

Proposed: Identify, develop and support diverse strategies to lessen dependence upon single-occupant vehicles.

Policies

Current: 6-1: Support Transportation Demand Management strategies.

Proposed: 6-1: Identify, develop and implement Transportation Demand Management strategies.

Current: 6-2: Facilitate alternative parking strategies to encourage walking, bicycling, carpooling and transit.

Proposed: 6-2: Identify, develop and facilitate alternative parking strategies encouraging walking, car and bicycle sharing, bicycling, car and van-pooling, and transit.

Current: 6-3: Enhance bicycle and pedestrian systems.

Proposed: 6-3: Identify, plan and enhance bicycle, pedestrian, and transit systems in the region.

Current: 6-4: Support transit service.

Proposed: 6-4: Improve upon current and future transit services in the region.

Potential Actions

- Governments become models for TDM strategies by allowing flexed work hours, subsidizing rideshares, telecommuting, and other methods of trip reduction.
- Establish parking-space standards that are proportional to infill development, promoting community livability and economic development.
- Adopt design standards with parking at side or rear of building so pedestrians can access entrances.
- Adopt park-and-ride standards to place facilities near transit routes.
- Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- Plan for, build and maintain shared roadways for use by all modes.
- Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- Improve pedestrian access to transit.
- **Plan for other forms of public and private transportation such as bus rapid transit, light rail, trolleys, and transit feeder and connector services as the region's population reaches higher thresholds.**

Performance Indicators

- a) Track transit service hours and ridership.
- b) Track funding for bicycle, pedestrian and transit projects.
- c) Measure population living within ¼-miles of transit service.
- d) Implement a TDM self-evaluations and reporting process for local jurisdictions.
- e) *Track the number of people who are participating in a TDM program*

Goal 7

Current: Provide an open and balanced process for planning and developing the transportation system.

Proposed: Develop, coordinate, and administer an open and balanced process for planning and developing the regional transportation system.

Policies

Current: 7-1: Coordinate existing and future land use and development with plans for the transportation system.

Proposed: 7-1: Develop, coordinate and administer existing and future plans for the regional transportation system in conjunction with land use and development.

Current: 7-2: Conduct outreach consistent with the RVMPO Public Participation Plan to acquire public input in the planning process.

Proposed: 7-2: Acquire and organize public input in the regional transportation planning process with innovative outreach methods consistent with the RVMPO Public Participation Plan.

Current: 7-3: Coordinate local, state, and regional transportation planning through the RVMPO.

Proposed: 7-3: Organize and administer local, state, and regional transportation planning efforts through the RVMPO.

Current: 7-4: Decisions will be consistent with federal and state regulations, including the Oregon Highway Plan, the Transportation Planning Rule and the Clean Air Act.

Proposed: 7-4: Formulate decisions which shall be consistent with Federal and State regulations, including the Oregon Highway Plan, the Transportation Planning Rule, and the Clean Air Act.

Potential Actions

- Maintain a website with updated information about all regional planning.
- Support the RVMPO's Technical Advisory Committee, Public Advisory Council, and the Policy Committee for deliberation of regional transportation planning issues.
- Participate in local and regional and national organizations to support RVMPO actions.
- Involve transportation providers in the planning process.

Performance Indicators

- a) Record public participation, comments, attendance at meetings.
- b) Demonstrate linkage of public comments to decisions and plan content.

Goal 8

Current: Use transportation investments to foster economic opportunities.

Proposed: Evaluate, plan and develop regional transportation investments to foster economic opportunities locally and regionally.

Policies

Current: 8-1: Accommodate travel demand to create a regional transportation system that supports the local economy.

Proposed: 8-1: Plan, develop and accommodate travel demand to create a regional transportation system supporting a robust local economy.

Current: 8-2: Consider effects on freight mobility when prioritizing projects.

Proposed: 8-2: Evaluate and analyze effects on freight mobility when prioritizing projects, regionally and locally.

Current: 8-3: Support projects that reduce and remove identified barriers to safe, reliable and efficient goods movement.

Proposed: 8-3: Plan, develop and implement transportation projects which will reduce and remove identified barriers to safe, reliable, and efficient freight movement including adequate roadway space for commercial vehicle deliveries, locally and regionally.

Current: 8-4: Support projects serving commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development.

Proposed: 8-4: Plan, develop and implement transportation projects which will serve commercial, industrial, and resource-extraction lands where an inadequate transportation network impedes freight-generating development.

Current: 8-5: Plan for enhanced train-truck-transit interface for movement of goods and people.

Proposed: 8-5: Plan, develop, and implement a comprehensive and versatile regional transportation interface for the efficient movement of goods and people, both locally and regionally.

Potential Actions

- Balance the demand for freight routes with the demands for local circulation.
- Explore the feasibility of developing interurban freight delivery systems.

Performance Indicators

- a) Measure employment change in vicinity of projects.