



**Date: Wednesday, May 8, 2024**

**Time: 1:30 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:** 876 0096 3358

**Phone #:** +1 253 215 8782

**Zoom Link:**  
<https://us06web.zoom.us/j/87600963358>

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 TAC Meeting Draft Minutes 04/10/2024](#)

**Action Items**

**3. RTP Goals and Policies**

**Ryan MacLaren**

**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.

**Attachment:** [#2 Draft Goals and Policies](#)

*Action Requested: Review and recommendation of approval of the 2024-2025 UPWP*

**4. Policy on Project Substitution**

**Ryan MacLaren**

**Background:** Several suggestions were made at the last meeting and staff attempted to incorporate those suggestions into a revised policy. Attached is the revised document which includes all modifications to the original.

**Attachment:** [#3 Updated Policy](#)

*Action Requested: Consideration and Recommendation of Approval*



**5. Project Selection Criteria and Gas Tax Distribution**

**Ryan MacLaren**

Background: With the changes in the type of funding that will now be used (state gas tax revenues), staff suggest that the TAC review and modify the current project selection criteria. Previously, this MPO has pursued projects that meet the goals of the MPO as well as the federal requirements for their eligibility. For state gas tax funds, the federal requirements no longer apply.

Attachment: [#4 Current Evaluation Criteria](#)

Action Requested: *Consideration and Recommendation of Approval*

**Discussion Items**

**6. Greenhouse Gas Performance Measure**

**Ryan MacLaren**

Background: Update on the status of the Federal GHG Performance Measure (PM) that the RVMPO anticipated adopting this year to comply with USDOT Performance Measures requirements.

Attachment: [#5 TAC Memo](#)

**7. Ride the Rogue**

**Ryan MacLaren**

Background: Every year the Rogue River Greenway Foundation (an organization dedicated to the development and promotion of multi-use walking and bicycle trails to promote healthy lifestyles for children, adults, and seniors) hosts a “Ride the Rogue” event. The foundation is hosting yet another event this year and staff proposes that the MRMPO become a sponsor of the event since it promotes some of the very same priorities that this MPO holds dear.

Link: [Ride the Rogue Website](#)

**8. Public Comment**

**Chair**

**Regular Updates**

**9. RVMPO Update**

**Ryan MacLaren**

**10. Other Business / Local Business**

**Chair**

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

**11. Adjournment**

**Chair**



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

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Scheduled Meetings		
RVMPO TAC	June 6, 2024	1:30 p.m.
RVMPO PAC	May 21, 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.



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

**Date: Wednesday, April 10, 2024**

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Johnsson	Ashland PW	488-5587
Stephanie Powers	Central Point PL	423-1031
Matt Samitore, Vice Chair	Central Point PW	664-3321 x205
Mike Upston	Eagle Point PL	826-4212
Darci Knobel	Jacksonville PW	899-1231
Alex Georgevitch, Chair	Medford PW	774-2114
Zac Moody	Phoenix PL	535-2050
Gary Milliman	Talent PL	813-9267
Nick Shubert	Talent PW	813-9267
Charles Bennett	Jackson County PL	774-6115
James Philp	Jackson County R&P	447-6236
Justin Shoemaker	ODOT	774-6376
Ian Horlacher	ODOT	774-6399
Paige West	RVTD	608-4249
Sean Eisma	RVTD	779-5821

<b>Alternate Members</b>	<b>Organization</b>	<b>Phone Number</b>
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<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Dan Moore	RVCOG	423-1393

<b>Interested Parties</b>	<b>Organization</b>
Ashley Bryers	FHWA
Mike Montero	PAC
Colton Minton	Jackson County

**RVMPO TAC Minutes – Wednesday, April 10, 2024**

[Agenda Packet](#)

**Meeting Audio unavailable due to technical difficulties**

**1. Call to Order at 1:36 / Introductions / Review Agenda**

Quorum: Ashland, Central Point, Eagle point, Jacksonville, Medford, Phoenix, Talent, Jackson County, ODOT, RVTD



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

Ian Horlacher moved to approve the March 13, 2024, RVMPO TAC Meeting Minutes as presented. Seconded by Mike Upston.

No further discussion.

Motion passed unanimously by voice vote.

## **Action Items**

### **3. Amendment to the 2024-27 Transportation Improvement Program**

Ian Horlacher moved to recommend approval of the 2024-2027 TIP Amendment as presented. Seconded by Mike Upston.

No further discussions.

Motion passed unanimously by voice vote.

### **4. Title VI and Environmental Justice Update**

*Recommendations from the TAC: Revise Table 3 – Limited English Proficiency (LEP) percent population for Jackson County using Census data provided by ODOT Office of Civil Rights. Add data source under Table 5 – 2016 Transportation Needs Analysis and recommending conducting another needs analysis in the near future.*

Ian Horlacher moved to recommend approval of the Title VI and EJ Update with recommended changes. Seconded by Matt Samitore.

No further discussions.

Motion passed unanimously by voice vote.

### **5. 2024-2025 Unified Planning Work Program**

Ian Horlacher moved to recommend approval of the 2024-2025 UPWP as presented.

Seconded by Paige West.

No further discussions.

Motion passed unanimously by voice vote.

James Philp moved to postpone the rest of the agenda until the May 8, 2024, RVMPO TAC meeting. Seconded by Justin Shoemaker.

No further discussions.

Motion passed unanimously by voice vote.



**11. Adjournment**

2:30 p.m.

Scheduled Meetings		
RVMPO TAC	May 8, 2024	1:30 p.m.
RVMPO PAC	April 16, 2024	5:30 p.m.
RVMPO Policy Meeting	April 23, 2024	2:00 p.m.

DRAFT



**Rogue Valley  
Metropolitan Planning Organization**

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**Regional Transportation Planning**

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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

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**DATE:** May 1, 2024  
**TO:** Technical Advisory Committee (TAC)  
**FROM:** Dan Moore, Senior Transportation Planner  
**SUBJECT:** 2025-2050 Regional Transportation Plan Draft Goals, Policies, Potential Actions and Performance Indicators

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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.

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 examination of the goals and policies included review of the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) and the 2023 Oregon Transportation Plan (OTP). Furthermore, Transportation System Plans (TSPs) for the following jurisdictions were reviewed to determine if updates were needed to reflect current regional values:

Ashland	Central Point
Talent	Eagle Point
Phoenix	Jackson County
Medford	White City
Jacksonville	

After review, staff determined that the proposed 2025-2050 RTP goals and policies (with revisions) reflect regional values consistent with local TSP, state, and federal transportation planning goals and policies. The schedule for review and adoption is below.

- May 8, TAC meeting: Staff will seek TAC input.
- May 21<sup>st</sup> PAC meeting: Staff will present the TAC's input and request the PAC's comments.
- May 28<sup>th</sup> Policy Committee meeting: Staff report on the TAC and PAC feedback.
- May 29<sup>th</sup>: Based on committee input, staff will update the draft goals, policies, potential actions, and performance indicators as necessary for a final review in June.
- June 12<sup>th</sup> TAC meeting: Final comments and a recommendation to the Policy Committee.
- June 18<sup>th</sup> PAC meeting: Final comments and a recommendation to the Policy Committee.
- June 25<sup>th</sup> Policy Committee meeting: Final approval.

**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:

Table 1 – Current RVMPO RTP Goals	
Number	
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:

Table 2 – IIJA (BIL) Planning Factors	
Number	
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.***

## 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.*

#### 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.*

#### 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.*

#### 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.*

DRAFT





# **Rogue Valley Metropolitan Planning Organization**

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## **Regional Transportation Planning**

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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

March 13, 2024

### **RVMPO Policy Regarding Awards of Discretionary Federal Transportation Funds (Surface Transportation Block Grant and Congestion Mitigation and Air Quality Program) and State Gas Tax Funds hereafter called “funds”**

This Policy addresses the allocation of funds awarded to the RVMPO planning area for projects. Projects receiving funding through the RVMPO by way of listing in the current RVMPO Transportation Improvement Program or through allocation of State Gas Tax. Final approval for federal grant recipients' projects is made by Federal Highway Administration and Federal Transit Administration through the funding obligation process, which occurs subsequent to publication in the TIP.

1. RVMPO Policy Committee makes all final planning and programming decisions regarding program awards.
2. All awards are specific to a project and must be spent on that project.
  - a. When jurisdictions are awarded funds, they will have up to 24 months to begin the project. “Begin the project” is defined as follows:
    - For recipients of state gas tax funds “begin a project” is defined as commencing Preliminary Engineering (PE)
    - For recipients of federal funds (CMAQ or STBG) “begin a project” is defined as having signed an Inter-governmental Agreement (IGA) with the Oregon Department of Transportation (ODOT) for surface transportation projects or having signed a contract with a consulting firm, contractor, and/or manufacturer for transit projects
3. When federal grant funds are not fully expended, unused funds go back to the RVMPO for re-allocation.
  - i. When a jurisdiction determines it will not implement a project, it may offer a substitute project(s). Both the currently programmed and its substitute project(s) will be evaluated according to current RVMPO evaluation process. The Policy Committee will consider the evaluation of the substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. The Policy Committee will decide whether:
    1. Funds should be awarded to the substitute project; or
    2. Funds should go back to the region for re-allocation.
4. Should a jurisdiction which is a recipient of state gas tax funds fail to begin a project within 24 months of authorization by the RVMPO, then it is incumbent upon that jurisdiction to refund the funds in full, back to the RVMPO. Failure to do so will result in that jurisdiction being ineligible for project funding application through the RVMPO process until such times as the full amount of

funds are reimbursed.

5. When a project cannot be implemented for reasons beyond the recipient jurisdiction's control (generally but not limited to when Federal Highway Administration or Federal Transit Administration finds an awarded project in-eligible) recipient jurisdiction will have 90 days from the date of final determination to submit a substitute project for consideration. Both the currently programmed and its substitute project will be scored according to current RVMPO evaluation process. The Policy Committee will consider evaluation of substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. The Policy Committee will decide whether:
  - a. Funds should be awarded to the substitute project; or
  - b. Funds should go back to the MPO for re-allocation.
  - c. For recipients that are not RVMPO members, all federal funds not used as described at the time of the award will go back to the RVMPO for re-allocation.
  
6. Priority for available funds will be given to funded projects that need additional funding for completion. Should funding still be available and if all programmed projects have been fully funded, then prioritization may be given to those projects that were submitted through the application process but were not selected for funding.

**RVMPO Evaluation Measures – Goals and Project Funding Criteria**

Items in blue will be part of CMAQ funding evaluation unless specifically disqualified (adds capacity, maintains existing facility/service)

As discussed at Feb 28 meeting subcommittee meetings

	RVMPO Goal	2021-2045 RTP Goal	MPO Requirements (23 CFR, Part 450.306)	Evaluation Criteria	How Measured
1: <b>Mobility</b>		Plan for, develop and maintain a balanced multi-modal transportation system to address existing and future needs.	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.	1. Safety or security issue addressed; Accident/injury reduction	Describe safety problem, and how project would reduce number and severity of crashes. <b>(If project demonstrates air quality benefit it will be evaluated for CMAQ.)</b>
				<b>2. Congestion relief/reduce delay</b>	<b>Level of Service improvement; idle time reduced. HDV may be calculated separately. (To qualify for CMAQ project must provide cost-effective congestion mitigation that provides an air quality benefit. If project adds capacity, it will not be considered for CMAQ.)</b>
		Optimize safety and security of the transportation system.	Increase accessibility and mobility.	3. Promote connectivity (ex: more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet greenhouse emission requirements.
			Increase safety of the transportation system.	4. Population # served (ADT; pop/jobs w/in 1/2-mi)	Provide traffic count; estimate # jobs and population that will be served by this project. Objective is to show the number of people who will be served by the project. Staff will estimate population & employment using RVMPO model data. Numbers generated will be used to estimate VMT reduction and air quality benefit.
2: <b>Community Vitality &amp; Livability</b>	Continue to work toward more fully integrating transportation and land use planning.	Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment and enhances quality of life.	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth and economic development.	1. Benefit to traditionally underserved populations (Low-Income, Minority, Seniors, Children, Limited English Proficiency)	Does the project invest in and/or provide benefit to an area identified in the Title VI and Environmental Justice Plan or the Transportation Needs Assessment for Traditionally Underserved Populations; or meet a need identified in the Needs Assessment?
				2. Support Alternative Measure 2: improve transit accessibility	Does the project promote alternate modes of transportation and/or promote transit improvements on or near an existing/planned transit route?
		Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.	Support Alternative Measures 5 and 6: Is project in or near an Activity Center	Is the project located in an Activity Center?. Assign point based on proximity to an Activity Center.
				3. Benefit to freight movement, commercial traffic	Describe the benefit to movement of commercial vehicles. <b>(If project reduces truck VMT or emissions – esp. pre 1986 trucks – project will be evaluated for CMAQ.)</b>
3: <b>Transportation Options</b>	Increase integration and availability of transportation options.	Use incentives and other strategies to reduce reliance on single-occupant vehicles.		<b>1. Encourage/support SOV reduction; Reduce auto dependence</b>	<b>Does the project reduce SOV use; what elements of project contribute?</b>
				<b>2. Support Alternative Measure 1: Is the project included in RVMPO Active Transportation Plan?</b>	<b>Assigns points depending on whether project is an identified route in the RVATP, with special consideration to whether it is identified as a Regional or Connector route and meets the RVATP aspirational LTS thresholds.</b>
				<b>3. Support Alternative Measure 3: increase bike facilities</b>	<b>Provide total length of bicycle facility, service to/within/between Activity Centers, and/or describe other improvement.</b>
				<b>4. Support Alternative Measure 4: increase sidewalks on collectors, arterials in Activity Centers</b>	<b>Provide total length of qualifying sidewalks/paths.</b>
4: <b>Resource Conservation</b>	Incorporate environmental and energy conservation into the RVMPO planning process.	Maximize efficient use of transportation infrastructure for all users and modes.	Promote efficient system management and operation.	1. Address/mitigate environmental impacts	Describe project's benefit to natural environment. Does project include conservation features (ex. permeable surface).
				<b>2. Air quality benefit, long term including NOX and VOC.</b>	<b>If there are air quality benefit in addition to responses provided to RED-TEXT criteria, describe. Emission reductions and cost/benefit analysis will be done based on responses provided to items in red. Numbers supplied or staff-generated for Mobility item 4 will be used in this analysis.</b>
				3. Reduce greenhouse gas emissions (CO) <sub>1</sub>	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? (It's anticipated that projects contributing to the Alternative Measures will reduce GHG emissions.)
		Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.	4. Use emerging/new technology	Describe technology to be incorporated into project.
				5. Preserves existing transportation asset	How does the project extend the life of facility without the construction of new facilities? Does the project refurbish existing facility? <b>(If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)</b>
				6. Reduce VMT	Reduction formula based on project type
				7. Improve system efficiency	Describe efficiency: Facility able to handle greater ADT without expansion; Improve other transportation function with smaller investment; reduced operational costs; other?
				8. Lifespan	Useful life of investment. For roadway projects, uniform lifespan applies as determined by predominate material used: concrete = 30 yrs; asphalt = 20 yrs; bike lanes = 20 yrs
				9. Other public, private funding sources (leverage)	List overmatch, other funds

(1) Greenhouse gas emissions can be reduced by reducing congestion, increasing operational efficiency, supporting alternative modes reducing use of combustion vehicles, and shifting to lower-carbon fuels (<http://www.deq.state.or.us/air/committees/lowcarbon.htm>).



**Rogue Valley  
Metropolitan Planning Organization**

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**DATE:** May 1, 2024  
**TO:** Technical Advisory Committee (TAC)  
**FROM:** Ryan MacLaren, Planning Program Director  
**SUBJECT:** Greenhouse Gas (GHG) Performance Measure

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The purpose of the memo is to update the TAC on the status of the Federal GHG Performance Measure (PM) that the RVMPO anticipated adopting this year to comply with USDOT Performance Measures requirements.

Two separate federal court rulings and a senate vote have effectively halted the Federal GHG Performance Measure under CFR 490 (federal performance measures). ODOT has already reported and set a state target and is no longer pursuing voluntary reporting for MPOs for this cycle.

Again, there is no federal requirement for MPOs to report or set a GHG PM target. However, ODOT supports a national GHG measure and will report the statewide and MPO fuels-based GHG measure annually on their website. ODOT's GHG performance measure report would only be for state and local purposes, not through the Federal PM system that applies to MPOs.

For your information, below is a list of the MPO's current performance measures adopted in 2018. The MPO adopted ODOT's targets for each of the performance measures, which are reported on every 4 to 5 years. <https://www.oregon.gov/odot/performmang/pages/index.aspx>

- Safety performance measures (Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads)
- Transit Asset Management (TAM) established by RVTD.
- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System