

AGENDA

**Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee**



Date: ****Monday, November 16, 2015****

Time: **2:30 p.m. (Please note change in date and time)**

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 Kuntz, Chair**
- 2. Review/Approve Summary Minutes (Attachment #1).....Chair**
- 3. Public Comment (Items not on the Agenda).....Chair**

Update Item:

- 4. Strategic Assessment Update ODOT/DLCD**

Background: ODOT/DLCD will present a brief description of the work completed to date, and discuss the draft report – touching on the regional context (i.e., issues of regional importance and the tie between report findings and RTP goals) and the draft findings derived from the Adopted Plans and Sensitivity Test model runs.

Attachment: None

Action Requested: Provide feedback on the key findings/messages to highlight in the report.

Action Items:

- 5. Regional Transportation Plan (RTP) Goals and Policies..... Ryan MacLaren**

Background: 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.

Attachment: #2 – Memo, Goals & Policies

Action Requested: Forward recommendation to Policy Committee.

6. Talent Conceptual Plan Dick Converse

Background: Staff presented the Concept Plans for TA-4 and TA-5 in March and June. We have continued to update the plans, which have been reviewed by the Talent Planning Commission and forwarded to the City Council for an anticipated final study session. TA-4 is nearly identical to what the TAC reviewed earlier, but TA-5 continues to be modified to reflect concerns of both property owners in TA-5 and neighboring property owners. We will provide an update at this meeting, and a revised letter of recommendation to the Policy Committee. Concept plan maps are being updated to include the required agricultural buffers and will be available at the meeting.

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

Action Requested: Approve comment letter

Discussion Item:

7. RVMPO Travel Demand Model Update Population Forecast Dick Converse

Background: As part of the RTP update, we will be projecting existing estimates for each TAZ out to 2042. Past updates have been relatively straight-forward, but this update will be challenging because of adjustments to the Portland State University projections, some of which are significantly lower than those we have used in the past.

Attachment: #4 – PSU Population Forecasts and RTP Update

Action Requested: Information Only

8. MPO Planning Update Dan Moore

9. Public Comment Chair

10. Other Business / Local Business Chair

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

11. Adjournment Chair

- The next regularly scheduled RVMPO TAC Committee meeting: Wednesday, December 9, at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting is scheduled for December 15, at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for Tuesday, November 17, at 5:30 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 Metropolitan Planning Organization
Technical Advisory Committee*

October 14, 2015

The following people were in attendance:

RVMPPO Technical Advisory Committee

Voting Members in Attendance:

Alex Georgevitch	City of Medford
Ian Horlacher	ODOT
Jon Sullivan, Vice Chairman	RVTD
Josh LeBombard	DLCD
Nick Fortney	FHWA
Kelly Madding	Jackson County
Mike Kuntz, Chairman	Jackson County
Robert Miller by phone	City of Eagle Point
Edem Gomez for Paige Townsend	RVTD
Tom Humphrey	City of Central Point

Others Present:

Mike Montero	
Cody Meyer	DLCD
Scott Tournoy	ODOT
Tara Weidner	ODOT

RVCOG Staff

Dan Moore, Andrea Napoli, Ryan MacLaren, Bunny Lincoln, Dick Converse

1. Call to Order / Introductions

The Chairman called the meeting to order at 1:45 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. Josh Le Bombard called out a typing error in the minutes (Item #6 “date” changed to “data”), and it was implemented by the Recorder.

On a motion by Tom Humphrey, seconded by Kelly Madding, the minutes were approved by voice vote. Alex Georgevitch abstained.

3. Public Comment

No public comment was forthcoming.

Action Item:**4. Regional Plan/Transportation Improvement Program (TIP) Amendment**

Ryan MacLaren presented his October 5th memo on proposed RTP/Tip amendments. The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments described below. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, October 27, 2015 to consider adoption of the proposed TIP and RTP amendments. (The 21-day public comment period and public hearing has been advertised in the Medford Tribune, and information is currently available on the RVMPO website. The 21-day public comment period and public hearing will be advertised in November in the Medford Tribune, and information will be available on the RVMPO website. Information on the new project(s) is enumerated, below:

A. Add New Project to RTP & TIP: Interstate 5: Medford Viaduct Deck Overlay Project

Description: The Interstate 5, Medford Viaduct, Mile Point 28.66, Bridge 08332, the deck is in "Fair" condition. This project will include surface preparation of the deck to address areas that are delaminating. Once repairs are in place, an epoxy overlay will be placed on the entire deck. This will help to improve the ride, decrease impact loading, and preserve the bearings. Federal funding will total \$1,480,545. Required match is \$169,455. Project total is \$1,650,000.

B. Add New Project to RTP & TIP: Region 3 ADA Improvement Projects

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. The projects total \$133,350. The funding was a direct, statewide, allocation to the cities. State ADA funds were used. \$44,850 is for Phoenix, \$88,500 is for Ashland. Staff will bring back information regarding the program and application criteria to a future meeting. Members briefly discussed ADA compliance issues.

On a motion by Alex Georgevitch, seconded by Tom Humphrey, the Regional Plan/Transportation Improvement Program (TIP) Amendments were recommended to the Policy Committee for approval by unanimous voice vote.

Presentation Item:**5. Strategic Assessment Presentation**

ODOT and DLCDC representatives presented a Power Point on the Regional Strategic Planning Model (RSPM) outputs for the RVMPO area adopted plans.

Review of Work to Date - Inputs, takeaways

- Planning tool/process - Informs other planning activities, coordinated agency efforts, uses RSPM, testing difference policy choices/potential outcomes
- RSPM Inputs – Regional context, Local actions, Collaborative actions
- RSPM Outputs – Household travel costs, transportation/energy costs, air quality, mixed use development
- Maps – Study Area (10 RPS Zones)
- Adopted Plans Model Run Chronology
- Survey Response Summary – Interest in PSU population forecasts, expectation of a higher share of alternative fuel vehicles
- Use Clean Cities Coalition for CNG commercial fleet use
- Ashland utility rates

- Medford dwelling unit ratios

Financially Constrained Adopted Plans Results

- **Land Uses** - Urbanized areas (acres), Mixed use residential living, housing type (SF:MF)
- It was pointed out that Urban Reserves were based on a 50 year designation. VMTs are tough to project.
- **Populations Living in Mixed Use areas** - 2010 & 2038 Maps
- **Mobility (per capita)** - Daily VMY per capita, annual walk trips, daily bike miles, transit service miles
- **Economy (annual)** - Household vehicle ownership costs, household vehicle operating costs, all vehicle delay per capita (hours)
- **Daily VMT per capita** - 2010 & 2038 Maps
- **Energy** - Average all vehicle fuel efficiency (mpg), annual all vehicle fuel consumption per capita (gallons), annual external social costs per household (unpaid) **NOTE:** External costs go beyond households.
- **Environment** - Annual greenhouse gas emissions per capita, Commercial GHG /mile, Clean Air Act criteria pollutants (million kg per day), GHG reductions per capita from implementation of adopted plans and ambitious State led actions (19% target)

Sensitivity Testing

- Are plans reaching community goals?
- What more ambitious plans are effective in meeting goals?
- How resilient are alternative paths?

Local Policies

- Menu of options for local/regional policies to support achievement of regional objectives
- Opportunity to share ideas on existing local policies – Dan Moore shared the mechanics of the Tool Kit. Individual jurisdictions can study the various local policies in order to consider potential plan revisions to facilitate reaching various goals (public transit, single occupancy vehicles, demand management, etc.)
- A web site will also be available to facilitate input/comments

Next Steps

- TAC feedback
- TAC input – Draft Report
- Draft Final Report
- Report to Policy Committee
- RSPM incorporated into next RTP update

Product

- Strategic Assessment Report
- Local Policy Tool Kit
- Interactive, web-based scenario viewer

Agency representatives will create a summary/tool kit expectations for the jurisdictions not present at the TAC meeting. Staff will collaborate with presenting agencies on this situation. Policy Committee presentation is expected in January. An interim check in with the TAC at the November meeting may be held. PAC members will be included in the presentations.

NOTE: Full, 50 year, URA development is not assumed in the analysis. Only a percentage of development will occur in the 2010-2038 analysis period. Medford's Comp Plan only goes to 2023. RTPs also have different time frames. Members expressed concern about ongoing UGB expansions and the accuracy of the model outputs, based on future development assumptions and sensitivity testing. The concern was finding the simplest method to verify the analysis results. Medford and Central Point have the most changes in the pipeline.

Information Item:

6. RVACT/RVMPO Coordination Policy Revisions

Dan Moore presented the proposed revisions to the existing Coordination Policy. The Commission wants to implement a Chair/Co-Chair scenario. The RVMPO Policy Committees will make the decision on this matter. 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 TAC had no comments on this matter.

7. MPO Planning Update

- Staff will send out a poll to determine if/when a November TAC meeting will be held.
- The RTP update is in progress, with a TAC presentation expected after November.
- The modeling update for the RTP needs input from the various member jurisdictions.
- TAZ data and spreadsheets will be sent out in November-December.
- The ITS update has been given notice to proceed by ODOT. TAC members will be contacted for potential participation.
- Staff continues to work Transportation Needs Assessment.

8. Public Comment. None were received.

9. Other Business / Local Business

10. Adjournment

The meeting was adjourned at 3:30 p.m.

The next RVMPO Policy Committee meeting will be held on Oct. 27th at 2:00 p.m.

The next RVMPO PAC will be held on Nov. 17th at 5:30 p.m.



**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: November 9, 2015
TO: Technical Advisory 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 TAC 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.

**2042 RTP Goals, Policies, Potential Actions & Performance Indicators
Proposed Revisions
November 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 robust 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 transportation (transit, pedestrian and bicycle) 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 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 fully fund transportation investments to 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 connections linking transportation efficiency, land use, 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.

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, study and reduce potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate federal, state, and local agencies.

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.

Performance Indicators

- a) Measure changes in mixed-use and downtown development.
- b) Measure impacts on 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 to be consistent with roadway classifications.*

Goal 4

Current: *Develop a plan that can be funded and reflects responsible stewardship of public funds.*

Proposed: *Develop a fiscally constrained plan reflecting accountable stewardship of public funds.*

Policies

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

Proposed: 4-1: Develop innovative and comprehensive fiscally constrained funding policies to implement the Regional Transportation Plan (RTP), ensuring costs of planned improvements are consistent with adopted policies.

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

Proposed: 4-3: Identify, prioritize and fully fund 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 will maximize the efficient use for 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: 5-4: 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.

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.

Performance Indicators

- a) Measure improvements, upgrades to existing system.
- b) Measure implementation of ITS projects.
- c) Track projects that use innovative, emerging technologies.

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 regional 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, 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: Support and 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 low minimum and maximum parking-space standards to increase infill development, **which lowers development costs and promotes 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 transportation such as bus rapid transit, light rail, trolleys, and subways, 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.

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, 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.



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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 RVTD 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 2.81 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 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: November 6, 2015
TO: Technical Advisory Committee
FROM: Dick Converse, Principal Land Use Planner
SUBJECT: PSU Population Forecasts and RTP Update

As part of the RTP update, we will be projecting existing estimates for each TAZ out to 2042. Past updates have been relatively straight-forward, but this update will be challenging because of adjustments to the Portland State University projections, some of which are significantly lower than those we have used in the past. TPAU is also developing a Southern Oregon Activity Based Model that will add more than 60 new TAZ. TPAU apparently has a methodology for allocating population and employment estimates to each split TAZ, relieving MPO staff of that responsibility.

The existing RTP population forecasts are based on the Jackson County Comprehensive Plan Population Element (shown as JCCP in the table) acknowledged by DLCDC March 6, 2007. The County Plan forecasts stop at 2040. The following table includes County 2035 and 2038 forecasts, and PSU 2035, 2040, and 2065 forecasts. The present TAZ structure includes Comprehensive Plan 2038 forecasts; I have marked the cities where these forecasts exceed the PSU 2065 forecast.

City	JCCP 2035	PSU 2035	JCCP 2038	PSU 2040	PSU 2065
Ashland	27,400	23,183	28,155	23,433	24,138
Central Point	28,469	22,680	30,105	24,599	27,485
Eagle Point	19,773	14,839	20,765	16,612	18,669
Jacksonville	4,013	4,316	4,232	5,031	6,687
Medford	125,342	99,835	130,132	108,917	124,582
Phoenix	7,531	6,883	7,828	7,847	9,775
Talent	9,328	9,020	9,619	10,702	14,290
County Total	291,150	255,840	300,219	264,660	306,858

Clearly, using the new PSU forecasts could significantly alter how we prepare our estimates, and while we are not yet recommending an approach to accommodate these changes, we wanted to open the discussion early in the process. Some of the difference may be attributed to the fact that the County modified its projections to accommodate city projections when allocations were being discussed during Regional Plan development, and OEA permitted counties to make a percentage adjustment above its projections.