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


Date: Wednesday, September 9, 2015
Time: 1:30 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.rvmppo.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**

Action Item:

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

Background: The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, September 22, 2015 to consider adoption of the proposed TIP and RTP amendments. The 21-day public comment period and public hearing will be advertised on or before September 1 in the Medford Tribune, and information is currently available on the RVMPO website.

- **OR99: Ashland Creek Bridge Rehabilitation**
- **I-5 Cable Barrier – Southern Oregon**

Attachments: #2 – Memo, RTP/TIP Amendment

Action Requested: Forward recommendation to Policy Committee.

Discussion Items:

- 5. Regional Transportation Plan (RTP) Goals and Policies..... Dan Moore**

Background: 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.

Attachments: #3 – Memo Goals, Policies, Potential Actions & Performance Indicators

Action Requested: Review & discuss. Consider forming sub-committee to reevaluate goals, policies, potential actions & performance indicators.

6. DLCD TAZ Data RequestDan Moore

Background: DLCD is requesting population/housing and employment transportation analysis zone (TAZ) data from the RVMPO travel demand model to evaluate adopted plans in terms of walkable mixed-use development and access to transit.

Attachment: #4 – Memo DLCD Request for TAZ Data

Action Requested: None. Discussion item.

7. Committee Email Voting Discussion Mike Kuntz

Background: Due to meetings being canceled over the last few months, there have been several TAC email votes on TIP amendments and a request for funds. This agenda item is to discuss the recent trend in TAC email voting.

Attachment: None

Action Requested: None. Discussion item.

8. MPO Planning UpdateDan 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, October 14, at 1:30 p.m. in the Jefferson Conference Room, RVMCOG, Central Point.
- The next RVMPO Policy Committee meeting is scheduled for September 22, at 2:00 p.m. in the Jefferson Conference Room, RVMCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for Tuesday, September 15, at 5:30 p.m. in the Jefferson Conference Room, RVMCOG, 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*

June 10, 2015

The following people were in attendance:

RVMPO Technical Advisory Committee

Voting Members in Attendance:

Alex Georgevitch

Ian Horlacher (by phone)

Joe Slaughter for John Adam

Jon Sullivan, Vice Chairman

Josh LeBombard

Kelly Madding

Matt Brinkley

James Philip for Mike Kuntz

Mike Upston

Paige Townsend

Tom Humphrey

City of Medford

ODOT

City of Medford

RVTD

DLCD

Jackson County

City of Phoenix

Jackson County

City of Eagle Point

RVTD

City of Central Point

Others Present:

RVCOG Staff

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

1. Call to Order / Introductions

The Vice Chairman called the meeting to order at 1:35 p.m. Those present introduced themselves.

2. Review / Approve Minutes

Vice Chairman Sullivan asked committee members if there were any additions or corrections to the May meeting minutes.

On a motion by Ian Horlacher, seconded by Mike Upston, the minutes were unanimously approved by voice vote.

3. Public Comment

No public comment was forthcoming.

Action Item:**4.**

Andrea Napoli and Page Townsend summarized the proposed amendment to add RVTD's Drive Less Connect Outreach Program. The program is designed to promote available transportation alternatives to the single occupant vehicle. The Safe Routes to School outreach component is gone, and some of this funding will be used to continue that program as well. FFY 2015 Transportation Options funding will be used, for a total of \$143,765 (\$129,000 Federal, and \$14,765 in matching RVTD funds). Jurisdictions need to coordinate future bike/ped events with RVTD.

On a motion by Alex Georgevitch, seconded by Tom Humphrey, the Regional Plan/Transportation Improvement Program (TIP) Amendment (Transportation Options Funding, FFY 2015) was recommended to the Policy Committee for approval by unanimous voice vote.

5. Talent Regional Problem Solving (RPS) Growth Areas

Dick Converse gave a combined presentation on the Talent RPS Growth Areas and the Concept Plan process. He asked for Committee input on the May 14, 2015 memo and the Memo/Letter of Recommendation that will go to the Policy Committee for its signature. The most significant item in the memo is in the last paragraph, referencing compliance with Performance Indicator 2.6, as well as 2.7 and 2.8.

Ian Horlacher requested more time to complete ODOT's comments. The preferred alternative will be an end result of the work. A new owner in TA 5 has issues with road alignment. and is very interested in mixed use residential.

The Committee was comfortable with the draft Letter of Recommendation format, which indicate required regional collaboration, and that the plans do not have a negative impact on the transportation system. Brief comments were made on the need for commercial development as part of mixed use residential, the conceptual street system in TA-5, densities and employment.

The letter will be returned to the TAC for further review. The need for specificity with regard to the various Performance Indicator sections was stressed. Josh LeBombard was concerned with the 2nd to last paragraph. Section 2.8.4 references "encouraging" mixed use development, rather than mandating it. The benefit of consistent concept formatting was mentioned. Preferred alternatives have not been chosen yet by Talent.

The memo will go to the Policy Committee this month.

Medford's letter has not been drafted yet. The Committee discussed on Medford's "All at Once" presentation approach. The Medford Concept Plan is considered to be a guide as the various URAs are brought into the City incrementally over the coming years. Kelly Madding wondered how predictions could be made for development as far as 30 years in the future. Joe Slaughter said that the entire plan for Medford would meet the approved regional land use distribution requirements.

Performance Indicators will be addressed during periodic reviews.

Dick Converse felt that the official Performance Indicator Compliance Letter should be drafted after Medford's presentation to Policy Committee. Due to the sequencing of Medford's presentations, the recommendations will not come back to the TAC. Mr. Slaughter said that Medford was comfortable

with moving forward on all the work that they have done to this point.

Converse said that the extension is good for the TSP work being done on Talent's TSP.

Discussion/Update Item:

6. Regional Problem solving (RPS) Concept Plan Process

Dick Converse brought the modified RPS Concept Plan Process memo back to the Committee to outline the requested changes as well as the input received from Kelly Madding and Josh Le Bombard. Revisions to the May 14th memo include the following text additions:

- ❖ Section 2.7 – (2nd sentence) “A Conceptual Transportation Plan for a URA or appropriate portion of a URA shall be prepared by the City **in collaboration with the Rogue Valley Metropolitan Planning Organization**, applicable irrigation districts, Jackson County, and other affected agencies...”
- ❖ Section 2.8 – (1st sentence) “A proposal for a UGB Amendment into a designated URA shall include a Conceptual Land Use Plan shall be prepared by the City **in collaboration with the Rogue Valley Metropolitan Planning Organization**, applicable irrigation districts, Jackson County, and other affected agencies...”

7. MPO Planning Update

- Strategic Assessment is moving forward as planned. ODOT finalizing the Strategic Planning Model. Mike Upston said that EP had never been contacted to provide input. The agreement with ODOT was designed to minimize jurisdictional staff time. COG staff felt good feedback had been received. RVTD did lot of work. Paige Townsend (RVTD) said that there were some potential density/mixed use problems with the Place Type Maps, and that those need to be thoroughly reviewed in the future for accuracy. Josh LeBombard commented it was important to look at more than one data source for acreage, population and employment. The benchmarks are coming up soon. Dan Moore will send out a link to the maps, and said that ODOT can contact the various jurisdictions on this matter. RVTD would also appreciate more collaboration with affected cities.
- Andrea Napoli is now filling the position of Senior Transportation Planner.
- The COG has hired a new Associate Planner from Colorado.
- The skill set for the additional Planner has not been clearly defined yet.

8. Public Comment. None were received.

9. Other Business / Local Business

10. Adjournment

The meeting was adjourned at 2:40 p.m.



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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DATE: August 27, 2015
TO: RVMPO Technical Advisory Committee
FROM: Ryan MacLaren, Associate Planner
SUBJECT: RTP/TIP Amendments

The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments described below and on the following pages. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, September 22, 2015 to consider adoption of the proposed TIP and RTP amendments. The 21-day public comment period and public hearing will be advertised on or before September 1 in the Medford Tribune, and information is currently available on the RVMPO website. Information on the new project is enumerated, below:

A. Add New Project to RTP & TIP: OR99: Ashland Creek Bridge Rehabilitation (KN19656)

Description: The Oregon 99 Southbound Ashland Creek Bridge has been deemed Structurally Deficient due to the “Poor” ratings for both the superstructure and substructure. This project will address the deterioration in the concrete that is causing this bridge to be Structurally Deficient and the undermining at both abutments.

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														
OR99:Ashland Creek Bridge Rehabilitation	Repair Concrete Deterioration, Bridge #0M274	912	Exempt - Table 2, Safety			Planning								
				19656	2016	Design	\$ 69,002	NHPP	\$ 7,898	ODOT	\$ 76,900			\$ 76,900
				19656	2017	Land Purchase	\$ 71,784	NHPP	\$ 8,216	ODOT	\$ 80,000			\$ 80,000
						Utility Relocate								
				19656	2018	Construction	\$ 451,844	NHPP	\$ 51,716	ODOT	\$ 503,560			\$ 503,560
						Other								
		Total FFY 15-18		\$ 592,630		\$ 67,830		\$ 660,460			\$ 660,460			

B. Add New Project to RTP & TIP: I-5 Cable Barrier – Southern Oregon (KN19659)

Description: Lane departure and crossover crashes have been increasing on Interstate 5. Region 3 has numerous sections of I-5 with open medians. This project will address 16 open barrier segments between I-5 MP 30.8 and 153.50. The majority of these segments include widths of less than 100 feet between NB and SB lanes. Failure to provide barriers in these 16 segments increases the risk of lane departures and crossover crashes.

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														
I-5 Cable Barrier - Southern Oregon	Install Cable Barrier in 16 Segments of I-5 in Southern Oregon Between MP 30.80 and 153.50	914	Exempt - Table 2, Safety			Planning								
				19659	2015	Design	\$ 345,825	HSIP	\$ 29,175	ODOT	\$ 375,000			\$ 375,000
						Land Purchase								
						Utility Relocate								
				19659	2016	Construction	\$ 1,959,675	HSIP	\$ 165,325	ODOT	\$ 2,125,000			\$ 2,125,000
						Other								
					Total FFY 15-16		\$ 1,705,500		\$ 194,500		\$ 2,500,000			\$ 2,500,000



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DATE: August 24, 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 in the current RTP, with the addition of potential actions and performance indicators. The goals and policies component of the RTP consists of 8 goals and 34 policies. 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. This memo describes that there are no 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 October 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 of the current RTP, as well as valid indicators or ways to measure progress in achieving the goal. Goals and policies from the RTP appear below, each with performance measures or indicators of progress.

Goal 1

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

Policies

- 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users.
- 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.
- 1-3: Use MPO structure as a forum to develop a multi-modal transportation system.
- 1-4: Encourage land uses, design standards and funding opportunities that support public transportation.
- 1-5: The RVMPO establishes Long-Term Potential (LTP) corridor areas where planning for future road connections beyond the planning horizon is probable.

Potential Actions

- Projects designed with space reserved for current and future multi-modal transportation infrastructure connections.

Performance Indicators

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

Goal 2

Optimize Safety and Security of the transportation system.

Policies

- 2-1: Work with other agencies to promote traffic safety education and awareness.
- 2-2: Inventory crash-prone areas and place a higher priority on investments that correct safety-related deficiencies in all modes.
- 2-3: Coordinate with emergency-response agencies to design and operate a transportation system that supports timely and safe emergency response.
- 2-4: Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards.
- 2-5: Support development of alternate transportation routes to respond to emergency needs.

Potential Actions

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

Performance Indicators

- a) *Measured reduction in number and severity of injury and fatal crashes.*
- b) *Measured reduction in number of non-injury crashes.*
- c) *Increase in safety education.*
- d) *Incorporate crash history/safety concerns in project evaluation.*

Goal 3

Use transportation investments to foster compact, livable unique communities.

Policies

- 3-1: Recognize the connection between transportation efficiency and land use and densities.
- 3-2: Promote street and pathway connectivity, including off-road corridors, for non-motorized users.
- 3-3: Provide environmentally sensitive and healthy transportation options.
- 3-4: Identify and support beneficial human health effects when planning and funding transportation projects.
- 3-5: Consider 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.*

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

- Track funding obligations, funding availability.*
- Review and update project funding criteria using quantitative methodologies to the extent practicable.*

Goal 5

Maximize efficient use of transportation infrastructure for all users and modes.

Policies

- 5-1: Add or remove traffic signals and signal networks, including interstate access ramp signals, to improve system efficiency.
- 5-2: Optimize intersection and interchange design.
- 5-3: Manage street access to improve traffic flow.
- 5-4: Effectively integrate technology with transportation infrastructure consistent with RVMPO Intelligent Transportation Systems (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

- Measure improvements, upgrades to existing system.*
- Measure implementation of ITS projects.*
- Track projects that use innovative, emerging technologies.*

Goal 6

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

Policies

- 6-1: Support Transportation Demand Management strategies.
- 6-2: Facilitate alternative parking strategies to encourage walking, bicycling, carpooling and transit.
- 6-3: Enhance bicycle and pedestrian systems.
- 6-4: Support transit service.

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.
- 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.

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

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

Policies

- 7-1: Coordinate existing and future land use and development with plans for the transportation system.
- 7-2: Conduct outreach consistent with the RVMPO Public Participation Plan to acquire public input in the planning process.
- 7-3: Coordinate local, state, and regional transportation planning through the RVMPO.
- 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.

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

Use transportation investments to foster economic opportunities.

Policies

- 8-1: Accommodate travel demand to create a regional transportation system that supports the local economy.
- 8-2: Consider effects on freight mobility when prioritizing projects.
- 8-3: Support projects that reduce and remove identified barriers to safe, reliable and efficient goods movement.
- 8-4: Support projects serving commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development.
- 8-5: Plan for enhanced train-truck-transit interface for movement of goods and people.

Potential Actions

- Balance the demand for freight routes with the demands for local circulation.

Performance Indicators

- a) *Measure employment change in vicinity of projects.*



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DATE: September 1, 2015
TO: Technical Advisory Committee
FROM: Dan Moore, AICP, Planning Program Manager
SUBJECT: DLCD Request for RVMPO TAZ Data

DLCD is requesting population/housing and employment transportation analysis zone (TAZ) data from the RVMPO travel demand model to evaluate adopted plans in terms of walkable mixed-use development and access to transit.

Background

In working with ODOT, Corvallis Area MPO (CAMPO) and RVMPO on strategic assessments over the last year, DLCD has become aware of a couple of analysis tools (SmartGAP- and its associated land use place types- and EPAs Smart Location database) that could provide a better understanding or document what adopted plans call for especially in terms of walkable mixed use development and access to transit. DLCD will use the TAZ data from metropolitan plans to informally evaluate these tools and see if they provide good information about these kinds of outcomes.

DLCD's objective is to explore the tools and assess whether they are useful. DLCD hopes to find that they provide a simple, easy way to estimate key outcomes (i.e. the amount of development planned for walkable, mixed use neighborhoods and amount of jobs and housing that are within walking distance of transit.) These are key land use strategies for both GHG reduction and reducing reliance on the automobile. These are obviously relevant to metropolitan planning and may help DLCD and MPOs as we work on TPR performance measures and follow up on the GHG Target Rule Review to assess ways that we can integrate what we've learned from scenario planning with metropolitan planning

DLCD will keep the MPOs involved and share what they learn.

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