



SUMMARY MINUTES
Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee

November 16, 2015

The following people were in attendance:

RVMPO Technical Advisory Committee

Voting Members in Attendance:

Ian Horlacher	ODOT
John Adam	City of Medford
Jon Sullivan, Vice Chairman	RVTD
Josh LeBombard	DLCD
Matt Brinkley	City of Phoenix
Kelli Sparkman	ODOT
Kelly Madding	Jackson County
Mike Kuntz, Chairman	Jackson County
Mike Upston	City of Eagle Point
Robert Miller	City of Eagle Point
Paige Townsend	RVTD
Tom Humphrey	City of Central Point
Zac Moody	City of Talent

Others Present:

Scott Turnoy (by phone)	ODOT
Tara Weidner (by phone)	ODOT

RVCOG Staff

Dan Moore, Andrea Napoli, Ryan McLaren, Dick Converse, Sue Casavan

1. Call to Order / Introductions

The Chairman called the meeting to order at 2:30 p.m. Those present introduced themselves.

2. Review / Approve Minutes

Chairman Kuntz asked committee members if there were any additions or corrections to the previous meeting minutes.

On a motion by Tom Humphrey, seconded by Mike Upston, the minutes were approved by voice vote with following changes:

Item 6 should be Chair/Vice Chair instead of Co-Chair. Paige Townsend, Matt Brinkley, Kelli Sparkman, and Ian Horlacher abstained.

3. Public Comment

No public comment was forthcoming.

Update Item:

4. Strategic Assessment Update

Tara Weidner and Scott Turnoy presented the following:

- Review of work to date
- Draft report with key findings and regional context
- Next steps

Turnoy reviewed the purpose, inputs, and the model run timeline for the draft report.

Draft Report – Key Findings

Turnoy emphasized how valuable local feedback from the TAC would be for the report. Weidner presented the following findings:

Mobility

Finding: Traffic delay increases significantly, even though Vehicle Miles Traveled (VMT) increases only slightly. Some of the key factors contributing to the increase are:

- Income growth
- Vehicle fuel efficiency
- Low auto operating cost
- Population growth
- Transit investment held to 2010 level

Livable Communities

Finding: The region makes progress creating compact livable communities with more residents in mixed-use areas and richer mix of housing options.

Key factors include:

- Focused growth in activity centers
- Land use plans/policies, including multi-family housing development policies

Paige Townsend thought it would be more helpful while looking at the 40% increase in the urbanized area if there was a percentage of population growth included. She added that it could be helpful for the region if it could be used to compare alternative measures targets. Weidner and Turnoy agreed and will see if there were ways the assessment could be used in the measures.

Finding: Public health improves with better air quality, safer vehicles, and increased use of active transportation options. Key factors include:

- Cleaner vehicles
- Safer vehicles, less crashes
- Local efforts related to walking and bicycling
- Walk to transit

Kuntz asked what pollutants were measured and Weidner responded that count individual pollutants are not counted, the assessment looks at fuel that was expended with a simplified rate of air quality pollutants.

Household Travel Costs

Finding: Vehicle operating costs remain relatively constant although highly susceptible to future uncertainties. Key factors include:

- Shift to new vehicles (affordability issues)

- Fuel efficiency offset by fuel price increase
- Uncertainty of future fuel price
- Low parking costs
- Income growth

Kuntz had concerns as the region looks at future household travel costs that low income populations will be less likely to afford new vehicles and travel costs will be more expensive and challenging. Weidner agreed that looking at affordability issues as a region will be important.

Environment

Finding: Transportation energy declines significantly (new vehicles). Key factors include:

- Fuel efficient vehicles
- Shift away from light trucks

Townsend asked if there will be a study to see if the existing electric grid can handle the energy shift. Weidner indicated the target rule set up was done by multiple agencies and she can bring the issue back to the agencies and add it to the report. She agreed that communities will need to be aware of future alternative energies and the associated costs.

Finding: GHG per capita declines, but more is needed to reach the target.

Little effect from local plans, regional CNG has helped a lot. Key factors include:

- Vehicle fuel efficiency
- Fuel price
- Cleaner fuels
- Increase in CNG vehicles

Weidner briefly discussed and explained future uncertainties and future choices. She noted the region will need to do things beyond adopted plans.

Turnoy presented some of the RTP Goals he thought might help in defining regional context and suggested using them in the final report. Some members mentioned that some of the goals have recently changed and they would need to use the updated goals.

Turnoy indicated that Moore will set up a review team for the draft report. Moore mentioned that the draft report will be ready in January for the TAC.

Action Items:

5. Regional Transportation Plan (RTP) Draft Goals and Policies

Ryan MacLaren pointed out the PAC recommendations in the memo and presented a handout with comments from Jon Sullivan, RVTD and Edgar Hee of the PAC.

Members had the following comments:

Mike Kuntz – Policy 1-3 questioned the use of “robust”, maybe replace with user-friendly.

Some members thought that adding words was not affecting future use of the goals in any realistic way. Others thought it was not code and was okay.

Policy 1-4 sounds like encouraging development (?) Ian Horlacher will rework the last part of 1-4 and be aware of not changing the original meaning of the goal.

Goal 3 – Tom Humphrey noted that all members would like to see “fully funded transportation investments” but wondered if it was realistic. Kuntz agreed and did not like the word “fully”. And felt the emphasis will be fostering livable compact communities. The region can’t consistently meet

fully funded.

Kelli Sparkman suggested changing to “Identify, design and invest in transportation improvements that foster compact, livable unique communities.” Members agreed.

Policy 3-1- work on wording, encourage land use and densities that result in transportation efficiency

Policy 3-5 - limit impacts, in order to minimize mitigation measures, Horlacher will bring back.

Townsend suggested adding a Policy 3-6 that encourages parking management techniques/strategies in compact areas or activity centers, members agreed.

Performance Indicator e) add ‘in urban areas’

Policies 4-1 and 4-2 leave the original language, hard for the general public to understand.

Goal 5 Proposed - change to “which maximizes the efficient use for all users and modes”

Townsend briefly discussed alternative design standards that are currently being adopted into the local TSP updates and noted that they are often tied to the level of service. She suggested adding Policy 5-5 “Encourage use of alternative design standards to minimize costs and impacts to existing communities”. Members agreed

Townsend proposed to add a Potential Action to implement transit signal priority on primary transit corridors (could be measurable as a performance measure also, track on-time performance, cycle through to green faster or holds it longer).

Goal 6

Policy 6-1 Proposed - take out “regional”

Policy 6-2 - add car and bike share

Policy 6-4 Proposed: take out support and use “Improve upon current...”

Townsend suggested adding under Performance Indicator: Number of people participating in a TDM program, employee or resident.

Last Potential Action - Take out subways and list transit feeder and connector services.

Ian Horlacher will rework the changes and staff will bring back to TAC in December.

6. Talent Conceptual Plan

Staff presented the Concept Plans for TA-4 and TA-5 to the TAC in March and June. The plans have been continually updated and reviewed by the Talent Planning Commission and forwarded to the City Council for an anticipated final study session.

Zac Moody presented the few changes to the maps. He mentioned that the city was struggling with the densities requirements and TA-5 has been challenging with the commercial and residential split. He explained that the Planning Commission came back with two preferred alternatives and noted that wherever the collector road will go through there will be commercial along that collector road with minimum density requirements. Residents bordering do not want high density or commercial development. TA-5 continues to be modified to reflect concerns of both property owners in TA-5 and neighboring property owners.

On a motion by Mike Upston and seconded by Ian Horlacher, the committee unanimously forwarded recommendation to the Policy Committee to approve the comment letter presented.

Discussion Item:

7. RVMPO Travel Demand Model Update – Population Forecast

On a motion by Paige Townsend and seconded by Ian Horlacher, the committee unanimously voted to table Item 7 until next meeting due to time constraints.

8. MPO Planning Update

9. Public Comment

10. Other Business / Local Business

11. Adjournment

The meeting was adjourned at 5:05 p.m.