

AGENDA

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



Date: Wednesday, March 9, 2016
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**

Information Item:

- 4. Transportation Needs Assessment for Traditionally Under-Served Populations.....Andrea Napoli**

Background: In 2014, the Policy Committee had recommended a Transportation Needs Assessment be completed as a Title VI/Environmental Justice work task. The purpose of the assessment is to help the region identify gaps, barriers, needs, and potential disproportionality of investment in the transportation system for traditionally underserved populations (Low-Income, Minority, Seniors, and Young Persons). Staff will review the contents of the report and map series.

Attachment: #2 – Draft Transportation Needs Assessment Report (click on link below)
http://www.rvmppo.org/images/technical-advisory-committee/2016/agendas/Attach2_NeedsAssessDraftReport.pdf

Transportation Needs Assessment Maps (click on link below)
http://www.rvmppo.org/images/technical-advisory-committee/2016/agendas/Attach2_NeedsAssessMapSeries.pdf

Action Requested: Recommendations for use of information and/or next steps

Action Items:

5. 2015 Annual Listing of Obligated Projects..... Ryan MacLaren

Background: Every year the MPO publishes a list of federal funds obligated to projects in the prior fiscal year.

Attachment: #3 – Memo, Annual Listing of Obligated Projects Report

Action Requested: Review, comment/adjust, and forward recommendation to the Policy Committee.

6. RVMPO Model Update Bob Parker, ECONorthwest

Background: The RVMPO is in the process of updating the RTP, which was last updated in 2013. The planning horizon for the update is 2017 to 2042. The attached memo presents population, household, and employment forecasts for the RVMPO, areas within UGBs, White City and parts of Jackson County within the MPO. Bob Parker will go over the forecasts and answer questions.

Attachment: #4 – RVMPO Population & Employment Forecasts

Action Requested: Review, discuss and approve proposed population and employment forecasts

7. MPO Planning Update Dan Moore

8. Public Comment..... Chair

9. Other Business / Local Business Chair

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

10. Adjournment Chair

- The next regularly scheduled RVMPO TAC Committee meeting: Wednesday, April 13, at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting is scheduled for March 22, at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for Tuesday, March 15, at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

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



SUMMARY MINUTES

*Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee*

February 10, 2016

The following people were in attendance:

RVMPO Technical Advisory Committee

Voting Members in Attendance:

Alex Georgevitch	City of Medford
Ian Horlacher	ODOT
Jon Sullivan	RVTD
Josh LeBombard	DLCD
John Adam	Medford
Kelli Sparkman	ODOT
Mike Kuntz, Chair	Jackson County
Mike Upston	City of Eagle Point
Paige Townsend	RVTD
Tom Humphrey	City of Central Point
Mike Upston	City of Eagle Point
Zach Moody	Talent
Matt Brinkley	Phoenix

Others Present:

Mike Montero	
Scott Turnoy	ODOT
Cody Meyer	DLCD
Alison Wiley	ODOT
Tara Weidner	ODOT
Tranh Nguyen	ODOT
Matt Samitore	

RVCOG Staff

Dan Moore, Andrea Napoli, Bunny Lincoln, Ryan MacLaren

1. Call to Order / Introductions

Mike Kuntz called the meeting to order at 1:35 p.m. Those present introduced themselves.

2. Review / Approve Minutes

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

On a motion by Ian Horlacher, seconded by Tom Humphrey, the minutes were approved as presented by unanimous voice vote.

3. Public Comment

No public comment was forthcoming.

Action Items:

4. Strategic Assessment Final Report

Scott Turnoy, ODOT and Cody Meyer, DLCD gave a Power Point presentation on the final draft report.

Review of Strategic Assessment

Report Contents

Key Findings -

- **Mobility** – Congestion & Auto Delay @ 41% if local plans are implemented. The draft document provides key factors for this increase. A “Menu of Local Policy Options” (suggestions only) is also included. The presenters explained their sensitivity testing methodologies for the Committee.
- **Livable Communities** – With adopted plans implementation the region makes progress with more residents in mixed areas. Focused growth in activity centers. The consultants focused on regional areas outside downtown Medford & Ashland. The members discussed the fact that may be downtown residential growth to be considered by the policy makers in the future. The work that Medford is doing on its RTP update would allow for this consideration. Local Policy Options Menus accompany all these findings. Public health improvement is found to accompany improved air quality, etc.
- **Household Travel Costs** – Vehicle operating costs remain relatively constant, but future conditions can easily affect them.
- **Environment** – Air quality, while showing a slight reduction (16%), needs more of a decrease to meet the 19% MPO target. Transportation energy declines significantly. A question was raised about other factors (agricultural, etc.) that would reduce greenhouse gasses. The presenters stated that this report focused on transportation issues, and they explained Table A1 (pg. 43) RVMPO Sensitivity Results for Policy Actions in Isolation, and the results of full, local plan implementation. They also discussed the 2005-2038 GHG per Capita Reduction figures, as well as other percentages. Several Committee members suggested that additional narrative explanation should precede Table A1. It was reiterated that the Target Rule is quite complicated and that this draft is just related to travel emissions. The State is requiring that local jurisdictions assist them reach the target goals by adopting appropriate strategies in their local plans. Examples of the various Levels of Ambition were felt to be warranted. The presenters pointed out that the Appendices and Table 5 contained some of the information that was being suggested. The region received credit for CNG use. This is included in Table A1. Future fuel price uncertainties affect policy impacts. Analysis can help inform more resilient plans. Figure 8. (pg. 31) Adopted Plans Resilience to Low Income, Vehicle Turnover, Light Truck Share, and Low Carbon Fuel Standards Removal, Relative Impacts of Policies by Outcome Measure and Effects of Policy Bundles on GHG, Impact of More Ambitious Scenarios on GHG Reduction and Impact of More Ambitious Scenarios on Other Outcomes were explained to the Committee. Figure 4 (pg. 25) explains this visually. Sensitivity testing/analysis followed the less extreme levels. Paige Townsend spoke about how little transit is available in this area, as opposed to others of the same size.

Upon questioning from the presenters, the Committee suggested that a somewhat lesser amount of the information would be appropriate for sharing with the Policy Committee.

RVTD expressed interest in working with other agencies/jurisdictions in their current ITS plan updates.

- **Future Choices (Options for Moving Forward) –**
 1. Use information for other planning efforts (TSP, RTP, etc.).
 - a. Alternative Measures
 - b. Land Use for RTP Update
 2. Scenario Analysis
 3. Scenario Planning.

Dan Moore said further analysis would be warranted, and a recommendation to the Policy Committee needs to be made.

Mike Kuntz said that he didn't feel that it was the TAC's job to suggest policy. Tara Weidner offered that there are other options available for this. Cody Meyer, DLCD, said the region could work to access a group of scenarios in order to endorse a Regional Preferred Scenario. It was pointed out that this might have an adverse on smaller, local jurisdictions. Josh LeBombard said that adjustments could be flexible enough to benefit different needs.

Paige Townsend said that lack of any official goals adoption process would make it difficult for local jurisdictions to use the information when adopting new Transportation System or Comp Plan updates.

Committee members discussed the three Options, especially Alternative Measures. An IGA would be required if the Measures Analysis was undertaken under an Option #2 designation. The question was raised about the potential for additional costs, and funding requirements were discussed. Tom Humphrey said that he was in favor of continuing the "handshake agreement" existing now (Option #1), with further financial/contract, resource funding discussions occurring if the process moved into Option #2. He felt that no "Option" recommendation to the Policy Committee was needed at this time. Alex Georgevitch said that he felt the "next steps" should be up to the COG Staff, with more information coming back to the TAC.

On a motion by Tom Humphrey, seconded by Mike Upston, the Strategic Assessment Final Report was unanimously recommended as presented, by voice vote, to the Policy Committee for approval.

The "Options for Moving Forward" slide will be held back from the Policy Committee presentation for future consideration as needed.

5. Elect Chair and Vice Chair

On a motion by John Adam, seconded by Tom Humphrey, Mike Kuntz was nominated to serve as TAC Chairman for the coming year. The nomination was unanimously approved by voice vote.

On a motion by Tom Humphrey, seconded by Alex Georgevitch, Jon Sullivan was nominated to serve as TAC Vice Chairman for the coming year. The nomination was unanimously approved by voice vote.

6. Proposed MPO Dues/Review Draft Work Plan 2016-17

Dan Moore presented the 2016 Dues Recommendations. Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in February 2013. The rate, \$0.16 per capita, would generate a total of \$27,815 for the 2017 fiscal year.

FY 2016-17. Illustrative memo tables included:

- #1 - Proposed dues by jurisdiction and estimated population rates
- #2 - Anticipated dues expenditures (Policy Committee dues and travel, plus UPWP work activities support)

Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

On a motion by Alex Georgevitch, seconded by Tom Humphrey, the dues schedule was unanimously recommended as presented, by voice vote, to the Policy Committee for approval.

Moore next presented UPWP Budget tables #3 and #4 (included in the 2/3/16 memo) representing:

- **#3 - Proposed FY 2017 Budget** - Transportation Planning Funds by Source/Activity (same funding amounts as current FY, but the amount could change, based on upcoming discussions at the State level) Delineated Work Tasks include:
 1. **Program Management**
 2. **Short Range Planning**
 3. **Long Range Planning**
 4. **Data Development**
 5. **Transit**
- **#4 - Proposed Program Activity** - outlining work tasks for program management, short/long range planning, data development/maintenance and transit. The main focus is RTP development. Proposed activities include:
 1. **Program Management** - Continue previous tasks, update website, Update Public Involvement Plan.
 2. **Short Range Planning** - Maintain current MTIP, Develop 2018-21 TIP, solicit for CMAQ/STP funded projects, Develop AQCD for RTP/TIP, publish Obligated Projects List FFY2017, Coordinate CO LMP & Air Quality Conformity, MOVES modeling for RTP/TIP, Assist with local planning as warranted.
 3. **Long Range Planning** - Work with ODOT/FHWA MPO performance measures, continue 2017-42 RTP work, Maintain RTP Safety Profile, Commence 2015 Alternative Measures benchmark analysis, continue ITS plan update.
 4. **Data Development** - R&A continue support for improved travel demand model, continue 2017-42 RTP update, continue ODOT model training as available.
 5. **Transit** - No projects identified.

The draft UPWP will be submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Staff is asking jurisdictions, to suggest changes to the draft UPWP, which could be incorporated into a final draft for public hearing in April. The Policy Committee will be asked to adopt the work plan at that time. The Plan will be brought back to the TAC in April.

7. Greenhouse Gas Target Rule Advisory Committee

Dan Moore passed out

8. MPO Planning Update

9. Public Comment

None received.

10. Other Business / Local Business

11. Adjournment

The meeting was adjourned at 3:35 p.m.

Scheduled Meetings:

- RVMPO TAC March 9, 2016 1:30 PM
- RVMPO Policy March 22, 2016 2:00 PM
- RVMPO PAC March 15, 2016 5:30 PM



**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: March 9, 2016
TO: Technical Advisory Committee
FROM: Ryan Maclaren, Associate Planner
SUBJECT: Annual Listing of Obligated Projects

Federal law requires MPOs to publish annually a list of projects for which federal funds have been obligated in the preceding federal fiscal year. The attached draft report includes a list of projects obligated federal funds in FFY 2015 and includes information on the distribution of those funds by jurisdiction, agency, and project type.

All obligated dollar amounts contained in this document were provided by ODOT and RVTD.

Please review your projects on the attached pages and inform COG staff if there is anything to be corrected.

The purpose of the Annual Listing of Obligated Projects is to provide transparency in federal transportation planning, and to serve as a reference to track consistency in the year project funds are obligated versus the year they were programmed.

Following TAC approval, the list will be presented to the Policy Committee and posted to the RVMPO website at the end of the month. The obligation timeframe is Oct. 1, 2014 to Sept. 30, 2015.



Annual Listing of Obligated Projects – 2015



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

Annual Listing of Obligated Projects - 2015

A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2015 federal fiscal year, Oct. 1, 2014, through Sept. 30, 2015

Rogue Valley Metropolitan Planning Organization fulfills federal requirements for comprehensive, cooperative and continuing transportation planning in the Medford, Ore., metropolitan area. The governor in 1982 designated the Rogue Valley Council of Governments as the area's metropolitan planning organization. RVCOG is a voluntary association of local governments in Jackson and Josephine counties. The RVCOG board delegated responsibility for MPO policy functions to the RVMPO Policy Committee, which consists of elected and appointed officials from the following RVMPO-member jurisdictions and agencies: Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, Eagle Point, Jackson County, Rogue Valley Transportation District and Oregon Department of Transportation.

RVCOG Mission To be a catalyst to promote quality of life, effective and efficient services, and leadership in regional communication, cooperation, planning and action in Southern Oregon.

RVMPO Mission To be a strong and unifying leader for the creation of sustainable, livable communities through regional cooperation and integrated land use and transportation planning.

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Rogue Valley Council of Governments
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DRAFT

Annual Listing of Obligated Projects – 2015

Introduction

Federal funds obligated for transportation projects in the Rogue Valley Metropolitan Planning Organization (RVMPO) area totaled over \$3.2 million in the 2015 federal fiscal year. This report provides information about the projects and distributions of federal funds across jurisdictions and modes. The time span covered is Oct. 1, 2014 through Sept. 30, 2015.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The action signifies the federal agency's commitment to provide a specific amount of money for a particular project. Obligation is an agreement to pay a portion of a project's cost; it does not necessarily equal the amount actually received by a jurisdiction or agency within the timeframe. The amounts received are determined by the amount of project work completed.

Money for projects funded through FTA is obligated at the time the FTA grant is awarded. Money for projects funded through FHWA is obligated when a project agreement is executed and the state or grantee requests that the funds be obligated.

Typically, obligation covers a particular phase of a project, such as the preliminary engineering or purchase of rights-of-way for a highway project. Therefore, projects listed in this report indicate the phase or portion of work for which the federal funds have been secured. Projects that can be linked to a specific location are shown on a map of the RVMPO area on Page 11.

Projects listed here originally were approved by the RVMPO Policy Committee through adoption of the RVMPO Metropolitan Transportation Improvement Program (MTIP). At the time of adoption or amendment, the MTIP has demonstrated air quality conformity for carbon monoxide (CO) and particulate matter up to 10 microns (PM₁₀). The MTIP signifies local approval of transportation projects receiving federal funds. This report indicates progress on those projects and federal agency commitments to their delivery.

Federal Requirements

The U.S. Congress, through adoption of the transportation act, MAP-21 (Moving Ahead for Progress in the 21st Century), requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation. Prior to the signing of MAP-21 on July 6, 2012, provisions of the previous act (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) were in force through continuing resolutions of Congress.

Generally, federal law requires MPOs to publish for public review an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year. Specific statutory requirements are shown in Appendix A.

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. FTA, Oregon Department of Transportation (ODOT),

Rogue Valley Transportation District (RVTD), Jackson County and RVMPO cities provided information and feedback to the RVMPO for this report.

Federal Funding Sources

Funds authorized by Congress, largely from the Highway Trust Fund (with revenues generated by a tax on vehicle-fuel sales), flow to the region through several funding sources. Those program sources reflect certain national transportation goals and priorities. Specific funds coming into the RVMPO area and their federal purpose or use restrictions are described below. Projects must meet the eligibility requirements before the federal agency will obligate money. All projects listed in this report include a fund source.

Federal funds rarely cover a project's full cost. Most projects, especially large projects, will require funds from more than one source over several years. Most federal programs require a local match, typically 10.27 percent of the total project cost. Details about federal programs that fund projects within the RVMPO planning area are described below.

- **Surface Transportation Program (STP):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible. STP has several sub-programs, including safety and enhancements (TE). A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The RVMPO allocates the share for cities within the Medford metropolitan area, known as STP-L funds, and amount to about \$1.8 million annually. To simplify access to these funds, RVMPO jurisdictions can utilize ODOT's STP fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the jurisdiction receives state roadway funds at a 94% exchange rate. Additionally, each state must set aside 10% of its base STP funds for safety programs. The match rate for safety projects is 80% federal/ 20% state/local.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ funds are dedicated for projects that address on-road vehicle emissions and relieving congestion problems that are harming air quality. The entire RVMPO planning area qualifies for CMAQ funds to address particulate and carbon dioxide emissions. The CMAQ Program requires a local match of 10.27% of the total project cost.
- **National Highway Performance Program:** Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **Interstate Maintenance (IM):** Funds reserved for interstate highway projects that do not add capacity; generally funds construction or reconstruction of bridges, interchanges and overcrossings on existing interstate routes.
- **Metropolitan Planning (MPO):** A 1.25 percent portion of certain Highway Trust Fund programs set aside by Congress to support metropolitan planning activities in urban areas

with a population of 50,000 or more. This fund supplies most of the revenue for RVMPO activities.

- **Federal Transit Administration (FTA):** Supports public transportation activities through several activity-specific programs. Rogue Valley Transportation District receives funds from FTA Section 5307, which is distributed on a formula basis for capital, planning and certain operating activities. Publicly owned transit systems are eligible. When used for operating costs, funds must be matched 50 percent with local funds. For planning and other activities the match required is 20 percent. Additionally, RVTD receives FTA Section 5310 funds for transit improvements serving the elderly, disabled, and low-income populations.

Other Funding Sources

State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds. Local match funds are not included in the obligated amounts shown in this report.

Distribution of Funds by Jurisdiction and Agency

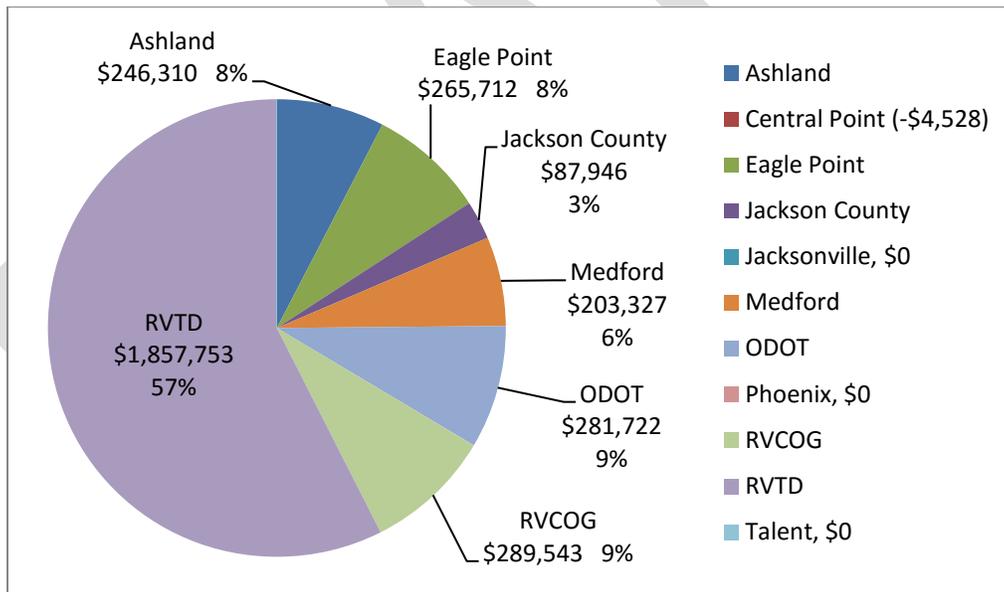


Chart 1: Distribution of Obligated Federal Funds & STP-L Fund Exchange for State Funds by Jurisdiction, 2015

Projects set to receive federal funds are programmed, or approved, by the RVMPO Policy Committee through adoption and amendments of the MTIP. Amendments are common, and reflect changing conditions and demands fund recipients face as they move forward with project implementation.

For two federal funding sources, STP-L and CMAQ, the RVMPO solicits and evaluates applications and selects projects. The region receives roughly \$1.8 million a year in STP-L funds and \$2.2 million a year in CMAQ funds.

The chart on Page 3 shows the distribution of federal funds (and STP-L federal funds exchanged for state dollars) within the RVMPO by jurisdiction and agency. Federal funds obligated in 2015 totaled \$3,232,313. It is important to note that this also includes deobligated federal funds in 2015. Deobligated funds are shown as negative amounts in the List of Obligated Projects beginning on Page 7 and are reflected in Charts 1 and 2. Deobligations occur when a project phase has been closed and funding is returned.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 7.

Distribution of Funds by Project Type

Federal funds were used for a variety of transportation projects in the 2015 federal fiscal year, from planning, to transit service to interstate interchanges. This section addresses the distribution of funds among four major activity categories:

- **Roadway** – encompassing projects that improve and preserve facilities for vehicle use.
- **Transit** – support for services provided by RVTD.
- **Planning** – consisting of RVMPO activities in FFY2015, although in past years other planning projects and funding occurred.
- **Alternative Mode (Alt. Mode)** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks. This category includes RVTD's Transportation Demand Management Program, which focuses on changing travel behavior to reduce use of single-occupant vehicles.

Transportation funding is addressed in this way to be consistent with federal guidelines that direct MPOs to identify expenditures for bicycle and pedestrian projects. Given available data, the funding for these facilities (Alt. Mode) can only be estimated due to the way contracts were written and work performed for certain projects. While most bicycle-pedestrian projects have clearly identified costs, some of the roadway improvement projects included construction of sidewalks and bike lanes. *In those cases where a project can be identified as both Roadway and Alt. Mode, the total federal share of the project was divided evenly between the two categories.* The amounts shown in Chart 2 on the following page reflect this adjustment.

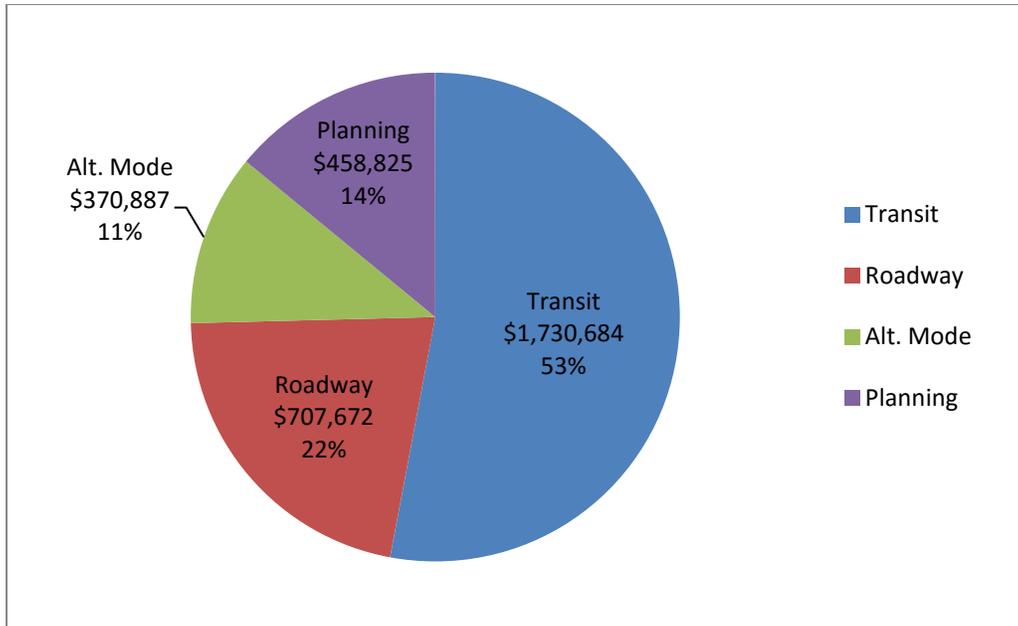


Chart 2: Distribution of Obligated Federal Funds and STP-L Fund Exchange for State Funds by Project Type, 2015

Note: Obligated funds for roadway projects that include bike/ped facilities are split evenly between Roadway and Alt. Mode categories.

Project Delivery, Phasing

Distributions shown on these pages and the project listing that follows represent funding amounts approved by Federal Highway Administration and Federal Transit Administration. It is authorization for work to begin. Because it may take some time for recipient agency to complete the work, the obligation funds shown here may not clearly coincide with work visible on the ground in local communities.

Transportation projects generally are accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2015 are shown in the project listing. Phases generally are:

- Planning – includes studies that examine various aspects of travel behavior, geography and interactions.
- Preliminary Engineering - includes evaluation of a range of design options and elements; data on which to base final designs is gathered, including community needs and desires. Phase may include preparation of detailed plans adequate for construction contracting (in some cases final building plans are developed as a separate phase).
- Right-of-Way – involves securing all of the land needed for a project. Phase includes detailed property identification, settlements with owners and obtaining any necessary permits.

- Construction – phase carries a project from the authorization to begin construction to final payment to contractors.
- Environmental – includes improvements that do not increase level of service, in facility condition or in safety features. Such improvements include beautification and other environmentally related features that are not part of other improvement type.

Work in each phase is monitored by the lead agency. As one phase nears completion, the agency seeks the obligation of funds for the next phase.

List of Obligated Projects

The following pages list projects for which federal funds were obligated in the 2015 federal fiscal year, by jurisdiction. The project numbers, assigned by ODOT as a project is programmed, are shown in the first column and can be used to track a single project through its various phases over time, from programming in the MTIP to final delivery.

The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the MTIP. Projects that can be illustrated by mapping are shown on a map on Page 10.

ASHLAND										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
0305025-00	17249	WALKER AVE: ASHLAND ST TO EAST MAIN ST	Construction Engineering	CMAQ MAP-21	\$ 246,310	\$ 62,042	\$ 320,000			
0305025-00			Environmental	CMAQ MAP-21	\$ -	\$ 184,268	\$ 224,959	\$ 667,003	\$ 928,000	Alt Mode

CENTRAL POINT										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
1240019-00	17401	FREEMAN ROAD IMPROVEMENTS (CENTRAL POINT) LOCAL URBAN UPGRADE JACKSON	Right of Way	CMAQS-LU	\$ -	\$ (4,528)	\$ (4,528)	\$ 1,919,612	\$ 2,139,550	Roadway/ Alt. Mode

EAGLE POINT										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
2155001-00	17134	MATTIE BROWN PARK PARKING, SIDEWALKS	Construction Engineering	CMAQS-LU	\$ -	\$ (1,995)	\$ (1,995)	\$ 175,623	\$ 198,935	Roadway/ Alt. Mode
	18722	PAVEMENT REHABILITATION	Design and Construction	STP	\$ -	\$ 267,707	\$ 267,707	\$ 276,270	\$ 307,890	Roadway

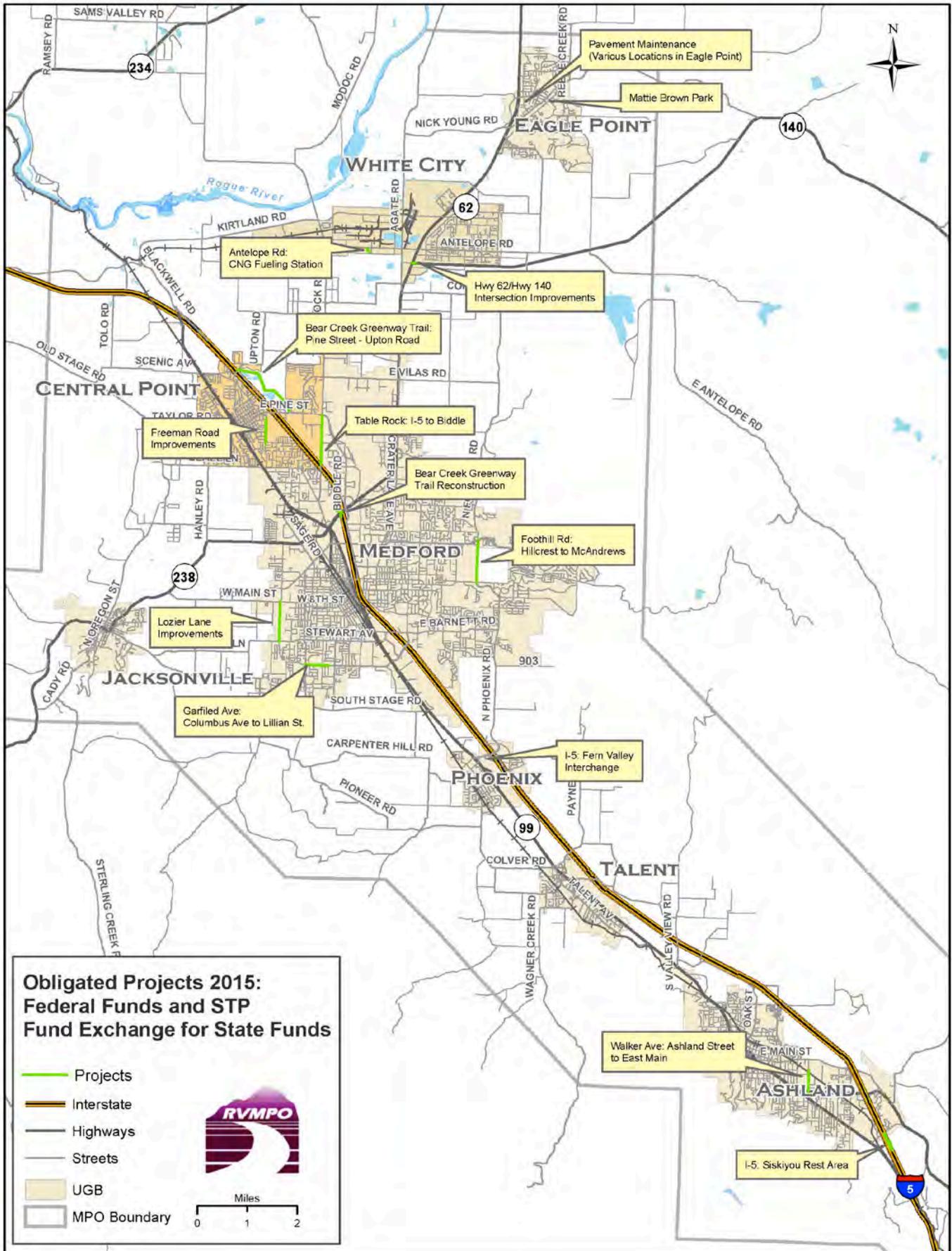
JACKSON COUNTY										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
C029084-00	18974	TABLE ROCK RD., I-5 CROSSING TO BIDDLE	Preliminary Engineering	CMAQ MAP-21	\$ 241,733	\$ 97,805	\$ 449,000	\$ 7,073,900	\$ 7,917,365	Roadway/ Alt. Mode
C029080-00	17883	BEAR CREEK GREENWAY TRAIL: PINE ST - UPTON RD	Facilities for Pedestrians and Bicycles	STP- ENHANCEMENT S-LU	\$ -	\$ (5,693)	\$ (5,693)	\$ 1,525,411	\$ 1,700,000	Alt Mode
C029074-00	17166	BEAR CREEK GREENWAY TRAIL RECONSTRUCTION	Facilities for Pedestrians and Bicycles	STP- ENHANCEMENT S-LU	\$ -	\$ 37,718	\$ 37,718			
C029074-00			Construction Engineering	STP- ENHANCEMENT S-LU	\$ -	\$ (41,884)	\$ (41,884)	N/A	\$ 1,633,414	Alt Mode

JACKSONVILLE										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										

MEDFORD										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
4700076-00	19231	FOOTHILL RD: HILLCREST TO MCANDREWS	Preliminary Engineering	CMAQ MAP-21	\$ 165,103	\$ 165,103	\$ 800,000	\$ 3,000,000	\$ 13,102,600	Roadway / Alt. Mode
4700062-00	17240	GARFIELD AVE - COLUMBUS AVENUE TO LILLIAN STREET	Construction Engineering	CMAQ S-LU	\$ -	\$ (10,824)	\$ (10,824)			
4700062-00			Environmental	CMAQ S-LU	\$ -	\$ 18,997	\$ 18,997	\$ 1,425,711	\$ 1,673,625	Alt Mode
4700049-00	15692	CRATER LAKE AV & JACKSON ST: ALLEY PAVING	Preliminary Engineering	CMAQ S-LU	\$ -	\$ 16,251	\$ 180,000			
4700069-00			Environmental	CMAQ S-LU	\$ -	\$ 13,800	\$ 13,800	\$ 1,183,539	\$ 1,425,001	Roadway
	17388	LOZIER LANE IMPROVEMENTS	Right of Way	CMAQ (L400)	\$ 1,924,709	\$ -	\$ -	\$ 6,729,956	\$ 7,500,229	Roadway / Alt. Mode

OREGON DEPARTMENT OF TRANSPORTATION (ODOT)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
S001211-00	10964	I-5: SOUTH MEDFORD INTERCHANGE PACIFIC HWY	4R-Maintenacne Resurfacing	INTERSTATE MAINT STEA03	\$ -	\$ 1,619,772	\$ 1,619,772			
S001183-00			Right of Way	INTERSTATE MAINT STEA03	\$ -	\$ (38,389)	\$ (38,389)			
S001211-00			Construction Engineering	INTERSTATE MAINT STEA03	\$ -	\$ (1,633,536)	\$ (1,633,536)			
S001211-00			Construction Engineering	BR REPL STEA03	\$ -	\$ (767,101)	\$ (767,101)	N/A	\$ 106,713,837	Roadway
S022020-00	10838	HWY. 62 CORRIDOR SOLUTIONS UNIT 1	Construction Engineering	MIN GUARANTEE-EXEMPT-TEA21	\$ -	\$ 293,000	\$ 293,000			
S022020-00			4R-Reconstruction Added Capacity	HIGHWAY PERF PROG	\$ -	\$ (287,265)	\$ (287,265)			
S022020-00			4R-Reconstruction Added Capacity	MIN GUARANTEE-EXEMPT-TEA21	\$ -	\$ (421,276)	\$ (421,276)	N/A	\$ 39,664,383	Roadway
S270033-00	17471	HWY. 62 & 140 INTERSECTION IMPROVEMENTS	Preliminary Engineering	HSIP	\$ -	\$ 67,413	\$ 67,413			
S270033-00			Construction Engineering	HSIP	\$ 1,272,636	\$ -	\$ 1,380,000	\$ 1,486,056	\$ 1,622,500	Roadway
S001268-00	12723	I-5: FERN VALLEY INTERCHANGE, UNIT 2 PACIFIC WIDEN I-5 STRUCTURE AND FERN VALLEY ROAD	Preliminary Engineering	INTERSTATE MAINTS	\$ -	\$ 766,140	\$ 766,140	\$ 18,987,693	\$ 71,752,449	Roadway
0000242-00	19503	ANTELOPE ROAD CNG FUELING STATION	Other	CMAQ MAP-21	\$ 612,824	\$ 682,964	\$ 2,213,575	\$ 682,964	\$ 2,213,575	Roadway
	18873	I-5 CALIFORNIA STATE LINE - ASHLAND PAVING	Preliminary Engineering	HIGHWAY PERF PROG	\$ 624,521	\$ -	\$ -	\$ 13,457,109	\$ 14,865,986	Roadway
	19538	I-5 BARNETT ROAD OVERPASS DECK OVERLAY	Preliminary Engineering	STP-FLX	\$ 101,933	\$ -	\$ -	\$ 681,589	\$ 759,600	Roadway
	17529	INTERSTATE 5 BEAR CREEK BRIDGES	Right of Way	STP	\$ 2,692	\$ -	\$ -	\$ 1,789,217	\$ 1,994,000	Roadway
	09436	I-5: SISKIYOU REST AREA, PHASE 1 (ASHLAND)	Construction Engineering	HIGHWAY PERF PROG	\$ 6,080,030	\$ -	\$ -			
			Construction Engineering	STP	\$ 1,291,584	\$ -	\$ -	\$ 8,853,844	\$ 11,866,492	Roadway
	19659	I-5 CABLE BARRIER - SOUTHERN OREGON	Preliminary Engineering	HSIP	\$ 345,825	\$ -	\$ -	\$ 2,305,500	\$ 2,500,000	Roadway

PHOENIX										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										
ROGUE VALLEY COUNCIL OF GOV'T (RVCOG)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
0000192-00	16290	CASCADE SIERRA SOLUTIONS EMISSIONS REDUCTION CENTER	Environmental	CMAQS-LU	\$ -	\$ (24,106)	\$ (24,106)	\$ 314,055	\$ 350,000	Planning
PR13001-00		STATEWIDE PLANNING AND RESEARCH, STATE FISCAL YEAR 2015	Planning	METROPOLITAN PLANNING MAP-21	N/A	\$ (16,177)	\$ (18,029)	N/A	N/A	Planning
PR17003-00			Planning	METROPOLITAN PLANNING MAP-21	N/A	\$ 329,826	\$ 367,577	N/A	N/A	
ROGUE VALLEY TRANSIT DISTRICT (RVTD)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
	19074	5339 - MASS TRANIST VEHICLE REPLACEMENT	Other	FTA 5339	\$ -	\$ 637,084	\$ -	\$ 637,084	\$ 710,001	Transit
	18144	PURCHASE NEW TRANSIT BUSES	Other	FTA STATE OF GOOD REPAIR	\$ 1,093,600	\$ 1,093,600	\$ 1,367,000	\$ 1,093,600	\$ 1,367,000	Transit
4700075-00	19586	DRIVE LESS CONNECT OUTREACH PROGRAM	Management/Engineering-HOV	STP FLEX MAP-21	\$ 129,000	\$ 128,999	\$ 143,765	\$ 129,000	\$ 143,765	Planning
4700068-00	16215	TDM RIDESHARE PROJECTS IN 2013	Management/Engineering-HOV	STP 5-200K POP - MAP-21	\$ -	\$ (1,930)	\$ (1,930)	\$ 134,595	\$ 150,000	Alt Mode
TALENT										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										



Appendix A Federal Regulations

Federal Regulations: Annual List of Obligated Projects

The following sections of U S Code address the annual listing of obligated projects by Metropolitan Planning Organizations.

Moving Ahead for Progress in the 21st Century (MAP-21), effective July 6, 2012

Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

23 USC 134(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

23 USC 135(g)(5)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding identified in each metropolitan transportation improvement program.

49 USC 5303(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

49 USC 5304(g)(4)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.

DATE: March 2, 2016
TO: Dan Moore
FROM: Bob Parker and Beth Goodman
SUBJECT: ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION (RVMPO) POPULATION AND EMPLOYMENT FORECASTS

INTRODUCTION

The Rogue Valley Metropolitan Planning Organization (RVMPO) is updating the Regional Transportation Plan (RTP). A key element of the planning process is running a transportation demand model for the region. The model uses population, household and employment allocations to transportation analysis zones (TAZs) as a key input.¹ RVMPO contracted ECONorthwest to prepare the TAZ allocations for the RTP. The 2013 RTP summarized the forecasting and allocation as follows:

“The RTP uses projections for future growth and development that are based on current trends and approved land uses, policies and ordinances. It identifies the basic land-use assumptions through the year 2038, including forecasts of future population and employment, and the resulting demand on the regional arterial and collector street system. Future travel conditions were developed through travel demand modeling, using a peer-reviewed model developed in collaboration with ODOT’s Transportation Planning and Analysis Unit.”

The Rogue Valley Council of Governments (RVCOG) serves as staff to the RVMPO and coordinates the preparation of updates to the regional transportation plan (RTP). The RTP update is a coordinated multi-jurisdictional process that meets federal requirements and ensures the region has continued eligibility for federal transportation funding. The RTP uses projections for future growth and development that are based on current trends and approved land uses, policies and ordinances. The household and employment forecast for future years provide the foundation for travel demand and air quality modeling.

The RVCOG is in the process of updating the RTP, which was last updated in 2013. The planning horizon for the update is 2017 through 2042. This memorandum presents population, household, and employment forecasts for the Rogue Valley MPO, areas within urban growth boundaries (UGBs), the unincorporated community of White City, and all other unincorporated areas within the MPO.

Table 1 summarizes 2010 base data for the RVMPO and cities within the MPO. The base data were developed by TPAU as part of the model calibration effort. The 168,000-acre (263 square miles) MPO is divided into 852 transportation analysis zones (TAZs). In 2010, the MPO had a

¹ Transportation Analysis Zones (TAZs) are a geographic area used in the TPAU travel demand model. The size and population of TAZs varies. More information on TAZs is available through AASHTO.
<http://ctpp.transportation.org/Documents/TAZFAQv7.pdf>

population of 170,917, 68,699 households, and 71,650 covered employees. Medford is the largest jurisdiction in the MPO accounting for 45% of the population and more than 64% of employment.

Table 1. Rogue Valley MPO 2010 Base Conditions

Area	TAZs		Area (ac)		Households		Population		Employment	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Ashland	101	11.9%	7,458	4.4%	9,665	14.1%	20,754	12.1%	8,894	12.4%
CentralPoint	55	6.5%	2,975	1.8%	6,652	9.7%	17,518	10.2%	3,396	4.7%
CentralPointURA	15	1.8%	2,076	1.2%	508	0.7%	1,282	0.8%	1,006	1.4%
EaglePoint	28	3.3%	1,964	1.2%	3,189	4.6%	8,489	5.0%	1,185	1.7%
EaglePointURA	10	1.2%	1,321	0.8%	59	0.1%	134	0.1%	34	0.0%
Jacksonville	27	3.2%	2,846	1.7%	1,353	2.0%	2,895	1.7%	591	0.8%
Medford	279	32.7%	18,252	10.9%	30,769	44.8%	77,275	45.2%	46,051	64.3%
MedfordURA	31	3.6%	6,474	3.9%	323	0.5%	891	0.5%	156	0.2%
Phoenix	26	3.1%	1,086	0.6%	2,061	3.0%	4,696	2.7%	1,766	2.5%
PhoenixURA	12	1.4%	890	0.5%	1,221	1.8%	2,678	1.6%	399	0.6%
Talent	20	2.3%	1,285	0.8%	2,691	3.9%	6,213	3.6%	1,040	1.5%
TalentURA	4	0.5%	166	0.1%	39	0.1%	94	0.1%	48	0.1%
WhiteCity	35	4.1%	4,976	3.0%	2,612	3.8%	8,505	5.0%	4,798	6.7%
OtherRVMP	209	24.5%	116,345	69.2%	7,557	11.0%	19,493	11.4%	2,286	3.2%
TOTAL	852	100.0%	168,114	100.0%	68,699	100.0%	170,917	100.0%	71,650	100.0%

Source: Oregon Department of Transportation, Transportation Planning Analysis Unit (TPAU)

Note: Area is from TAZs identified by jurisdiction. UGB areas are smaller for all jurisdictions

Methods

Consistent with our work program, this memorandum describes the methods used to develop the forecasts as well as the results of the forecasts. The technical steps are primarily analysis of population and employment growth rates and land development capacity, which then get allocated to cities and TAZs. The process steps involve consultation with participating local governments to gather local input into the allocations. Following is a broad outline of the methods ECO will use to develop the population, household, and employment allocations:

1. **MPO- and UGB-Level Forecasts.** The first step is to develop MPO and UGB-level forecasts for population, households and employment. These effectively serve as control totals for the more detailed TAZ allocations. Population forecasts are based on the official PSU forecast for Jackson County and the allocations to each city/UGB. Household estimates are based on persons-per-household assumptions developed by TPAU for the 2010 base case. The employment forecast is based on covered employment from the Quarterly Census of Employment and Wages (QCEW). More detailed methods are presented in the sections of this memorandum describing household and employment forecasts.
2. **Initial (2017) year allocations.** The next step in the process is to develop an initial year (2017) allocation of population, households, and employment to TAZs. This initial year allocation builds from the 2010 base year data, allocations for previous RTPs, Census data, PSU population estimates for cities, and QCEW data.

3. **Future year (2042) allocation.** The next step in the process is allocation of population, households, and employment to TAZs for the 2042 forecast year. The allocations are based on the location of current development, capacity of land to accommodate future development, and other factors.
4. **Interim year (2027, 2037) allocations.** Interim allocations of population, households, and employment are required for air quality modeling because the MPO is also an air quality management area (AQMA). The interim year allocations are based on the PSU population forecasts, employment forecasts from the Oregon Employment Department, and allocations for the 2013 RTP.
5. **Verification and Quality Assurance.** Local review and comment is an important part of the TAZ allocation process. As in previous processes, we will provide opportunity for review and comment by local governments in the RVMPO. The local review process is particularly important in understanding the timing and location of growth which is influence by the timing and location of infrastructure.

ECO will document the detailed methods used for each of these steps. That documentation will be included in the reports that we deliver as part of each component of our work program. For example, detailed methods about the initial (2017) and future (2042) allocations will be included with data and maps ECO prepares for those steps. Those steps are not complete yet—we need agreement on the MPO and UGB level forecasts before we proceed with the initial and future year forecasts.

The allocations are based on specific inputs and data formats the travel demand model requires. Following is a list of the specific outputs ECO will produce in the allocation process:

- Population
- Dwelling units (by broad type—single family detached, single family attached, multifamily if possible)
- Households
- Covered employment
- Covered employment by sector. Employment in the transportation model is divided into different sectors:
 - Agricultural
 - Manufacturing
 - Mining
 - Construction
 - Transportation
 - Wholesale Trade
 - Retail Trade
 - Finance, Insurance and Real Estate (FIRE)
 - Services (including Education)
 - Government

We note that many of the jurisdictions established urban reserve areas (URAs) as part of the Regional Problem Solving (RPS) process. The URAs were formally locally adopted and acknowledged by the Oregon Department of Land Conservation and Development (DLCD) in 2012. The URAs are where cities will expand to grow next. Population, households, and employment will be allocated to URAs for cities that plan to expand their UGBs during the 2017-2042 planning period.

POPULATION FORECASTS

Population forecasts provide the foundation for land use and transportation planning. Prior to 2013, Oregon law required that counties prepare coordinated population forecasts. Jackson County last prepared coordinated forecasts in 2006 which were adopted in 2007.² The 2006 Jackson County Coordinated Forecasts were used in the previous RTP update.

In 2013 the state approved legislation (HB 2253) assigning coordinated population forecasting to the Population Research Center (PRC) at Portland State University (PSU).³ The legislation created the Oregon Population Forecast Program which is now responsible for developing county and UGB-level population forecasts for all Oregon counties (with the exception of the Portland Metropolitan region counties) and incorporated cities. The program develops coordinated forecasts with a 50-year forecast horizon at least once every four years. Forecasts are released in three groups based on defined regions. Jackson County is in Region 1. PSU released forecasts for Jackson County in 2014 which became the official coordinated population forecasts on July 1, 2015.⁴

In summary, past updates of the population forecasts for the TPR have been relatively straightforward; this update is more challenging because of the Portland State University forecasts which are significantly lower than those used in the past. RVMPO does not have a choice of whether to use the PSU forecasts or rely on different forecasts—the legislation is clear that the PSU forecasts are the official forecasts that must be relied upon by local governments in planning processes—including transportation plans.

Table 2 shows the coordinated population forecasts for cities within the Rogue Valley MPO. Note that the forecasts are for urban growth boundaries; previous forecasts were for city limits.

Forecasts for White City and the unincorporated areas of the MPO were developed by ECONorthwest using the 2010 base data from TPAU. ECO used a ratio methodology to develop

² Jackson County Ordinance 2007-3, adopted February 21, 2007.

³ <http://www.pdx.edu/prc/opfp>

⁴ More information on the PSU process and reports is available on the PRC website: <http://www.pdx.edu/prc/region-1-documents>

the White City and rural area figures.⁵ In 2010, White City accounted for 4.9% of total population in the MPO. ECO assumed that ratio will remain constant over the planning period.

ECO also used a ratio methodology to develop rural area population estimates. The method assumes that the proportional share of population will decrease over the planning period. This assumption is consistent with the PSU coordinated forecasts as well as previous TAZ allocations done for the RTP. Essentially, it assumes that the UGBs will grow faster and that the unincorporated areas will shrink as a result. In this instance, it assumes a declining population in rural areas due, in part, to city's expanding their UGBs and capturing a share of population that was previously rural. ECO used the ratios from the previous RTP forecasts to develop estimates for the update. The estimates assume that 9% of the county population was in unincorporated areas of the RVMPO in 2015. That ratio declines to about 6.5% in 2042.

Table 2. Jackson County Coordinated Population Forecasts, 2010-2042

UGB	2010	2017	2027	2037	2042	Change 2010-2042		
						Number	Percent	AAGR
Ashland UGB	20,754	21,160	22,472	23,244	23,374	2,620	12.6%	0.4%
Central Point UGB	17,518	18,724	20,938	23,085	24,059	6,541	37.3%	1.0%
Eagle Point UGB	8,489	10,184	12,933	15,215	16,118	7,629	89.9%	2.0%
Jacksonville UGB	2,895	3,043	3,784	4,422	4,758	1,863	64.4%	1.6%
Medford UGB	77,275	81,906	91,917	101,714	106,305	29,030	37.6%	1.0%
Phoenix UGB	4,696	5,142	6,107	7,072	7,554	2,858	60.9%	1.5%
Talent UGB	6,213	6,575	7,684	9,291	10,098	3,885	62.5%	1.5%
White City UUC	8,505	9,625	10,666	11,571	11,956	3,451	40.6%	1.1%
Unincorporated Areas in RVMPO	24,572	19,118	19,783	18,208	17,312	(7,260)	-29.5%	-1.1%
RVMPO Total	170,917	175,477	196,284	213,820	221,534	50,617	29.6%	0.8%
County Total	203,340	215,728	239,057	259,332	267,974	64,634	31.8%	0.9%

Source: Population Research Center, Portland State University. Estimates for White City, rural areas of the MPO region and the RVMPO developed by TPAU and ECONorthwest

The PSU forecasts assume that growth rates will decrease over time in Jackson County. The rationale for that assumption is described in detail in the Jackson County Coordinated Population Forecast report by PSU. The key reasons relate to in-migration rates and birth and death rates. Table 3 shows population change by period for the UGBs.

⁵ A ratio methodology uses the ratio of population in the smaller geographic area to the larger geographic area. In this instance White City/Total MPO. Ratios are sometimes called "shares."

Table 3. Population Growth by Period, RVMPO UGBs

UGB	2010-2017			2017-2027			2027-2037			2037-2042		
	Number	Percent	AAGR	Number	Percent	AAGR	Number	Percent	AAGR	Number	Percent	AAGR
Ashland UGB	406	2.0%	0.3%	1,312	3.4%	0.6%	772	3.4%	0.3%	131	0.6%	0.1%
Central Point UGB	1,206	6.9%	1.0%	2,214	10.3%	1.1%	2,147	10.3%	1.0%	974	4.2%	0.8%
Eagle Point UGB	1,695	20.0%	2.6%	2,749	17.6%	2.4%	2,282	17.6%	1.6%	903	5.9%	1.2%
Jacksonville UGB	148	5.1%	0.7%	741	16.8%	2.2%	638	16.8%	1.6%	336	7.6%	1.5%
Medford UGB	4,631	6.0%	0.8%	10,011	10.7%	1.2%	9,797	10.7%	1.0%	4,591	4.5%	0.9%
Phoenix UGB	446	9.5%	1.3%	965	15.8%	1.7%	965	15.8%	1.5%	482	6.8%	1.3%
Talent UGB	362	5.8%	0.8%	1,109	20.9%	1.6%	1,607	20.9%	1.9%	807	8.7%	1.7%
White City UUC	1,120	13.2%	1.8%	1,041	8.5%	1.0%	905	8.5%	0.8%	386	3.3%	0.7%
Unincorporated Areas in RVMPO	-5,454	-22.2%	-3.5%	665	-8.0%	0.3%	(1,575)	-8.0%	-0.8%	(895)	-4.9%	-1.0%
Total MPO	4,560	2.7%	0.4%	20,807	8.9%	1.0%	17,536	8.9%	0.8%	7,715	3.6%	0.7%

Source: Population Research Center, Portland State University. Estimates for White City, rural areas of the MPO region and the RVMPO developed by TPAU and ECONorthwest

The existing RTP population forecasts are based on the Jackson County Comprehensive Plan Population Element (shown as JCCP in Table 4) acknowledged by DLCDC March 6, 2007. Table 4 compares the JCCP forecasts with the PSU forecasts. PSU forecasts population growth of about 35,000 fewer persons between 2010 and 2035 than the Jackson County Coordinated Forecast. While this is a substantial decrease in forecast population, RVMPO is required by law to use the PSU forecasts for planning purposes.

Table 4. Comparison of Jackson County and Portland State University Population Forecasts for 2010-2035

City	2010 TPAU Base	Jackson County CP			Portland State PRC			2035 Difference (PSU-JCCP)		
		JCCP 2035	Change	AAGR	PSU 2035	Change	AAGR	Number	Percent Change	AAGR
Ashland	20,754	27,400	6,646	1.1%	23,183	2,429	0.4%	(4,217)	-18%	-0.7%
Central Point	17,518	28,469	10,951	2.0%	22,680	5,162	1.0%	(5,789)	-26%	-0.9%
Eagle Point	8,489	19,773	11,284	3.4%	14,839	6,350	2.3%	(4,934)	-33%	-1.2%
Jacksonville	2,895	4,013	1,118	1.3%	4,316	1,421	1.6%	303	7%	0.3%
Medford	77,275	125,342	48,067	2.0%	99,835	22,560	1.0%	(25,507)	-26%	-0.9%
Phoenix	4,696	7,531	2,835	1.9%	6,883	2,187	1.5%	(648)	-9%	-0.4%
Talent	6,213	9,328	3,115	1.6%	9,020	2,807	1.5%	(308)	-3%	-0.1%
County Total	203,340	291,150	87,810	1.4%	255,840	52,500	0.9%	(35,310)	-14%	-0.5%

Source: Jackson County Comprehensive Plan, PSU Population Research Center. Analysis by ECONorthwest.

EMPLOYMENT FORECASTS

This section describes the methodology used to develop employment forecasts for the 2017 – 2042 Regional Transportation Plan (RTP) update and the results of the forecasts. Unlike the population forecasts, there are no statewide employment forecasting requirements. While the Oregon Employment Department prepares 10-year forecasts, those forecasts have no official status. Thus, the employment forecasts presented in this section are intended for RVMPO member jurisdictions to use as a starting point in determining employment growth in their communities. Jurisdictions can choose to use the data provided by the MPO, or provide their own employment data to be included in the model.

The employment forecasts presented here were developed using the TPAU base year control data. Table 5 shows covered employment by UGB in 2014, with the urban reserve areas included under “Unincorporated MPO.” Table 6 shows covered employment by sector for 2010 and 2014.

Table 5. Covered Employment by UGB, RVMPO, 2010

UGB	2010	Percent of Employment
Ashland	8,894	12.4%
Central Point	3,396	4.7%
Eagle Point	1,185	1.7%
Jacksonville	591	0.8%
Medford	46,051	64.3%
Phoenix	1,766	2.5%
Talent	1,040	1.5%
White City	4,798	6.7%
Unincorporated MPO	3,929	5.5%
MPO Total	71,650	100%

Source: 2010 data from TPAU

Table 6. Covered employment by sector, RVMPO, 2010

Sector	2010	Percent of Employment
Agriculture	2,071	2.9%
Mining	54	0.1%
Construction	2,693	3.8%
Manufacturing	6,436	9.0%
Transportation	2,708	3.8%
Wholesale	2,473	3.5%
Retail	12,282	17.1%
FIRE	4,579	6.4%
Services	35,018	48.9%
Government	3,336	4.7%
MPO Total	71,650	100%

Source: 2010 data from TPAU

The forecast of employment growth rate in the RVMPO for 2017 to 2042 is based on the Oregon Employment Department’s most recent forecast for growth for the Rogue Valley Region (which includes Jackson and Josephine Counties) for the 2012-2022 period. This forecast showed the Region growing at an average annual growth rate of about 1.24%.

Table 7 shows employment growth between 2010 and 2042 at an average annual growth rate of 1.24%. The result shows the RVMPO growing from 71,650 employees in 2010 to 106,739 employees in 2042. Over the 2017-2042 planning period, the RVMPO will add 28,302 employees.

Table 7. Covered Employment Forecast, RVMPO, 2010-2042

Year	All Employment
2010	71,650
2014	75,590
2017	78,437
2027	88,724
2037	100,360
2042	106,739

Change 2017 to 2042

Employees	28,302
Percent	36%
AAGR	1.24%

Source: Oregon Employment Department's Quarterly Census of Employment and Workforce for 2014.
Forecast by ECONorthwest.

Table 8 shows the allocation of employment growth over the 25-year planning period to the cities in the RVMPO. This allocation starts with the existing allocation of employment within the RVMPO in 2014, shown in Table 9. Employment growth in all cities except for Central Point and Medford is expected to grow slightly slower than overall employment growth rates for the RVMPO. These assumptions about allocation of employment by city are consistent with assumptions about employment growth in the 2013-2038 Regional Transportation Plan (see Table 2.2-3).

Please note that the forecast total employment for the MPO does not exactly match the forecast in Table 7 as a result of rounding. This issue will be addressed in the revised forecast.

Table 8. Forecast of Covered Employment Growth by UGB, RVMPO, 2010 to 2042

UGB	2010	2017	2027	2037	2042	Change 2010-2042		
						Number	Change	AAGR
Ashland	8,894	9,695	10,880	12,210	12,861	3,967	45%	1.16%
Central Point	3,396	3,702	4,328	5,055	5,580	2,184	64%	1.56%
Eagle Point	1,185	1,292	1,446	1,619	1,701	516	44%	1.14%
Jacksonville	591	644	716	796	829	238	40%	1.06%
Medford	46,051	50,200	56,985	64,686	69,087	23,036	50%	1.28%
Phoenix	1,766	1,925	2,132	2,360	2,445	679	38%	1.02%
Talent	1,040	1,134	1,268	1,418	1,488	448	43%	1.13%
White City	4,798	5,230	5,862	6,569	6,909	2,111	44%	1.15%
Unincorporated MPO	3,929	4,283	4,731	5,222	5,389	1,460	37%	0.99%
MPO Total	71,650	78,105	88,348	99,935	106,290	34,640	48%	1.24%

Source: 2010 data from TPAU. Forecast by ECONorthwest.

Table 9. Change in Percent of Employment Forecast within the RVMPO in each UGB, RVMPO, 2010, 2017, and 2042

UGB	Percent of Employment			Change in Share 2010-2042
	2010	2017	2042	
Ashland	12.4%	12.4%	12.1%	-0.31%
Central Point	4.7%	4.7%	5.2%	0.51%
Eagle Point	1.7%	1.7%	1.6%	-0.05%
Jacksonville	0.8%	0.8%	0.8%	-0.04%
Medford	64.3%	64.3%	65.0%	0.73%
Phoenix	2.5%	2.5%	2.3%	-0.16%
Talent	1.5%	1.5%	1.4%	-0.05%
White City	6.7%	6.7%	6.5%	-0.20%
Unincorporated MPO	5.5%	5.5%	5.1%	-0.41%
MPO Total	100%	100%	100%	0.00%

Source: Oregon Employment Department's Quarterly Census of Employment and Workforce for 2014. Forecast by ECONorthwest.

Table 10 shows the resulting forecast of employment growth by sector. Variation of employment growth rates by sector (compared to the overall growth rate of 1.24%) are generally the result of slightly different growth rates in each UGB. For example, the majority of Services employment is in Medford. With Medford growing faster than the entire RVMPO, employment in Services will also grow faster than other sectors.

Please note that the forecast total employment for the MPO does not exactly match the forecast in Table 7 as a result of rounding. This issue will be addressed in the revised forecast.

Table 10. Forecast of Covered Employment Growth by UGB, RVMPO, 2010 to 2042

Sector	2010	2017	2027	2037	2042	Change 2010-2042		
						Number	Change	AAGR
Agriculture	2,071	2,256	2,387	2,515	2,561	490	24%	0.67%
Mining	54	59	65	72	74	20	37%	0.99%
Construction	2,693	2,934	3,364	3,852	4,120	1,427	53%	1.34%
Manufacturing	6,436	7,014	7,898	8,892	9,403	2,967	46%	1.19%
Transportation	2,708	2,952	3,335	3,770	4,004	1,296	48%	1.23%
Wholesale	2,473	2,696	2,996	3,330	3,514	1,041	42%	1.10%
Retail	12,282	13,388	15,157	17,160	18,270	5,988	49%	1.25%
FIRE	4,579	4,991	5,657	6,409	6,831	2,252	49%	1.26%
Services	35,018	38,172	43,360	49,246	52,503	17,485	50%	1.27%
Government	3,336	3,635	4,128	4,690	5,010	1,674	50%	1.28%
MPO Total	71,650	78,105	88,348	99,935	106,290	34,640	48%	1.24%

Source: Oregon Employment Department's Quarterly Census of Employment and Workforce for 2014. Forecast by ECONorthwest.

The TAZ allocations will include allocation of employment, by sector, to TAZs. The MPO will provide each RVMPO member jurisdiction with more detailed employment data tables for review and approval. Note that because this analysis is based on QCEW data, will require each jurisdiction to file a confidentiality waiver with the Oregon Employment Department. The approved employment data will then be forwarded to ODOT's Transportation and Analysis Unit (TPAU) for inclusion in the regional travel demand model and used for the 2013 – 2038 RTP update.

Population-Employment Ratios

As a final consideration, ECO calculated population/employment (P:E) ratios for each UGB. The P:E ratios show the relationship between the population figures and the employment figures. Because the employment forecast assumes a higher growth rate than the population forecast, we expect these to decrease over time. Table 11 shows the results.

Table 11. Population/Employment Ratios for 2017 and 2042

UGB	2017			2042		
	Population	Employment	P:E Ratio	Population	Employment	P:E Ratio
Ashland	21,160	9,695	2.2	23,374	12,861	1.8
Central Point	18,724	3,702	5.1	24,059	5,580	4.3
Eagle Point	10,184	1,292	7.9	16,118	1,701	9.5
Jacksonville	3,043	644	4.7	4,758	829	5.7
Medford	81,906	50,200	1.6	106,305	69,087	1.5
Phoenix	5,142	1,925	2.7	7,554	2,445	3.1
Talent	6,575	1,134	5.8	10,098	1,488	6.8
White City	9,625	5,230	1.8	11,956	6,909	1.7
Unincorporated MPO	19,118	4,283	4.5	17,312	5,389	3.2
MPO Total	175,477	78,105	2.2	221,534	106,290	2.1

Source: Forecasts and analysis by ECONorthwest