



**Date: Tuesday, June 18, 2024**

**Time: 5:30 p.m.**

**Join In-Person**

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

**Transit:** Served by RVTD Route #40

**Contact:** RVCOG: 541-423-1375

**Website:** [www.rvmppo.org](http://www.rvmppo.org)

**Or via Zoom**

**Meeting ID:** 874 6544 1555

**Phone #:** +1 669 900 6833

**Zoom Link:**

<https://us06web.zoom.us/j/87465441555>

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. 48 HOURS ADVANCE NOTICE IS PREFERABLE, AND WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS

**1. Call to Order / Introductions / Review Agenda**

**Chair**

**Consent Agenda**

**2. Review / Approve Minutes**

**Chair**

Attachment: [#1 RVMPO PAC Meeting Draft Minutes 05/21/2024](#)

**Action Items**

**3. Amendment to the 2024-27 TIP**

**Ryan MacLaren**

**Background:** The PAC is being asked to review of amendments to the 2024–2027 Transportation Improvement Program (TIP) to include the following project(s):

- Adjust Project in TIP: *RVTD-Transit operations (5307) FY2024 (KN22685)*
- Add Project to TIP: *Alternatives design for a connecting facility to connect Hwy 99 to the Bear Creek shared-use path. (KN 21197)*

The 21-day public comment period and public hearing was advertised on or before Monday, June 3, 2024 in the *Rogue Valley Times*, and information is currently available on the RVMPO website.

Attachment: [#2 TIP Amendments](#)

*Action Requested: Recommendation of Approval*



**Discussion Items**

**4. Public Participation Plan**

**Dan Moore**

Background: *The policies and practices described in the Public Participation Plan recognize the need for robust public involvement at all stages of regional transportation planning. The plan is intended to encourage, facilitate, and follow through on public comments, concerns, and suggestions by establishing procedures for providing full public access to information and decisions, timely public notices, and early and continuing public involvement in plan development.*

Link: [Draft PPP](#)

**5. RTP Goals and Policies**

**Dan Moore**

Background: The RVMPO is updating the 2025-2050 Regional Transportation Plan (RTP) scheduled for adoption in September 2025. The Goals, Policies, Potential Actions and Performance Indicators chapter is the first part of the RTP to be reviewed and updated as necessary.

Attachments: [#3 Goals and Policies Memo](#)  
[#4 Housing Coordination Memo](#)

**Regular Updates**

**6. RVMPO Update**

**Ryan MacLaren**

**7. Other Business / Local Business**

**Chair**

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

**8. Adjournment**

**Chair**

Scheduled Meetings		
RVMPO TAC	June 12, 2024	1:30 p.m.
RVMPO PAC	June 18, 2024	5:30 p.m.
RVMPO Policy Meeting	May 28, 2024	2:00 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



**Date: Tuesday, May 21, 2024**

Voting Members	Organization	Phone Number
Larry Martin	Central Point	941-6788
Mike Stanek	Eagle Point	821-1804
Ron Holthusen	Jacksonville	944-5040
Christine Gleason	Medford	719-645-3458

Special Interest	Organization	Phone Number
Edgar Hee	Bicycle/Pedestrian	734-4872
Mike Montero, Chair	Freight	779-0771
Michael Polich	Public Health	608-3802
Robin Lee	Senior	773-7185

Non-Voting Member	Organization	Phone Number
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Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Dan Moore	RVCOG	423-1393

Interested Parties	Organization
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**RVMPO PAC Minutes – Tuesday, May 21, 2024**

[Agenda Packet](#)                      [Meeting Audio](#)

**1. Call to Order at 5:30 / Introductions / Review Agenda 00:00 – 00:55**  
 Quorum: 6 Total Members

**2. Review / Approve Minutes 00:55 – 01:22**

- 01:06** Mike Stanek moved to approve the April 16, 2024, RVMPO PAC Meeting Minutes as presented. Seconded by Ron Holthusen.  
 No further discussion.  
 Motion passed unanimously by voice vote.



**Action Items**

**3. RTP Goals and Policies 01:22 – 48:25**

- 27:05** Comment from Mike Montero: *On Goal 8-6, can the TAC come up with examples of ways to use the transportation planning process to address the integration of housing, transportation, and economic strategies.*
- 30:32** Comment from Christine Gleason: *Change Goal 7-5 to say, “consult with officials responsible for housing to include” and add examples of those responsible.*
- 43:27** Comment from Christine Gleason: *Goal 8, the second Performance Indicator should align with the first Performance Indicator. Change to say, “Measure housing change in vicinity of projects.”*

**Discussion Items**

**4. Greenhouse Gas Performance Measures 48:25 – 53:08**

**5. Ride the Rogue 53:08 – 56:02**

**6. Truck Parking 56:02 – 56:10**

**7. Public Comment 56:10 – 01:00:07**

*Comment provided by Ron Holthusen.*

**Regular Updates**

**8. MPO Planning Update 01:00:07 – 01:06:27**

*Provided by Ryan MacLaren regarding staffing updates, the Public Participation Plan, the Regional Transportation Plan, and rollover funds.*

**9. Other Business / Local Business 01:06:27 – 01:06:48**

**10. Adjournment**

6:30 p.m.

Scheduled Meetings		
RVMPO TAC	June 12, 2024	1:30 p.m.
RVMPO PAC	June 18, 2024	5:30 p.m.
RVMPO Policy Meeting	May 28, 2024	2:00 p.m.



**Rogue Valley  
Metropolitan Planning Organization**

**Regional Transportation Planning**

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DATE: June 3, 2024  
 TO: RVMPO Public Advisory Council  
 FROM: Ryan MacLaren, Planning Program Director  
 SUBJECT: TIP Amendments

The PAC is being asked to make recommendations to the Policy Committee on the proposed TIP amendments described below and on the following pages. The Policy Committee will hold a public hearing at 2:00 p.m. on Wednesday, June 25, 2024 to consider adoption of the proposed TIP amendments. A press release for the 21-day public comment period and public hearing was sent on or before June 3<sup>rd</sup> to the Rogue Valley Times and information is currently available on the RVMPO website. Information on the projects is enumerated, below:

**A. Adjust Project in TIP: RVTD-Transit operations (5307) FY2024 (KN22685)**

Description: Increase award in TIP/STIP.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>RVTD</b>														
RVTD-Transit operations (5307) FY2024	Funding for transit operating expenses to promote the use of alternative forms of transportation.	n/a	Exempt (40 CFR § 93.126 Table 2) - Mass Transit			Planning					\$ -			\$ -
						Design				\$ -			\$ -	
						Land Purchase				\$ -			\$ -	
						Utility Relocate				\$ -			\$ -	
						Construction				\$ -			\$ -	
				22685	2024	Other	\$ 4,611,364	5307	\$ 4,611,364	Local	\$ 9,222,728		\$ 9,222,728	
		Total FFY24-27	\$ 4,611,364		\$ 4,611,364		\$ 9,222,728	\$ -	\$ 9,222,728					

**B. Add Project to TIP: *Alternatives design for a connecting facility to connect Hwy 99 to the Bear Creek shared-use path. (KN 21197)***

Description: Connecting Hwy 99 to the shared multi-use path.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>ODOT</b>														
Alternatives design for a connecting facility to connect Hwy 99 to the Bear Creek shared-use path.	Connecting Hwy 99 to the shared multi-use path	n/a	Exempt (40 CFR § 93.126 Table 2) - Bike Ped	21197	2024	Planning	\$ 560,813	STBG IIA	\$ 64,187	ODOT	\$ 625,000			\$ 625,000
						Design					\$ -		\$ -	
						Land Purchase					\$ -		\$ -	
						Utility Relocate					\$ -		\$ -	
						Construction					\$ -		\$ -	
						Other					\$ -		\$ -	
						<b>Total FFY24-27</b>			\$ 560,813		\$ 64,187		\$ 625,000	\$ -



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**DATE: June 17, 2024**  
**TO: Public Advisory Council**  
**FROM: Dan Moore, Senior Transportation Planner**  
**SUBJECT: 2025-2050 Regional Transportation Plan Draft Goals, Policies, Potential Actions and Performance Indicators**

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In May 2024, the RVMPO TAC, PAC and Policy Committee reviewed and commented on proposed changes to the goals, policies, potential actions, and performance indicators to be included in the 2025-2050 Regional Transportation Plan (RTP).

This memo includes the current 2021-45 RTP goals, policies, potential actions, and performance indicators. Proposed changes or additions (in red ink and italicized) are deemed necessary for consistency with current local, state, and federal transportation planning policies. The memo also includes comments received by the TAC and PAC from their May meetings.

At their May 28<sup>th</sup> meeting, the Policy Committee reviewed the proposed changes, and the TAC and PAC comments. After discussion, the committee agreed that another month is needed for members to review and comment on all the goals, policies, potential actions, and performance indicators.

**DLCD's comments on the Draft Goals, Policies, Potential Actions and Performance Indicators** (received 5/23/24)

1. It is interesting that there is no direct mention of climate throughout the document. Climate is loosely implied in one of the performance indicators for Goal 3 with a reference to reducing PM10 and greenhouse gases. This could stand for some updating, especially considering the new transportation planning rules around climate friendly and equitable communities.
2. It might be worth comparing the performance measures to those found in OAR [660-012-0905](#).
3. There is no direct mention of equity or equitable engagement throughout the document. There is one mention of "special populations" in the potential actions of Goal 3 but there is no performance indicator to measure progress.
4. Consider adding bike/ped Level of Traffic Stress to Goal 5.

**Do the draft goals (Table 1 below) adequately address the ten planning factors (Table 2 below) identified in the IIJA (BIL)?**

The **current** RVMPO goals are as follows:

Number	Table 1 – Current RVMPO RTP Goals
1	Design, develop, and support a balanced multi-modal transportation system which will address existing and future needs.
2	Develop, optimize, and coordinate current procedures for the Safety and Security of the Transportation System.
3	Identify and utilize transportation investments to foster compact, livable, and unique communities.
4	Develop a plan that can be funded and reflects responsible stewardship of public funds.
5	Identify, plan, and develop transportation infrastructure which maximizes the efficient use for all users and modes.
6	Identify, develop, and support diverse strategies to lessen dependence upon single-occupant vehicles.
7	Develop, coordinate, and administer an open and balanced process for planning and developing the regional transportation system.
8	Evaluate and support regional transportation investments to foster economic opportunities locally and regionally.

The IIJA (BIL) is the current national transportation law that provides the guiding principles for transportation decision-making in metropolitan areas throughout the United States. The IIJA (BIL) sets forth 10 planning factors to guide transportation decisions. These are as follows:

Number	Table 2 – IIJA (BIL) Planning Factors
1	Support the <b>economic vitality</b> of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the <b>safety</b> of the transportation system for motorized and nonmotorized users.
3	Increase the <b>security</b> of the transportation system for motorized and nonmotorized users.
4	Increase <b>accessibility and mobility</b> of people and freight.
5	Protect and <b>enhance the environment</b> , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6	Enhance the <b>integration and connectivity</b> of the transportation system, across and between modes, for people and freight.



7	Promote efficient <b>system management</b> and operation.
8	Emphasize the <b>preservation</b> of the existing transportation system.
9	Improve the <b>resiliency and reliability</b> of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10	Enhance <b>travel and tourism</b> .

The table below correlates the plan goals with the IJJA (BIL) planning factors. The following provides a summary of how the RTP goals address the ten federal planning factors.

<b>Table 3 – IJJA (BIL) Planning Factor Correlation</b>	<b>Correlates with RTP Goal number</b>
<b>1. Economic Vitality</b> - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	2, 8
<b>2. Safety</b> - Increase the safety of the transportation system for motorized and nonmotorized users.	2
<b>3. Security</b> - Increase the security of the transportation system for motorized and nonmotorized users.	2
<b>4. Mobility / Accessibility</b> - Increase accessibility and mobility of people and freight.	1, 6
<b>5. Environment</b> - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	3
<b>6. Connectivity</b> - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	1, 8
<b>7. System Management</b> - Promote efficient system management and operation.	5, 6
<b>8. Preservation</b> - Emphasize the preservation of the existing transportation system.	4
<b>9. Resiliency</b> - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	3
<b>10. Tourism</b> - Enhance travel and tourism.	6, 8

**Conclusion**

The draft goals adequately address the ten IJJA (BIL) planning factors. Review by the TAC, the Public Advisory Council (PAC) and the RVMPO Policy Committee needs to occur prior to adoption of the plan.

The following pages include the proposed goals, policies, actions and performance indicators with some new policies supporting new housing coordination policies included in the Bipartisan Infrastructure Law enacted in 2021.

## GOALS, POLICIES, POTENTIAL ACTIONS & PERFORMANCE INDICATORS

The goals and policies for the plan are listed below, along with the potential actions and performance indicators. The number of policies varies among the goals. Likewise, the number of potential actions also varies. And not every policy has a corresponding performance indicator. The number of policies, actions, or indicators (or, in some cases the absence of potential actions and indicators) is not a reflection of the importance or significance of a particular goal.

### **GOAL 1**

***Design, develop, and support a balanced multi-modal transportation system which will address existing and future needs.***

#### POLICIES

- 1-1 Improve the accessibility, connectivity, efficiency, and viability of the transportation system for all modes and users.
- 1-2 Utilize design standards, landscaping and other amenities as transportation facilities are developed in the urban areas to encourage transit, pedestrian, and bicycle users.
- 1-3 Develop a user-friendly and comprehensive multi-modal transportation system by using the MPO structure as a forum.
- 1-4 Support multi-modal and public transportation options by encouraging land use design standards and funding opportunities.
- 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 ACTION

- ❖ Design projects with space reserved for current and future multi-modal transportation infrastructure connections.

#### PERFORMANCE INDICATORS

- ✓ Increase the proportion of regional corridors serving no less than three modes.
- ✓ Continuing developed use of "streetscapes," such as benches, planters, and traffic calming.
- ✓ Growth in transit, pedestrian, and bicycle use.
- ✓ Improved quality and safety of multi-use paths
- ✓ Improved conditions for the safety and mobility of freight routes.

### **GOAL 2**

***Develop, optimize, and coordinate current procedures for the Safety and Security of the Transportation System.***

**Commented [DM1]:** TAC discussed if Performance Indicators (PM). #1 Are they required? #2 Has the MPO ever analyzed PM? J(answer is NO) #3 Pointed out that some goals do not have PMs. #4 Should we change the title to "POTENTIAL PERFORMANCE INDICATORS," since no analyses have ever been done? Staff will ask FHWA if Performance Indicators are required and if adding "Potential" would be appropriate.

## POLICIES

- 2-1 Coordinate with Federal, State, and local agencies to promote traffic safety education and awareness.
- 2-2 Catalogue and rank crash-prone areas, placing a higher priority on transportation investments correcting safety deficiencies for all modes of transportation.
- 2-3 Coordinate with incident-response agencies to design and operate a transportation system supporting timely and safe incident response.
- 2-4 Reduce vulnerability to the public, goods movement, and critical transportation infrastructure to crime, incidents, and natural hazards.
- 2-5 Plan, manage and support development of alternate transportation routes in response to regional incident needs.

## POTENTIAL ACTIONS

- ❖ Work together with local, state, and regional providers to maintain coordinated regional emergency and incident response plans.
- ❖ Examine all modes of transportation for security deficiencies. Recommendations for improvements are developed and implemented.

## PERFORMANCE INDICATORS

- ✓ Measured reduction in the number and severity of injury and fatal crashes.
- ✓ Measured reduction in the number of non-injury and property damage crashes.
- ✓ Increase in safety education.
- ✓ Incorporate crash history/safety concerns in project evaluation.

## **GOAL 3**

***Identify and utilize transportation investments to foster compact, livable, and unique communities.***

## POLICIES

- 3-1 Recognize and encourage the connection between transportation efficiency and varying land use types, mixes, and densities.
- 3-2 Plan and support street and pathway connectivity, including off-road corridors for non-motorized users.
- 3-3 Identify, plan and support environmentally sensitive and healthy regional transportation options.
- 3-4 Identify and support funding regional transportation projects which will promote and benefit healthier communities.
- 3-5 Identify and study potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate, Federal, State, and local agencies.
- 3-6 Identify and consider incorporating into design and planning areas that represent features of historical value and community identity.

3-7 Identify and support regional strategies which will encourage more efficient use of existing parking facilities.

3-8 *Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will better connect housing and employment.*

**Commented [DM2]:** No comment from the TAC or PAC on proposed policy 3-8

#### POTENTIAL ACTIONS

- ❖ Support local transit-oriented development plans and similar measures that improve transportation system efficiency.
- ❖ Develop street networks by connecting new and existing neighborhoods.
- ❖ Identify and engage special populations, especially low-income and minority communities, in the planning process.
- ❖ Consult with federal state and local land use management, natural resources, wildlife, environmental protection, conservation, and historic protection agencies during the transportation project planning process. Emphasize mitigation actions.
- ❖ Support development of local parking management plans.

#### PERFORMANCE INDICATORS

- ✓ Measure changes in mixed-use and downtown development.
- ✓ 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.
- ✓ Measure expansion of off-network paths and increase in population and employment with access to paths.
- ✓ Improve air quality through projects that reduce carbon monoxide, particulates (PM10) and greenhouse gases.
- ✓ Improve lighting standards in urban areas, where it is appropriate, to reduce light pollution and to be consistent with roadway classifications.

#### **GOAL 4**

***Develop a plan that can be funded and reflects responsible stewardship of public funds.***

#### POLICIES

- 4-1 Develop innovative and sound funding policies to implement the RTP. Ensure that costs of planned improvements are consistent with policies.
- 4-2 Prioritize investments to preserve the existing transportation system.

#### POTENTIAL ACTIONS

- ❖ Encourage public-private partnerships and other innovative approaches to maximize resources.
- ❖ Support funding mechanisms such as System Development Charges to collect from new developments a proportionate share of facility improvement costs.

- ❖ Support, fund, and implement maintenance programs for transportation facilities.

#### PERFORMANCE INDICATORS

- ✓ Track funding obligations, funding availability.
- ✓ Review and update project funding criteria using quantitative methodologies to the extent practicable.
- ✓ Maintain RTP project selection criteria to be consistent with state and federal funding eligibility.

#### **GOAL 5**

***Identify, plan and develop transportation infrastructure which maximizes the efficient use for all users and modes.***

#### POLICIES

- 5-1 Analyze the regional transportation system effectiveness by adding or removing traffic signals and signal networks, including interstate access ramp signals.
- 5-2 Consider and support measures to optimize intersection and interchange design.
- 5-3 Support an access management strategy to improve traffic flow.
- 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.

#### POTENTIAL ACTIONS

- ❖ Coordinate and link signals to a master control system to optimize system efficiency.
- ❖ Utilize interstate ramp meters to control the amount of traffic entering the freeway to maintain acceptable traffic volumes on the interstate.
- ❖ Increase intersection capacity through geometric improvements and elimination of turn movements.
- ❖ Implement Transit Signal Prioritization on primary transit corridors, where appropriate.

#### PERFORMANCE INDICATORS

- ✓ Measure improvements, upgrades to existing system.
- ✓ Measure implementation of ITS projects.
- ✓ Track projects that use innovative, emerging technologies.
- ✓ Track on-time performance for RVTD.

#### **GOAL 6**

❖

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

POLICIES

- 6-1 Support Transportation Demand Management strategies.
- 6-2 Identify, develop, and facilitate alternative parking strategies encouraging walking, car and bicycle sharing, bicycling, car and vanpooling, and transit.
- 6-3 Identify, plan, and enhance bicycle, pedestrian, and transit systems in the region.
- 6-4 Strive to improve transit services in the region.

POTENTIAL ACTIONS

- ❖ Implement Transit Signal Prioritization on primary transit corridors, where appropriate
- ❖ Encourage infill development by supporting reduced parking requirements where appropriate.
- ❖ Support design standards with parking at the side or rear of buildings so pedestrians can access entrances.
- ❖ Support 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.
- ❖ Support other forms of public and private transportation such as bus rapid transit, light rail, trolleys, and transit feeder and connector services as the region's population reaches higher thresholds.

PERFORMANCE INDICATORS

- ✓ Track transit service hours and ridership.
- ✓ Track funding for bicycle, pedestrian, and transit projects.
- ✓ Measure population living within ¼-miles of transit service.
- ✓ Implement a TDM self-evaluations and reporting process for local jurisdictions.
- ✓ Track the number of people who are participating in a TDM program.

**GOAL 7**

***Develop, coordinate, and administer an open and balanced process for planning and developing the regional transportation system.***

POLICIES

- 7-1 Coordinate and support existing and future plans for the regional transportation system in conjunction with land use and development.
- 7-2 Obtain and organize public input in the regional transportation planning process with innovative outreach methods consistent with the RVMPO Public Participation Plan.

- 7-3 Coordinate local, state, and regional transportation planning through the RVMPO.
- 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.
- 7-5 *Consult with officials responsible for housing as well as affordable housing organizations.*

**Commented [DM3]:** TAC recommended revising Policy 7-5 to replace “Consult with...” with “Coordinate and support...” PAC recommended revising Policy 7-5 to expand the list of housing officials to include: developers, Access, inc. and Jackson County Housing Authority.

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

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

**GOAL 8**

***Evaluate and support regional transportation investments to foster economic opportunities locally and regionally.***

POLICIES

- 8-1 Accommodate travel demand to create a regional transportation system supporting a robust local economy.
- 8-2 Evaluate and analyze effects on freight mobility when prioritizing projects, regionally and locally.
- 8-3 Support transportation projects which will reduce and remove identified barriers to safe, reliable, and efficient freight movement including adequate roadway space for commercial vehicle deliveries, locally and regionally.
- 8-4 Support transportation projects which will serve commercial, industrial, and resource-extraction lands where an inadequate transportation network impedes freight-generating development.
- 8-5 Support a comprehensive and versatile regional transportation interface for the efficient movement of goods and people, both locally and regionally.
- 8-6 *Support a housing coordination plan or other ways to use the transportation planning process to address the integration of housing, transportation, and economic strategies.*

**Commented [DM4]:** Policy 8-6, PAC asked, “what is a housing coordination plan?” Commented that “Transit Oriented Development and mix-use development would add specificity to the goal.

POTENTIAL ACTIONS:

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

PERFORMANCE INDICATOR

- ✓ Measure employment change in vicinity of projects.
- ✓ *Measure the increase in new housing served by transportation projects.*

TAC discussed if the goals and policies should reflect the Climate Friendly Equitable Communities TPR requirements and decided we should reevaluate after local TSPs are updated. They also asked to have Josh LaBombard, DLCD to review and comment on the draft goals and policies.

PAC commented that the Performance Indicators should stay in the RTP and that there should be goals set and a methodology developed for measuring the indicators. PAC also would like to know what the MPO should do with results of an indicator analysis.

**Commented [DM5]:** PAC commented on Goal 8 Performance Indicator, “Measure the increase in new housing served by transportation projects.” Should it be measuring change of housing in the vicinity of projects?

**Commented [DM6]:** TAC discussed if the goals and policies should reflect the Climate Friendly Equitable Communities TPR requirements and decided we should reevaluate after local TSPs are updated. They also asked to have Josh LaBombard, DLCD to review and comment on the draft goals and policies.

**Commented [DM7]:** PAC commented that the Performance Indicators should stay in the RTP and that there should be goals set and a methodology developed for measuring the indicators. PAC also would like to know what the MPO should do with results of an indicator analysis.





# **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

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**DATE:** June 17, 2024  
**TO:** Public Advisory Council  
**FROM:** Dan Moore, Senior Transportation Planner  
**SUBJECT:** Regional Transportation Plan (RTP) Background on Housing Coordination Goals & Additional Comments

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You may notice that the new goals proposed to be added to the RTP are all related to housing coordination. The purpose of this memo is to provide the background on why the new housing goals are being added to the RTP and to clarify a reference to a “housing coordination plan” included in Policy 8-6.

### **Background**

The Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) in 2021, made several changes to include housing considerations in the metropolitan transportation planning process. The proposed RTP housing goals (listed below) seek to fulfill this requirement. The BIL housing coordination fact sheet is attached to this memo for reference.

- 3-8 Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will better connect housing and employment.*
- 7-5 Consult with officials responsible for housing as well as affordable housing organizations.*
- 8-6 Support a **housing coordination plan** or other ways to use the transportation planning process to address the integration of housing, transportation, and economic strategies.*

#### **PERFORMANCE INDICATOR**

- ✓ Measure employment change in vicinity of projects.
- ✓ *Measure the increase in new housing served by transportation projects.*

Goal 8-6 refers to a “housing coordination plan,” (highlighted above) which is a consideration for Transportation Management Areas (TMAs), and not required for small MPOs like the RVMPO. It could be deleted and replaced with “*Transit Oriented Development (TOD) and/or Mixed-Use development.*” See attached,” What is a Housing Coordination Plan?

## Bipartisan Infrastructure Law – Housing Coordination Fact Sheet

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

### Housing Coordination

- The BIL makes several changes to include housing considerations in the metropolitan transportation planning process, including—
  - updating the policy to include, as items in the national interest, encouraging and promoting the safe and efficient management, operation, and development of surface transportation systems that will better connecting housing and employment; [§ 11201(d)(1); 23 U.S.C. 134(a)(1)]
  - adding officials responsible for housing as officials with whom the Secretary shall encourage each MPO to consult; [§ 11201(d)(2); 23 U.S.C. 134(g)(3)(A)]
  - requiring the metropolitan transportation planning process for a metropolitan planning area to provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns); [§ 11201(d)(3); 23 U.S.C. 134(h)(1)(E)]
  - adding assumed distribution of population and housing to a list of recommended components to be included in optional scenarios developed for consideration as part of development of the metropolitan transportation plan; [§ 11201(d)(4)(A); 23 U.S.C. 134(i)(4)(B)]
  - adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan; and [§ 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)]
  - within a metropolitan planning area that serves a **transportation management area**, permitting the transportation planning process to address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, including by developing a **housing coordination plan**. [§ 11201(d)(5); 23 U.S.C. 134(k)]

## What is a Housing Coordination Plan?

### Excerpts from 23 U.S. Code § 134 (k) (4) (C)

(C) Housing coordination plan.

(i) In general

A [metropolitan planning organization](#) serving a **transportation management area** may develop a housing coordination plan that includes [projects](#) and strategies that may be considered in the metropolitan transportation plan of the [metropolitan planning organization](#).

(ii) Contents - A plan described in clause (i) may;

(I) develop regional goals for the integration of housing, transportation, and economic development strategies to;

(aa) better connect housing and employment while mitigating commuting times;

(bb) align transportation improvements with housing needs, such as housing supply shortages, and proposed housing development;

(cc) align planning for housing and transportation to address needs in relationship to household incomes within the [metropolitan planning area](#);

(dd) expand housing and economic development within the catchment areas of existing transportation facilities and public transportation services when appropriate, including higher-density development, as locally determined;

(ee) manage effects of growth of vehicle miles traveled experienced in the [metropolitan planning area](#) related to housing development and economic development;

(ff) increase share of households with sufficient and affordable access to the transportation networks of the [metropolitan planning area](#);

(II) identify the location of existing and planned housing and employment, and transportation options that connect housing and employment; and

(III) include a comparison of transportation plans to land use management plans, including zoning plans, that may affect road use, public transportation ridership, and housing development.