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## AGENDA

### Rogue Valley Metropolitan Planning Organization Technical Advisory Committee

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*Date:* Wednesday, December 9, 2015

*Time:* 1:30 p.m.

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

*Transit:* served by RVTB Route #40

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

*RVMPO website :* [www.rvmopo.org](http://www.rvmopo.org)

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

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

*Attachment:* #2 – Memo, Goals & Policies

*Action Requested:* Forward recommendation to Policy Committee.

#### ***Discussion Item:***

- 5. 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:* #3 – PSU Population Forecasts and RTP Update

*Action Requested:* Information Only

6. **MPO Planning Update** .....**Dan Moore**
7. **Public Comment**..... **Chair**
8. **Other Business / Local Business** ..... **Chair**  
 Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.
9. **Adjournment** ..... **Chair**

- The next regularly scheduled RVMPO TAC Committee meeting: Wednesday, January 13, 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, January 19, at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.



## SUMMARY MINUTES

*Rogue Valley Metropolitan Planning Organization  
Technical Advisory Committee*

**November 16, 2015**

*The following people were in attendance:*

### **RVMPO Technical Advisory Committee**

#### *Voting Members in Attendance:*

Ian Horlacher  
John Adam  
Jon Sullivan, Vice Chairman  
Josh LeBombard  
Matt Brinkley  
Kelli Sparkman  
Kelly Madding  
Mike Kuntz, Chairman  
Mike Upston  
Robert Miller  
Paige Townsend  
Tom Humphrey  
Zac Moody

ODOT  
City of Medford  
RVTB  
DLCD  
City of Phoenix  
ODOT  
Jackson County  
Jackson County  
City of Eagle Point  
City of Eagle Point  
RVTB  
City of Central Point  
City of Talent

#### *Others Present:*

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

ODOT  
ODOT

### **RVCOG Staff**

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

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

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

#### **2. Review / Approve Minutes**

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

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

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

#### **3. Public Comment**

No public comment was forthcoming.

***Update Item:*****4. Strategic Assessment Update**

Tara Weidner and Scott Turnoy presented the following:

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

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

**Draft Report – Key Findings**

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

**Mobility**

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

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

**Livable Communities**

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

Key factors include:

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

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

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

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

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

**Household Travel Costs**

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

- Shift to new vehicles (affordability issues)

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

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

### **Environment**

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

- Fuel efficient vehicles
- Shift away from light trucks

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

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

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

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

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

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

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

### ***Action Items:***

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

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

Members had the following comments:

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

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

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

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

fully funded.

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

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

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

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

Performance Indicator e) add ‘in urban areas’

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

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

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

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

Goal 6

Policy 6-1 Proposed - take out “regional”

Policy 6-2 - add car and bike share

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

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

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

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

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

## **6. Talent Conceptual Plan**

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

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

**On a motion by Mike Upston and seconded by Ian Horlacher, the committee unanimously**

**forwarded recommendation to the Policy Committee to approve the comment letter presented.**

***Discussion Item:***

**7. RVMPO Travel Demand Model Update – Population Forecast**

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

**8. MPO Planning Update**

**9. Public Comment**

**10. Other Business / Local Business**

**11. Adjournment**

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



## **Rogue Valley Metropolitan Planning Organization**

### **Regional Transportation Planning**

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

**DATE:** December 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 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 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. The following pages also provide the latest TAC and PAC comments from prior engagement with the Committees. TAC comments are highlighted in **Yellow**, 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](#)

### 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.**

**Comment [DM1]:** 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.*

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 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 in transit, pedestrian and bicycle use.*
- Improved quality and safety of multi-use paths and freight routes.*

**Goal 2**

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

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

**Policies**

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

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

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

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

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

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

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

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

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

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

#### Potential Actions

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

#### Performance Indicators

- a) Measured reduction in the number and severity of injury and fatal crashes.
- b) Measured reduction in the number of non-injury and property damage crashes.
- c) Increase in safety education.
- d) 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.*

#### 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 street and pathway connectivity, including off-road corridors for non-motorized users.*

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

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

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

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

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

*Proposed: 3-5: Identify, 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 develop a regional strategy which will encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design. (New Goal)*

#### 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 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 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~~ maximizes the efficient use for all users and modes.**

#### Policies

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

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

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

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

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

*Proposed: 5-4: 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.*

**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.
- **Implement Transit Signal Prioritization on primary transit corridors.**

#### Performance Indicators

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

#### Goal 6

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

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

#### Policies

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

*Proposed: 6-1: Identify, develop and implement **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 low minimum and maximum parking space standards to increase infill development, which lowers development costs and promotes economic development.~~
- ~~Establish parking space standards that are proportional to infill development, promoting community livability and economic development.~~
- Adopt design standards with parking at side or rear of building so pedestrians can access entrances.
- Adopt park-and-ride standards to place facilities near transit routes.
- Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- Plan for, build and maintain shared roadways for use by all modes.
- Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- Improve pedestrian access to transit.
- ~~Plan for other forms of public and private transportation such as bus rapid transit, light rail, trolleys, and 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 existing and future plans for the regional transportation system in conjunction with land use and development.*

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



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

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

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

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

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

#### **Potential Actions**

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

#### **Performance Indicators**

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

#### **Goal 8**

**Current: Use transportation investments to foster economic opportunities.**

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

#### **Policies**

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

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

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

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

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

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

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

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

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

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

#### **Potential Actions**

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

#### **Performance Indicators**

- a) Measure employment change in vicinity of projects.



## **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 DLCD 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.