
CHAPTER 8

PLAN IMPLEMENTATION

INTRODUCTION

This chapter demonstrates how the goals and policies in Chapter 2 are implemented through procedures and criteria that the RVMPO uses to identify projects. The three parts of this chapter include: how and why projects are listed in the RTP, the criteria and considerations used by the RVMPO to fund projects, and the RTP Project List by jurisdiction.

8.1 PROJECTS INCLUDED IN AN RTP

Requirements for metropolitan plans are described in Federal Highway Administration rules, 23 CFR Part 450.324. The RTP must show through a horizon of at least 20 years the capital investment, and operations and management strategies planned to lead to an integrated multimodal transportation system. Funding for all projects shown in the plan must be identified, or there must be a reasonable expectation for funding. Funding expectations for this plan were developed in consultation with ODOT, USDOT, and the member jurisdictions. The estimates are the best available at the time but are likely to change—especially in the long-range years, 2032–2042. Details about the financial planning process are available in *Chapter 9 Financial Plan*.

Federal transportation planning regulations specify the types of projects to be included in the Regional Transportation Plan (RTP). They include:

- New transportation facilities that include major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors that should function as an integrated metropolitan transportation system... (23 CFR 450.332, *Development and Content of the Metropolitan Transportation Plan*).

PROJECTS NOT SPECIFICALLY IDENTIFIED IN THE RTP

Oregon DOT Region 3 serves Coos, Curry, Douglas, Jackson, and Josephine County. The Region is subdivided into two separate Districts: District 7—comprised of Coos, Curry, and Douglas Counties, and District 8—comprised of Jackson and Josephine Counties. Beyond the capacity enhancement projects individually identified in the RTP, the RVMPO expects that ODOT Region 3 will expend additional dollars on projects classified under three categories: preservation, safety, and operations.

Preservation projects include, but are not limited to, projects such as: repaving of roadways, culvert replacements and installations, restriping of lanes, and roadway treatments such as adding asphalt sealant and guardrail repairs.

Safety projects include, but are not limited to, projects such as: guardrail installation, restriping of lanes and/or reconstruction of lanes to promote safer vehicular movements along a road and/or through an intersection, installation of warning/caution signage, lane reflectors, rumble strips, etc.

Operation projects include, but are not limited to, projects such as: interconnection of traffic signals to promote more efficient operations of critical roadways, installation of Variable Message Signs along critical corridors, and/or interstates, and TDM strategies.

Utilizing trend numbers for the years 2013 through 2021, as provided by ODOT, RVMPO staff developed a yearly funding projection out to the year 2042 with an inflation rate of 2% applied to the average of the trend numbers for each category. In the table below are the calculated totals per category:

Preservation	\$	169,000,000
Safety	\$	121,000,000
Ops	\$	120,000,000

Although Region 3 is comprised of two districts, the majority of the population is in District 8. Over a ten-year period, it is anticipated that roughly 60% of the funds in the three categories identified above may be spent in District 8 and roughly 40% will be expended in District 7.

TRANSPORTATION SYSTEM PLANS

In Oregon, transportation planning begins in the local jurisdictions through the state-required Transportation System Plans. These plans identify local goals, existing and future system deficiencies and needs, and describe the projects that will be undertaken to address those needs, generally over a 20-year period. Public input is a key component of the TSP process and TSP's reflect the kind of transportation system the public believes the region should have. As a result, the RVMPO has followed a policy of drawing projects for the RTP from the local TSPs. Not all transportation projects planned within the region by Jackson County and the seven RVMPO cities are contained in this plan, however. Numerous local improvements are planned and implemented solely by the jurisdiction.

U.S. CLEAN AIR ACT

The Clean Air Act further defines the projects that must be included in MPO plans and in the analysis for transportation conformity. Because the RVMPO area is designated by the Environmental Protection Agency (EPA) as an "attainment and maintenance area" for carbon monoxide and particulates (see details in *Chapter 6 Air Quality* and in the Air Quality Conformity Determination, published separately), the Clean Air Act requirements must be met in this plan.

U.S Clean Air Act and the RTP

The RVMPO's long-range plan, as well as the short-range project program—the Transportation Improvement Program (TIP)—must be found by the U.S. Department of Transportation to conform to the Clean Air Act in order to go into effect.

The Clean Air Act requires that plans include all "*regionally significant projects*," and defines regionally significant as being on a facility that serves regional transportation needs, such as access to an area outside the region, major activity centers in the region, major developments and planned developments (malls, sports complexes, etc.)

Generally, these are the projects that are part of a regional travel demand modeling process (which excludes most local streets). At a minimum, regionally significant projects are those on principal arterials. Other projects may be included based on interagency consultation conducted for the Air Quality Conformity Determination, described in Chapter 6 and the Air Quality Conformity Determination for this plan (published separately.)