



## Agenda

### Rogue Valley Metropolitan Planning Organization Public Advisory Council

**Date:** Tuesday, January 19, 2016  
**Time:** 5:30 p.m.  
**Location:** Rogue Valley Council of Governments  
 Jefferson Conference Room  
 155 N. First Street, Central Point  
**Transit:** served by RVTB Route #40  
**Phone:** 541-423-1360 (Sue Casavan, RVCOG)  
**RVMPO website:** [www.rvmopo.org](http://www.rvmopo.org)

1. Call to Order/Introductions/Review Agenda .....Aaron Prunty, Chair
2. Review/Approve Minutes (Attachment #1) .....Chair
3. Public Comment (3-minute limit for each speaker).....Chair

#### **Action Item:**

4. Elect Chair and Vice Chair .....Dan Moore
- Background:** PAC Bylaws call for the council to elect a chair and vice chair at the first meeting of the calendar year.

**Action Requested:** Elect Chair and Vice Chair for 1-year term

#### **Update Item:**

5. Regional Transportation Plan (RTP) Goals and Policies.....Dan Moore
- Background:** Upon recommendations of the TAC and the PAC in their September, November, and December 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.

**Attachments:** #2 – Memo Goals, Policies, Potential Actions & Performance Indicators

**Action Requested:** Forward recommendation for approval to the Policy Committee.

6. MPO Planning Update ..... Dan Moore
7. Other Business.....Chair
8. Public Comment.....Chair
9. Next Meeting.....Chair
- \*\* The next Public Advisory Council meeting is scheduled for March 15, 2016,  
at 5:30 p.m. at Rogue Valley Council of Governments, Jefferson Conference Room \*\*
10. Adjourn..... Chair

***Other RVMPO  
meetings***

**Technical Advisory Committee:** 1:30 p.m., Wednesday, February 10,  
Rogue Valley Council of Governments, Jefferson Conference Room.

**Policy Committee:** 2:00 p.m., Tuesday, January 26, Rogue Valley  
Council of Governments, Jefferson Conference Room.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CALL SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATIONS PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

## Summary Minutes Rogue Valley MPO Public Advisory Council November 17, 2015



The following attended:

### MPO Public Advisory Council

Aaron Prunty, Chairman	Eagle Point	864-9868
Glen Anderson	East Medford	770-6577
Justin Hurley	Central Point	
Kay Harrison	Central Point	664-1066
Mary Wooding	Ashland	482-1066
Mark Earnest	East Medford	899-8080
Michael Stanek	Eagle Point	821-1804
Mike Montero	Freight Industry	779-0771
Mike Stitt, Vice Chair	Phoenix	535-2504
Ron Holthusen	Jacksonville	878-3019
Thad Keys	Talent	774-8273

### Staff

Dan Moore	RVCOG	423-1361
Sue Casavan	RVCOG	423-1360

### Others Present

None

### 1. Call to Order/Introductions/Review

Aaron Prunty called the meeting to order at 5:30 p.m. Members present introduced themselves.

### 2. Review/Approve Minutes

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

**On a motion by Ron Holthusen and seconded by Mary Wooding the Council unanimously approved the minutes as presented.**

### 3. Public Comment -

None received.

### 4. Public Advisory Council Member Renewal Applications

The following PAC members are requesting renewal of their membership:

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

**On a motion by Mike Montero and seconded by Mary Wooding the committee unanimously forwarded**

## **recommendation for appointment of the above members.**

Members suggested advertising in the newspaper for new members and post vacant positions on the website.

## **5. Regional Transportation Plan (RTP) Goals and Policies**

Dan Moore briefly reviewed the RTP Goals and Policies document. He presented comments from committees and they were incorporated into the goals and policies.

### Further Comments and Discussion:

Goal 1: Members questioned the word ‘sustain’ could be perceived as connected to funding, replace with maintain or foster, or just use ‘Design and develop...’ Make sure there is clear definition for the word “sustain”.

- Take subways out of the Goal 6 Potential Actions
- Edgar Hee Goal 2.4 specified time period, Kay Harrison liked the resilient piece and how to build locally in time of disaster

Aaron Prunty wondered if the document should match county policy and Harrison agreed that more coordination between different plans would be beneficial. Moore noted that he could add text about coordinating with other agencies to respond to incidents and make sure regional plans are coordinated with local emergency plans.

Montero added that is was similar to 3-3, reduce vulnerability.

Policies 2-3 and 2-4 discuss restoring general mobility and reducing vulnerability.

Ron Holthusen suggested the following: Add a policy to Goal 3 “Identify and incorporate into design and planning areas that represent features of historical value and community identity.” Add after communities in 3-4 ‘including green spaces and natural areas’. Glen Anderson agreed and mentioned that open space has been compromised and he thought it important to be specific. Harrison also agreed and added that in order to make density work more open space will be needed. Montero added that the Regional Problem Solving (RPS) mandated open space to be adopted into the plans and those land use decisions are already happening.

Mike Stitt noted that RPS was related to land use and wondered if it was beyond the scope of the MPO. Prunty thought 3-5 related more to transportation and that open space would relate more to planning. Members agreed to leave text additions to staff discretion but to let the TAC know that the PAC was concerned about green spaces.

Holthusen suggested for Goal 6, Potential Actions second bullet to change to ‘Establish parking-space standards that are proportional to infill development, promoting community livability and economic development’. Members agreed it is the policy of the state to reduce parking standards but do not think it works in a real world.

Insurance companies not approve, for shared parking space

Goal 8: Holthusen noted that freight was part of the goal but wondered if adding consideration for commercial delivery would be beneficial. Moore thought that would be addressed at the municipal level.

**On a motion by Ron Holthusen and seconded by Mike Stitt, the council unanimously forwarded recommendation for adoption with the above suggested additions.**

## **6. MPO Planning Update –**

Moore gave a brief overview of the Regional Transportation Plan update. MPO staff will be working on the project list and updating the travel demand model.

ODOT and DLCD will give a presentation in January on the Strategic Assessment draft report.

Members requested that an Executive Summary for the Strategic Assessment be sent out before the

presentation, if possible.

ODOT will be coming in January to give presentations on the Bicycle/Pedestrian plan.

**7. Other Business -**

Montero and Justin Hurley briefly described the first compressed natural gas (CNG) fueling station to be developed in White City and noted that it was partially funded with MPO support.

**8. Public Comment -**

Holthusen asked if there was any kind of committee studying transportation planning for self driving cars.

**9. Adjournment**

The meeting was adjourned by Chairman Prunty at 7:00 p.m.

DRAFT



## ***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:** January 19, 2016  
**TO:** Public 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 January 2016.

The examination of the goals and policies included review of the Moving Ahead for Progress in the 21<sup>st</sup> 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 appears that the goals and policies of the RTP are consistent with the local TSPs.

In this review of RTP goals, the PAC 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. TAC comments are in *Purple* text, while PAC comments are shown in *Blue* text.

## 2042 RTP Goals, Policies, Potential Actions & Performance Indicators

### Proposed Revisions

[PAC Comments 11/17/2015](#)

[TAC Comments 11/16/2015](#)

[TAC Comments 12/09/2015](#)

### 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~~ support a balanced multi-modal transportation system which will address existing and future needs.**

**Comment [IKH1]:** Sustain in this context means continue to improve upon and expand

**Comment [DM2]:** PAC is asking the Policy Committee what is the intent of the word "sustain" and the implications of it. Does it imply funding?

### 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.*

**Comment [IKH3]:** All modes and users includes freight. This is redundant.

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 Use Utilize~~ 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~~ 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 transportation (transit, pedestrian and bicycle) by encouraging land use, design standards and funding opportunities which will encourage development and redevelopment.~~*

*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~~ *Growth* in transit, pedestrian and bicycle use.
- Improved quality and safety of multi-use paths and freight routes.*
- ~~e) Improved conditions for the safety and mobility of freight routes.~~

**Comment [IKH4]:** Collectors and Arterials which do run through TOD's and Downtown areas where there is heavy pedestrian and bicycle use.

#### 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.*

**Comment [IKH5]:** This is improved language that would be consistent with incident response programs state-wide. There is also a legislative mandate for ODOT to be able to clear accidents in under 90 minutes. This means that there has to be a coordinated response with all incident-response agencies.

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.*

**Comment [IKH6]:** This is expanded language. It's one thing to support an alternative route, but when there is no planning and managing of routes, that becomes problematic with incident response as we have found out with several incidents on I-5 and rerouting of traffic onto OR 99.

#### 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*.

**Comment [IKH7]:** Freight is included in all modes of transportation.

#### 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 invest in transportation investments to improvements that foster compact, livable unique communities. Identify and utilize 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. 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 and support~~ 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 support~~ 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.~~

**Comment [IKH8]:** The RTP doesn't plan for green spaces and natural areas. State Agencies and Local Jurisdiction may at their discretion.

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. Identify and study potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate, Federal, State, and local agencies.~~

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

~~3.7 Identify and support a regional strategies 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. (New Goal)~~

**Comment [IKH9]:** Requirement within the MPO area for local TSP to adopt.

#### 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 (PM<sub>10</sub>) and greenhouse gases.
- e) ~~Improve lighting standards in urban areas, where it is appropriate, to reduce light pollution and 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 Support funding mechanisms such as System Development Charges to collect from new developments a proportionate share of facility improvement costs.
- Develop Support, 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 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~~ Consider and support measures to optimize intersection and interchange design.

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

*Proposed: 5-4: ~~Analyze, plan and administer~~ Support 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.*

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

#### 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.~~
- Where it's appropriate, 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.
- e)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 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, 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: ~~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 Support~~ low minimum and maximum parking-space standards to increase infill development, *which lowers development costs and promotes economic development.*
- ~~EstablishSupport~~ 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 otherSupport other~~ forms of public and private transportation such as bus rapid transit, light rail, trolleys, and subways 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~~Coordinate and support 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~~Obtain 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~~and support 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 a~~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~~Support 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~~Support 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~~Support 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.