



Date: Wednesday, July 10, 2024

Time: 1:30 p.m.

Join In-Person

Location: Lewis Conference Room
 RVCOG, 155 N 1st Street,
 Central Point
Transit: Served by RVTD Route #40
Contact: RVCOG: 541-423-1375

Or via Zoom

Meeting ID: 876 0096 3358
Phone #: +1 253 215 8782
Zoom Link:
<https://us06web.zoom.us/j/87600963358>
Website: www.rvmppo.org

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 06/12/2024](#)

Action Items

3. Amendment to the 2024-27 TIP

Dan Moore

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

- Add Project to TIP: *OR42 Middle Fork Coquille River & OR238 Griffin Cr bridges (KN23548)*
- Add Project to TIP: *RVTD Transportation Options FFY25 - FFY27 (KN 23675)*
- Adjust Project in TIP: *OR99: Sage to Willig Way (KN 23279)*
- Adjust Project in TIP: *NB Highland Dr to Barnett Rd (KN 23416)*
- Adjust Project in TIP: *Jackson County curb ramps, phase 2 (KN 22438)*

The 21-day public comment period and public hearing was advertised on or before Monday, July 1, 2024, in the *Rogue Valley Times*, and information is currently available on the RVMPO website.

Attachment: [#2 TIP Amendments](#)
[#3 CMR for KN23548](#)
[#4 Project Business Case for KN23548](#)
[#5 Draft Project Charter KN23548](#)
[#6 CMR for KN23279](#)
[#7 CMR for KN23416](#)

Action Requested: *Recommendation of Approval*



4. Policy on Project Substitution **Dan Moore**

Background: Policy Committee has made suggestions to come back to the TAC for their consideration.

Attachment: [#8 Updated Policy Redline Version](#)
[#9 Updated Policy Clean Version](#)

Action Requested: *Deliberation and possible recommendations*

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.

Attachment: [#10 TAC Memo on Goals and Policies](#)
[#11 Email from Tonia Moro with Comments](#)
[#12 Policy Comments on Goals and Policies](#)

Action Requested: *Review, discussion, and possible recommendations*

6. 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.

Attachments/Links: [#13 TAC Memo on PPP](#)
[Draft PPP](#)

Action Requested: *Recommendation of approval*

Discussion Items

7. Public Comment **Chair**

Regular Updates

8. RVMPO Update **Dan Moore**

9. Other Business / Local Business **Chair**

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

10. Adjournment **Chair**



AGENDA
Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee

Scheduled Meetings		
RVMPO TAC	August 1, 2024	1:30 p.m.
RVMPO PAC	July 16, 2024	5:30 p.m.
RVMPO Policy Meeting	July 23, 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, June 12, 2024

Voting Members	Organization	Phone Number
Karl Johnson	Ashland PW	488-5587
Stephiane Powers	Central Point	423-1031
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
Goaying Vigoa	Talent PL	813-9267
Charles Bennett	Jackson County PL	774-6115
Justin Shoemaker	ODOT	774-6376
Thomas Guevara	ODOT	957-3692
Paige West	RVTD	608-4249
Sean Eisma	RVTD	779-5821
Josh LeBombard	DLCD (Quorum)	414-7932

Alternate Members	Organization	Phone Number
Colton Minton	Jackson County	
Ian Horlacher	ODOT	

Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Yazeed Alrashdi	RVCOG	423-1378
Dan Moore	RVCOG	423-1393
Jeff Stump	RVCOG	423-1369

Interested Parties	Organization
Tonia Moro	RVTD
Mike Montero	PAC
Eleanor Ponomareff	Talent
Ashley Bryers	FHWA

RVMPO TAC Minutes – Wednesday, June 12, 2024

[Agenda Packet](#)

[Meeting Audio Part 1 & Part 2](#)

1. Call to Order at 1:30 / Introductions / Review Agenda 00:00 – 01:55

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



SUMMARY MINUTES
Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee

2. Review / Approve Minutes 01:55 – 02:33

- 02:04** Mike Upston moved to approve the May 8, 2024, RVMPO TAC Meeting Minutes as presented. Seconded by Ian Horlacher.
No further discussion.
Motion passed unanimously by voice vote.

Action Items

3. Amendments to the 2024-2027 Transportation Improvement Program (TIP) 02:33 – 07:26

- 06:41** Mike Upston moved to recommend approval of the TIP Amendments as presented. Seconded by Justin Shoemaker.
No further discussions.
Motion passed unanimously by voice vote.

4. Policy on Project Substitution 07:26 – 53:45

- 37:50** Ian Horlacher moved to approve adding a Quote Mark on line 2.a. at the end of 'Being the project.' Seconded by Colton Minton.
No further discussions.
Motion passed unanimously by voice vote.

- 38:30** Charles Bennett moved to approve adding on line 2.a first bullet point “, unless a direct allocation is provided, then no further action is required.” Seconded by Colton Minton.
Further discussion.
Motion passed by voice vote with 2 opposed.

- 40:38** Colton Minton moved to strike 3.a. Seconded by Charles Bennett.
No further discussions.
Motion passed by roll call vote with 4 opposed and 1 abstained.

- 43:55** Ian Horlacher moved to approve adding on line 5, after “Both the currently programed and its substitute project will be scored according to current RVMPO evaluation process,” “against all submitted projects in that funding round.” Seconded by Colton Minton.
Further discussion.
Motion passed unanimously by voice vote.

- 50:28** Justin Shoemaker moved to approve changing “MPO” to “RVMPO” on line 5.b. Seconded by Charles Bennett.
No further discussions.
Motion passed by voice vote with 1 opposed.



SUMMARY MINUTES
Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee

- 53:08** Ian Horlacher moved to approve sending the recommended revised changes on the Policy to Project Substitutions to the RVMPO Policy Committee.
No further discussions.
Motion passed unanimously by voice vote.

5. Project Selection Criteria, Gas Tax Distribution, and Project Funding Status 53:45 – Ending of First Audio – Beginning of Second Audio– 42:50

- 40:49** Justin Shoemaker moved to continue this discussion. Seconded by Justin Shoemaker.
Further discussions about what to expect at the next meeting and direction for staff to detail the three distributions options discussed.
Motion passed unanimously by voice vote.

6. Rollover Funds 42:50 – 01:27:49

- 58:39** Ian Horlacher moved to recommend approval of Medford’s proposal for \$1,909,150 in STBG rollover funds, and to return \$1,794,600 in CMAQ to the RVMPO, for the Delta Waters Project. Seconded by Colton Minton.
Further discussion on fund exchange.
Motion passed by voice vote with one abstained.

Discussion Items

- 7. Greenhouse Gas Performance Measure 01:27:49 – 01:28:30**
- 8. Public Participation Plan 01:28:30 – 01:30:22**
- 9. Public Comment 01:30:22 – 01:30:34**
No comment provided.

Regular Updates

- 10. MPO Planning Update 01:30:22 – 01:30:35**
Update provided by Dan Moore regarding Staffing Updates, and RTP update.
- 11. Other Business / Local Business 01:30:35 – 01:33:02**
Updates from ODOT and Talent
- 12. Adjournment**
4:16 p.m.



SUMMARY MINUTES
Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee

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.

DRAFT



**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: July 1, 2024
 TO: RVMPO Technical Advisory Committee
 FROM: Ryan MacLaren, Planning Program Director
 SUBJECT: TIP Amendments

The TAC 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, July 23, 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 July 1st to the Rogue Valley Times and information is currently available on the RVMPO website. Information on the projects is enumerated, below:

A. Add Project to TIP: OR42 Middle Fork Coquille River & OR238 Griffin Cr bridges (KN23548)

Description: Add a new project, using funding from project key 23280. Pending OTC August approval.

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	
ODOT														
OR42 Middle Fork Coquille River & OR238 Griffin Cr bridges	Replace existing rails on two bridge to meet current safety standards.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety Gaurdrails, median barriers.crash cushions			Planning					\$ -			\$ -
				23548	2024	Design	\$ 403,785	NHPP	\$ 46,215	ODOT	\$ 450,000			\$ 450,000
				23548	2025	Land Purchase	\$ 107,676	NHPP	\$ 12,324	ODOT	\$ 120,000			\$ 120,000
				23548	2026	Utility Relocate	\$ 672,975	NHPP	\$ 77,025	ODOT	\$ 750,000			\$ 750,000
				23548	2026	Construction	\$ 2,332,980	NHPP	\$ 267,020	ODOT	\$ 2,600,000			\$ 2,600,000
						Other					\$ -			\$ -
				Total FFY24-27			\$ 3,517,416		\$ 402,584		\$ 3,920,000	\$ -		\$ 3,920,000

B. Add Project to TIP: RVTD Transportation Options FFY25 - FFY27 (KN 23675)

Description: Create new SW TDM project. Splitting \$323,443.83 from K23147, \$227,957.50 from K23048, and \$258,065.48 from K23397.

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	
RVTD														
RVTD Transportation Options FFY25 - FFY27	RVTD (Rogue Valley Transportation District) funding to promote and encourage the use of alternative transportation options during federal fiscal years 2025, 2026 and 2027.	n/a	Exempt (40 CFR § 93.126 Table 2) - Mass Transit			Planning					\$ -			\$ -
						Design				\$ -			\$ -	
						Land Purchase				\$ -			\$ -	
						Utility Relocate				\$ -			\$ -	
						Construction				\$ -			\$ -	
				23675	2025	Other	\$ 791,008	STBG I/JA	\$ 90,534	ODOT	\$ 881,542		\$ 881,542	
		Total FFY24-27	\$ 791,008		\$ 90,534		\$ 881,542	\$ -	\$ 881,542					

C. Adjust Project in TIP: OR99: Sage to Willig Way (KN 23279)

Description: Scope change removing the PE, RW and CN phases, add PL phase. Director letter pending approval.

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	
ODOT														
OR99: Sage to Willig Way	Design project to construct sidewalks to improve safety for pedestrians.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety Bike Ped	23279	2024	Planning	\$ 224,325	STBG I/JA	\$ 25,675	ODOT	\$ 250,000			\$ 250,000
						Design				\$ -		\$ -		
						Land Purchase				\$ -		\$ -		
						Utility Relocate				\$ -		\$ -		
						Construction				\$ -		\$ -		
						Other				\$ -		\$ -		
		Total FFY24-27			\$ 224,325		\$ 25,675		\$ 250,000	\$ -	\$ 250,000			

D. Adjust Project in TIP: NB Highland Dr to Barnett Rd (KN 23416)

Description: Add RW, UR, CN funded from Fix-It Region 3 savings. Director letter pending approval.

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	
ODOT														
NB Highland Dr to Barnett Rd	Design to widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety			Planning					\$ -			\$ -
				23416	2023	Design	\$ 838,975	STBG FLX	\$ 96,025	ODOT	\$ 935,000			\$ 935,000
				23416	2024	Land Purchase	\$ 89,730	STBG FLX	\$ 10,270	ODOT	\$ 100,000			\$ 100,000
				23416	2026	Utility Relocate	\$ 89,730	STBG FLX	\$ 10,270	ODOT	\$ 100,000			\$ 100,000
				23416	2026	Construction	\$ 3,055,063	STBG IJJA	\$ 349,666	ODOT	\$ 3,404,729			\$ 3,404,729
						Other					\$ -			\$ -
		Total FFY24-27			\$ 4,073,498		\$ 466,231		\$ 4,539,729	\$ -		\$ 4,539,729		

E. Adjust Project in TIP: Jackson County curb ramps, phase 2 (KN 22438)

Description: Increase CN by \$2,767,262 Garvee financial plan. Project is on Garvee MOU. Director approval received 6/18/24

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	
ODOT														
Jackson County curb ramps, phase 2	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety Bike Ped			Planning					\$ -			\$ -
				22438	2022	Design	\$ 3,980,337	STBG IJJA	\$ 455,567	ODOT	\$ 4,435,904			\$ 4,435,904
				22438	2023	Land Purchase	\$ 564,402	STBG IJJA	\$ 64,598	ODOT	\$ 629,000	\$ 11,000	ODOT	\$ 640,000
						Utility Relocate					\$ -			\$ -
				22438	2024	Construction	\$ 7,004,760	STBG IJJA	\$ 801,726	ODOT	\$ 7,806,486			\$ 7,806,486
						Other					\$ -			\$ -
		Total FFY24-27			\$ 11,549,499		\$ 1,321,891		\$ 12,871,390	\$ 11,000		\$ 12,882,390		

New Project Request

Region 3 STIP Management Team – Updated 07/2022

Threshold: A New Project Request form must be submitted for R3 STIP Management Team (SMT) approval for a new project using previously allocated funds.

Instructions: Complete required information for new project. Submit a copy to the R3 Financial Plan Coordinator (Naomi Birch) and to Sarah Thompson at least one-week before the R3 SMT meeting each month.

Process: Requests will be reviewed and submitted to the SMT for approval. The Financial Plan Coordinator will update the Highway Program Office and PCS and retain the original forms. Copies of the approved request will be provided to the requester. Requester is responsible for updating project team, project file, and all other project tracking systems.

Project Name: OR42 Middle Fork Coquille River & OR238 Griffin Cr bridges

Work Type: Bridge	Request Date: 5/29/24	PL/PM: Heather Neavoll	AM: Chris Hunter
Let Date: 9/1/26	MPO Project: Yes		

Financial Coordinator Review: Naomi Birch needs to review all CMRs for additional funds before they are submitted for SMT review. Check the box below indicating that Naomi has reviewed your funding requests.

Naomi Has Reviewed Funding Requests

Naomi Comments:

Funding Source	PE	ROW	Utilities	Construction	Other	Local	Total
	\$450,000	\$120,000	\$750,000	\$2,600,000			\$3,920,000
							\$0
							\$0
Project Budget	\$450,000	\$120,000	\$750,000	\$2,600,000	\$0	\$0	\$3,920,000
Program Year	2024	2025		2026			

Project Description including MP and Hwy:

OR42 MP 24.32 BR08830 and OR238 MP 36.44 BR29C267 Replace existing rail with a rail that meets current standards and replace bridge deck surface and joint repairs.



Area Manager (signature/date)



Region Manager (signature/date)


Michael BAKER (Jun 6, 2024 10:06 PDT)

Planning Manager (signature/date)











OR42 Middle Fork Coquille River & OR238 Griffin Cr bridges New Project CMR

Final Audit Report

2024-06-06

Created:	2024-06-06 (Pacific Daylight Time)
By:	Heather NEAVOLL (Heather.D.NEAVOLL@odot.oregon.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAOf81kWc--1ITXPqrL6Qii22iYRM9MIa4

"OR42 Middle Fork Coquille River & OR238 Griffin Cr bridges New Project CMR" History

-  Document created by Heather NEAVOLL (Heather.D.NEAVOLL@odot.oregon.gov)
2024-06-06 - 9:03:35 AM PDT- IP address: 167.131.0.194
-  Document emailed to Chris HUNTER (Chris.HUNTER@odot.oregon.gov) for signature
2024-06-06 - 9:07:20 AM PDT
-  Email viewed by Chris HUNTER (Chris.HUNTER@odot.oregon.gov)
2024-06-06 - 9:13:37 AM PDT- IP address: 104.47.64.254
-  Document e-signed by Chris HUNTER (Chris.HUNTER@odot.oregon.gov)
Signature Date: 2024-06-06 - 9:14:36 AM PDT - Time Source: server- IP address: 167.131.0.194
-  Document emailed to Michael BAKER (Michael.BAKER@odot.oregon.gov) for signature
2024-06-06 - 9:14:37 AM PDT
-  Email viewed by Michael BAKER (Michael.BAKER@odot.oregon.gov)
2024-06-06 - 9:56:52 AM PDT- IP address: 167.131.0.194
-  Document e-signed by Michael BAKER (Michael.BAKER@odot.oregon.gov)
Signature Date: 2024-06-06 - 10:06:59 AM PDT - Time Source: server- IP address: 167.131.0.194
-  Document emailed to Darrin NEAVOLL (Darrin.L.NEAVOLL@odot.oregon.gov) for signature
2024-06-06 - 10:07:00 AM PDT
-  Email viewed by Darrin NEAVOLL (Darrin.L.NEAVOLL@odot.oregon.gov)
2024-06-06 - 10:09:04 AM PDT- IP address: 167.131.0.194
-  Document e-signed by Darrin NEAVOLL (Darrin.L.NEAVOLL@odot.oregon.gov)
Signature Date: 2024-06-06 - 10:13:03 AM PDT - Time Source: server- IP address: 167.131.0.194

✔ Agreement completed.

2024-06-06 - 10:13:03 AM PDT

STIP CYCLE 24-27	PROJECT NAME OR42 Middle Fork Coquille River & OR238 Griffin Cr bridges	PROJECTWISE NO. (IF PREV. SCOPED)
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ODOT PROJECT BUSINESS CASE

OR42 Middle Fork Coquille River & OR238 Griffin Cr bridges

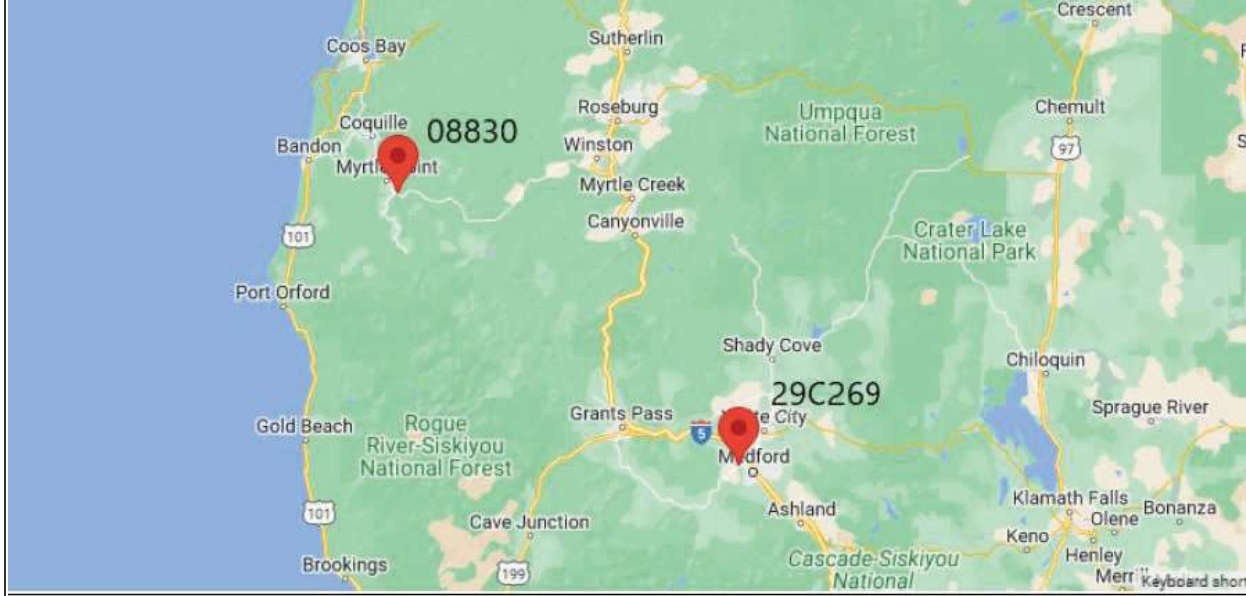
Initial Final

Project Location (Program Manager)

ROUTE NAME OR42/OR238	HIGHWAY ID 035/272	BEGIN MP 24.32/36.44	END MP	LOCAL STREET / NON-HIGHWAY LOCATION
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PASTE LINK TO MAP OR PHOTO OF THE PROJECT AREA

CLICK IN THE FIELD BELOW TO BROWSE FOR AND INCLUDE A MAP OF THE PROJECT AREA (JPG, GIF, PNG, GIF, TIF, BMP FORMATS)



Problem/Opportunity/Issue Description and Need (Program Manager)

DESCRIBE
The bridge rail on 08830 is a curb and parapet rail which has been rated as substandard by inspectors. The bridge deck and joints are also failing on this bridge. The rails on 29C269 have timber posts. The left rail is timber, while the right rail is metal. This rail was rated substandard by the bridge inspector. This bridge rail also has blunt ends.

Potential Solutions (Program Manager/Project Sponsor)

DESCRIBE
Upgrade bridge rail to current standards on BR08830 and BR29C267. Additionally replace bridge deck surface and joints.

Project Outcomes, Goals and Priorities (Program Manager/Project Sponsor)

DESCRIBE
Replace bridge rail on both bridges and replace bridge deck surface and joints to increase traveling public safety.

Planned Construction Year (Program Manager/Project Sponsor)

YEAR 2026	NARRATIVE Target construction year 2026
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High Impact Risks (Program Manager/Project Sponsor)

RISK TITLE Traffic control	DETAILED DESCRIPTION OF RISK BR29C269 is a two lane bridge with curb to curb deck width of 33 feet. There is an access road just west of the bridge and Pioneer Avenue is just east of the bridge. BR08830 is relatively long 35 feet wide curb to curb structure. Traffic control could be an issue on both.	+
RISK TITLE Utilities	DETAILED DESCRIPTION OF RISK There are overhead power lines on both sides of BR29C267 that should be investigated as sources for potential conflict.	+ -
RISK TITLE Deck Condition	DETAILED DESCRIPTION OF RISK BR08830 has risks of chloride contamination. Advanced investigation once project is kicked off should take place to determine best deck treatment.	+ -

RISK TITLE Pump House at BR29C269	DETAILED DESCRIPTION OF RISK Pump house on the west side of bridge end 29C267 poses utility and r/w risk. If not able to design around significant cost risk.	+ -
RISK TITLE Water line to pump house at BR29C269	DETAILED DESCRIPTION OF RISK If guardrail protecting blunt end of bridge conflicts with waterline to pump house relocation of water line will be necessary.	+ -
RISK TITLE Access Management	DETAILED DESCRIPTION OF RISK There are two accesses that will likely need relocated due to guardrail length of need to protect blunt ends of bridge.	+ -

Additional Background Information (Program Manager/Project Sponsor)

DESCRIBE		C
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Leveraging Opportunities (Project Sponsor)

DESCRIBE	None known.	C
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Cost Estimate Assumptions and Methodology (Program Manager/Project Sponsor)

CONFIDENCE LEVEL	NARRATIVE	
Medium		

Funding (Program Manager)

AMOUNT	PROGRAM TYPE	STIP CYCLE	FUNDING PROGRAM MANAGER NAME	FUNDING PROGRAM MGR. SIGNATURE AND DATE
\$3,920,000	Bridge	24-27	Bert Hartman	<u>Bert HARTMAN</u> <small>Bert HARTMAN (Jun 7, 2024 09:04 PDT)</small>

Signatures

PROJECT SPONSOR NAME	PROJECT SPONSOR TITLE	PROJECT SPONSOR SIGNATURE AND DATE
MAINTENANCE MANAGER NAME	MAINTENANCE MANAGER TITLE	MAINTENANCE MANAGER SIGNATURE AND DATE
Glen Pederson	D7 Maintenance Manager	<u>Glen Pederson</u>
NAME	TITLE	SIGNATURE AND DATE
Jeremiah Griffin	D8 Maintenance Manager	<u>Jeremiah Griffin</u> <small>Jeremiah GRIFFIN (Jun 6, 2024 10:43 PDT)</small>
NAME	TITLE	SIGNATURE AND DATE
Chris Hunter	SW Area Manager	<u>Chris Hunter</u>
NAME	TITLE	SIGNATURE AND DATE
Mike Baker	Planning Manager	<u>Michael BAKER</u> <small>Michael BAKER (Jun 6, 2024 10:57 PDT)</small>

ODOT PROJECT CHARTER

PROJECT NAME OR42 Middle Fork Coquille River & OR238 Griffin Cr bridges	PROJECT KEY NUMBER	DATE PREPARED
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Project Description (Purpose and Need) i

Bridge rail is deficient on BR08830 and BR29C267 and deck joints and surfaces are showing failures. C

In-Scope:

Replace bridge rail with rail that meets current standards and replace bridge deck surface and joint repairs on BR08830 and BR29C267.

Out-of-Scope:

Constraints and Risks i

BR29C269 is a two lane bridge with curb to curb deck width of 33 feet. There is an access road just west of the bridge and Pioneer Avenue is just east of the bridge. BR08830 is relatively long 35 feet wide curb to curb structure. Traffic control could be an issue on both. C

There are overhead power lines on both sides of BR29C267 that should be investigated as sources for potential conflict. BR08830 has risks of chloride contamination. Advanced investigation once project is kicked off should take place to determine best deck treatment.

BR08830 has risks of chloride contamination. Advanced investigation once project is kicked off should take place to determine best deck treatment.

Pump house on the west side of bridge end 29C267 poses utility and r/w risk. If not able to design around significant cost risk.

If guardrail protecting blunt end of bridge conflicts with waterline to pump house relocation of water line will be necessary.

There are two accesses that will likely need relocated due to guardrail length of need to protect blunt ends of bridge.

Assumptions

Project Delivery Approach

in-house C

Project Development Team (PDT) Members C

NAME	DISCIPLINE

Project Schedule (Milestones) C

MILESTONE	DATE (MM/DD/YYYY)
PE EA Open	+
PDT Kickoff	+
Project Initiation Phase Complete	+
Design Acceptance Phase Complete	+
ROW EA Open	+
PS&E Submittal	+
Bid Opening	+
Forecasted 1st Note	+

Forecasted 2nd Note	+
Forecasted 3rd Note	+

Project Budget (Funding)

PHASE	PHASE TOTAL ESTIMATED COST	CURRENT ESTIMATE
PL – Planning		
PE – Preliminary Engineering	\$450,000.00	
RW – Right of Way	\$120,000.00	
UR – Utility Relocation	\$750,000.00	
CN – Construction	\$2,600,000.00	
OT – Other		
TOTAL	\$3,920,000.00	

AMOUNT	PROGRAM TYPE	FUNDING PROGRAM MANAGER NAME	FUNDING PROGRAM MANAGER SIGNATURE/DATE
\$3,920,000	FIX-IT SW BRIDGE	Bert Hartman	

Signatures

PROJECT LEAD PRINT NAME	PROJECT LEAD TITLE	PROJECT LEAD SIGNATURE
AREA MANAGER PRINT NAME	AREA MANAGER TITLE	AREA MANAGER SIGNATURE
PROJECT SPONSOR PRINT NAME (OPTIONAL)	PROJECT SPONSOR TITLE	PROJECT SPONSOR SIGNATURE
TECH CENTER MANAGER PRINT NAME	TECH CENTER MANAGER TITLE	TECH CENTER MANAGER SIGNATURE
MAINTENANCE MANAGER PRINT NAME	MAINTENANCE MANAGER TITLE	MAINTENANCE MANAGER SIGNATURE

Change Management Request

Request Date:	11/06/23	CMR Number:	23279-P1	Project Lead (TPM/RE-CP):	OBERLANDER ELI
Project Name:	OR99: Sage to Willig Way				
KN:	23279	Region:	3	Area:	ROGUE VALLEY
				Project Delivery Phase:	Project Initiation
Main Funding Program:	SW Pedbike Strategic				
Additional Funding Program(s):					
STIP Amendment:	Full	Approval Authority:	ODOT Director	MPO Amendment:	Yes
IGA Amendment:	No	A&E Contract Amendment:	No	Reset Baseline Project:	No
Scope, Schedule & Budget Change - Reason(s):	Unanticipated - Reduced scope Elective - Resource constraints Unanticipated - Reallocation of budget authorization between work types				
Current Scope:	Construct sidewalks to improve safety for pedestrians.				

Change Management Request

Describe Scope Change:	Canceling PE/RW/CON - State Wide funding program reduction - Adding Planning phase
Justification for Scope Change:	State Wide funding program reduction - Adding Planning phase

Change Management Request

Describe the Risk of not Approving the Scope Change:	Having a project in the STIP that is not fully funded
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	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open – 008			PS&E Submittal – 551		
PDT Kick-Off – 018			Bid Opening – 560		
Project Initiation Phase Complete - 050			Forecasted 1 st Note - 735		
DAP Phase Complete–325			Forecasted 2 nd Note - 790		
ROW EA Open - 470			Forecasted 3 rd Note - 796		

Change Management Request

<p>Describe Schedule Change:</p>	<p>MSP will be removed - does not support planning projects</p>
<p>Justification for Schedule Change:</p>	<p>MSP will be removed - does not support planning projects</p>

Change Management Request

Describe the Risk of not Approving the Schedule Change:	MSP will show errors on incorrect resource need. Planning template will need to be created for R3
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	Current Budget	Requested Budget	Change
Planning	\$0.00	\$250,000	\$250,000
Preliminary Engineering	\$750,000	\$0	-\$750,000
Right of Way	\$500,000	\$0	-\$500,000
Utility Relocation	\$0	\$0	
Construction	\$2,750,000	\$0	-\$2,750,000
Other	\$0	\$0	
Total:	\$4,000,000	\$250,000	-\$3,750,000

Describe Budget Change (Break down the change by Funding Program):	PE/RW/CN - Canceled - Planning phase added
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Change Management Request

Justification for Budget Change:	Bike/Ped overallocated program funding
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Describe the Risk of not Approving the Budget Change:	unfunded project phases in STIP
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	Signatures	Dates		Signatures	Dates
Funding Prg Manager:	Jessica Horning	12/07/23	Additional Signator:		
STIP Coordinator:	Naomi Birch	12/07/23	Additional Signator:		
Area Manager:	MARMON JERRY	12/11/23	Additional Signator:		
Project Sponsor:	Alex Fendall	12/07/23	Additional Signator:		
Tech Center Manager:	Mark Thompson	12/07/23	Additional Signator:		
Region Manager:	Darrin Neavoll	12/11/23	Additional Signator:		
Additional Signator:			Additional Signator:		

Change Management Request

Request Date:	11/03/23	CMR Number:	23416-P1	Project Lead (TPM/RE-CP):	OBERLANDER ELI
Project Name:	NB Highland Dr to Barnett Rd				
KN:	23416	Region:	3	Area:	ROGUE VALLEY
				Project Delivery Phase:	Project Initiation
Main Funding Program:	Fix-It Region 3				
Additional Funding Program(s):					
STIP Amendment:	Full	Approval Authority:	ODOT Director	MPO Amendment:	Yes
IGA Amendment:	No	A&E Contract Amendment:	No	Reset Baseline Project:	No
Scope, Schedule & Budget Change - Reason(s):	Not Applicable Not Applicable Elective - Additional budget added				
Current Scope:	Design to widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.				

Change Management Request

Describe Scope Change:	No scope change.
Justification for Scope Change:	N/A

Change Management Request

Describe the Risk of not Approving the Scope Change:	N/A
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	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open – 008			PS&E Submittal – 551		
PDT Kick-Off – 018			Bid Opening – 560		
Project Initiation Phase Complete - 050			Forecasted 1 st Note - 735		
DAP Phase Complete–325			Forecasted 2 nd Note - 790		
ROW EA Open - 470			Forecasted 3 rd Note - 796		

Change Management Request

<p>Describe Schedule Change:</p>	<p>No schedule change.</p>
<p>Justification for Schedule Change:</p>	<p>N/A</p>

Change Management Request

Describe the Risk of not Approving the Schedule Change:	N/A
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	Current Budget	Requested Budget	Change
Planning	\$0.00	\$0	\$0
Preliminary Engineering	\$935,000	\$935,000	\$0
Right of Way	\$0	\$100,000	\$100,000
Utility Relocation	\$0	\$100,000	\$100,000
Construction	\$0	\$3,404,729	\$3,404,729
Other	\$0	\$0	\$0
Total:	\$935,000	\$4,539,729	\$3,604,729

Describe Budget Change (Break down the change by Funding Program):	Adding \$100,000 to the ROW phase for FFY24, \$100,000 to the UR phase for FFY26 and \$3,404,729 to the CN phase for FFY26. ROW and UR phases are funded from R3 Fix-IT, \$30k from ADA funding remaining funds from R3 Fix-IT.
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Change Management Request

Justification for Budget Change:	Adding ROW/UR/CH phases to the current STIP.
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Describe the Risk of not Approving the Budget Change:	Project will not be deliverable without phase funding.
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	Signatures	Dates		Signatures	Dates
Funding Prg Manager:	Darrin Neavoll	12/12/23	Additional Signator:	Melissa Sutkowski	12/12/23
STIP Coordinator:	Naomi Birch	12/11/23	Additional Signator:		
Area Manager:	MARMON JERRY	12/08/23	Additional Signator:		
Project Sponsor:	Jeremiah Griffin	12/11/23	Additional Signator:		
Tech Center Manager:	Mark Thompson	12/08/23	Additional Signator:		
Region Manager:	Darrin Neavoll	12/12/23	Additional Signator:		
Additional Signator:	Adriana Antelo	12/12/23	Additional Signator:		



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June 25, 2024

RVMPO Policy Regarding Awards of Discretionary Federal Transportation Funds (Surface Transportation Block Grant and Congestion Mitigation and Air Quality Program) and/or State Gas Tax Funds passed through the MPO hereafter collectively called “funds”¹

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This Policy addresses the allocation of funds awarded to the RVMPO planning area for projects. Projects receive federal 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 transportation funds grant recipients² 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 the project” is defined as commencing Preliminary Engineering (PE), unless a direct allocation is provided, then no further action is required.
 - For recipients of federal transportation 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 according to the relevant allocation policy.
4. Should a jurisdiction which is a recipient of state gas tax funds fail to begin a funded 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), as determined by the Policy Committee, the recipient jurisdiction will have 90 days from the date of final determination to submit a substitute

Commented [TM1]: Is the reference to the tax funds to identify the type of funds received or the eligible jurisdictions

¹ At the time this policy was amended in July 2024, ORS *** directed the substitution of STBG funds with state gas tax funds to pass through the MPOs.

project for consideration. To facilitate the Policy Committee’s decision on whether the failure to implement was for reasons beyond the control of the jurisdiction, the jurisdiction should submit a report advocating its position to the TAC and the TAC may issue a response or otherwise make a recommendation for the Policy Committee. Those reports/comments and minutes of TAC proceedings shall be forwarded to the Policy Committee for its determination. If the Policy Committee determines the failure was beyond the jurisdiction’s control, -the TAC shall consider the jurisdiction’s substitute project and make a recommendation to the Policy Committee by scoring bBoth the currently programmed and theirs substitute project ~~will be scored~~ according to current RVMPO evaluation process against all submitted projects during that funding round. The recommendation Policy Committee will

shall be based upon ~~consider~~ the evaluation of substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. After receiving the TAC's recommendation, ~~t~~The Policy Committee will decide whether:

- a. Funds should be awarded to the substitute project; or
 - b. Funds should go back to the RVMPO 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.



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June 25, 2024

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¹ At the time this policy was amended in July 2024, **ORS *****, directed the substitution of STBG funds with state gas tax funds to pass through the MPOs.

facilitate the Policy Committee's decision on whether the failure to implement was for reasons beyond the control of the jurisdiction, the jurisdiction should submit a report advocating its position to the TAC and the TAC may issue a response or otherwise make a recommendation for the Policy Committee. Those reports/comments and minutes of TAC proceedings shall be forwarded to the Policy Committee for its determination. If the Policy Committee determines the failure was beyond the jurisdiction's control, the TAC shall consider the jurisdiction's substitute project and make a recommendation to the Policy Committee by scoring both the currently programmed and the substitute project according to current RVMPO evaluation process against all submitted projects during that funding round. The recommendation

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DATE: July 3, 2024
TO: Technical Advisory Committee
FROM: Dan Moore, Senior Transportation Planner
SUBJECT: 2025-2050 Regional Transportation Plan Draft Goals, Policies, Potential Actions and Performance Indicators

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 28th 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 economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and nonmotorized users.
3	Increase the security of the transportation system for motorized and nonmotorized users.
4	Increase accessibility and mobility of people and freight.
5	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.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

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

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.

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

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From: [Tonia Moro](#)
To: ryan@oregoncub.org; "Dan Moore"
Cc: "MARMON Jerry"
Subject: Proposed suggestions to the RTP Goals and Policies and report on RVTD's STBG funds for the subcommittee
Date: Monday, July 1, 2024 12:13:54 PM
Attachments: [RTP Goals Policy Update Suggestions.2.docx](#)

Howdy,

I appreciate staff's work on updating the RTP goals and policies and the great memorandum that introduces and provides background for the task. I attach the red line on the goals and policies that I mentioned I was hoping to contribute to the conversation. I have provided a few comments in the margins but otherwise think the suggestions are self-explanatory in light of the memo outlining the BIL planning factors.

I also want to report on the discussion at the RVTD meeting about the fund-exchange issue. As was proposed at the subcommittee meeting, I have authority to agree to the following:

At this time RVTD agrees to a 26% reduction in the MPO's annual STBG funding of RVTD's operations (including its bus maintenance program) beginning in FFY 2028 (October 1, 2027), resulting in an award of \$566,240. This reduction corresponds to the 26% reduction in the gas-tax exchanged STBG funds the MPO will receive due to ORS 367.098 (2023 HB 2101). In addition, to the extent the MPO will conduct a competitive solicitation for those exchanged funds, RVTD will not compete in that solicitation (but may compete in CMAQ funds solicitations). Because there are numerous unresolved issues related to the distribution of the exchange funds and unknowns related to the legislatures' intent to enact a transportation package in the 2025 legislative session, a new Intergovernmental Agreement will be considered in the Summer/Fall of 2025, which may memorialize this arrangement, respond to any changes effecting the ORS 367.098 policy or respond to any other relevant issues after that session.

Please let me know if you have any questions.

Tonia Moro
541 601 3010



**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: May 21, 2024
TO: Policy Committee
FROM: Dan Moore, Senior Transportation Planner
SUBJECT: 2025-2050 Regional Transportation Plan Draft Goals, Policies, Potential Actions and Performance Indicators

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 report. Review and comment.
- May 21st PAC meeting: Staff will present the TAC's input and request the PAC's comments.
- May 28th Policy Committee meeting: Staff report on the TAC and PAC feedback.
- May 29th: 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 12th TAC meeting: Final comments and a recommendation to the Policy Committee.
- June 18th PAC meeting: Final comments and a recommendation to the Policy Committee.
- June 25th 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 RVMP goals are as follows:

Number	Table 1 – Current RVMP 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 economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and nonmotorized users.
3	Increase the security of the transportation system for motorized and nonmotorized users.
4	Increase accessibility and mobility of people and freight.
5	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.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

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

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

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

Conclusion

The draft goals adequately address the ten IIJA (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 and interconnected 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 **Enhance 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.
- ❖ **Preserve and maintain current multi-modal improvements which foster connectivity.**

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? (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

Promote, identify and utilize transportation investments which support compact, livable and unique communities, protect and enhance the environment, and promote energy conservation 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 regional transportation options which protect the environmentally sensitive and promote healthy regional transportation options.
- 3-4 Identify and support funding regional transportation projects which will promote and benefit healthier communities consistency with state and local plans.
- 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.

Commented [TM1]: This language adds and tracks the BIL planning factor 5

Commented [TM2]: The BIL new housing considerations include providing for "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)]

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.
Measure the increase in new housing served by transportation projects (bike/ped/transit) to inform decision-making
Consider travel demand model alternatives based upon assumed population and housing distribution
Consult with housing officials and organizations to foster integration of housing and transportation

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~~ preserves, and improves the resiliency and reliability of the transportation system.

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.

4-3 Promote responsible stewardship of public funds

4-4 Encourage post-disaster assessments for rapid response, mobility and accessibility in the individual design and maintenance of system improvements

4-5 Encourage the mitigation of stormwater impacts in the design and maintenance of system improvements.

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

Commented [TM3]: Resiliency is BIL planning factor 9

4-6 Consider and avoid or mitigate negative impacts on low-income, socially vulnerable and otherwise marginalized community groups.

4-7 Promote sound, evidence-based decisions in all decision-making.

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.
- 6-36-4 [Strive to complete projects identified in the Jackson County Active Transportation Plan.](#)

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 [mobility hubs and](#) 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 and tourism 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 of goods including adequate roadway space for commercial vehicle deliveries, locally and regionally.
- 8-4 Support transportation projects which will serve commercial, and industrial mobility, 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.
- 8-58-6 Support transportation projects which enhance travel and tourism
- 8-68-7 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:

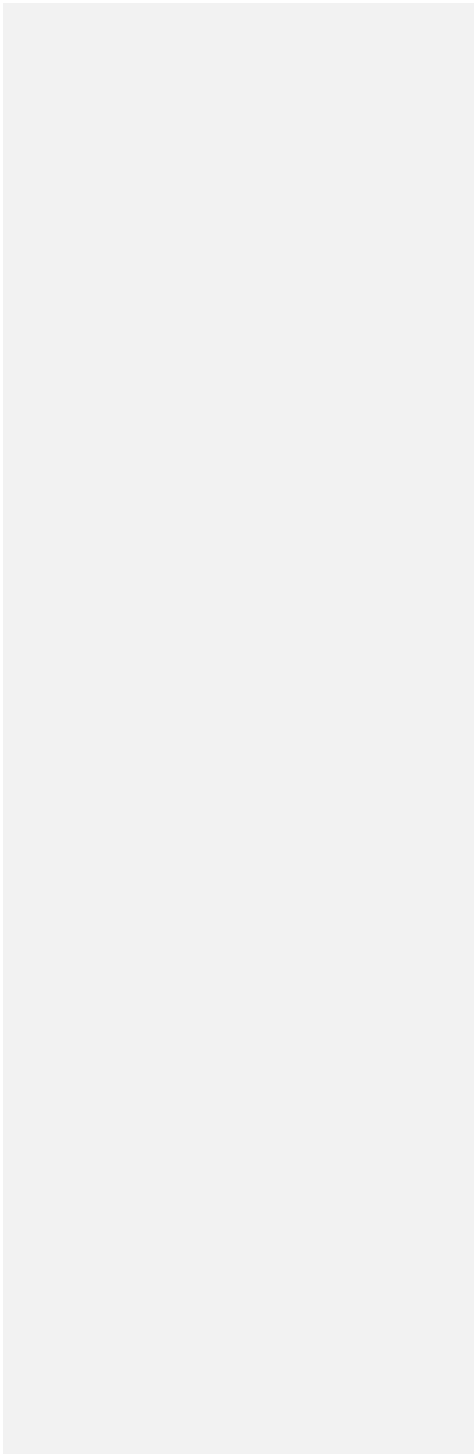
- ❖ Balance the demand for freight routes with the demands for local circulation.
- ❖ Explore the feasibility of developing interurban freight delivery systems.

Support the use the transportation planning process to address the integration

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.

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.

| *of housing, transportation, and economic strategies*



PERFORMANCE INDICATOR

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DATE: July 3, 2024
TO: Technical Advisory Committee (TAC)
FROM: Dan Moore, Senior Transportation Planner
SUBJECT: RVMPO 2024 Public Participation Plan Update

The purpose of this memo is to provide some background information on the update of the update of the RVMPO's 2024 Public Participation Plan.

The PPP is a core MPO document which is updated every 5 years. It was originally adopted in 2007 and updated in:

- 2014, 2018 & 2022
- The 2024 PPP will be the 5th Edition

The PPP describes methods, strategies and desired outcomes for public participation which includes:

- Goals and objectives
- The Public's role in MPO decision-making
- Public participation tools
- How the MPO implements and evaluates public participation.
- Appendices A through I

The Federal Highway Administration (FHWA) reviewed and commented on the draft plan based on federal transportation planning guidelines (PPP Checklist below). The Plan was updated based on FHWA's comments including adding **Policy 13** (Page 7) that incorporates "Equity" measures to benefit underserved populations.

The 45-day public review for the PPP began on Friday, June 7th. Below is the schedule for review and adoption of the PPP:

- TAC Review/Comment – June 12th
- PAC Review/Comment – June 18th
- Policy Committee Review/Comment – June 25th
- TAC recommendation to Policy Committee for approval - July 10th
- PAC recommendation to Policy Committee for approval - July 16th
- Policy Committee approval - July 23rd

PPP Review Checklist

MPO:	MRMPO & RVMPO		
FHWA/FTA Reviewer:	Ashley	Comments Submitted to MPO:	3/11/24
Public Comment Period:		Adoption Date:	Planned for 6/20/24 & 7/23/24

23 CFR 450.316 Interested parties, participation, and consultation

CFR	CFR Language	Questions to Consider	FHWA Comments/Notes	
			Page	Comments/Notes
23 CFR 450.316(a)	1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for i-ix	Were interested parties consulted in the development of this PPP?	25	No, I made a comment
		Did the MPO follow the PPP procedures in the development of this PPP?	18	Yes.
23 CFR 450.316(a)(1)(i)	(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;	Does the PPP show the public comment period for each planning document?	19	Yes! Nice table that has the full public comment. I asked for the amendment public comment period to be added.
		Does the PPP show the steps that are to be taken for each document during the development	17+	No table, but listing of how each document is created is provided. I asked about adding a table.

CFR	CFR Language	Questions to Consider	FHWA Comments/Notes	
			Page	Comments/Notes
		phase?		
23 CFR 450.316(a)(1)(ii)	(ii) Providing timely notice and reasonable access to information about transportation issues and processes;	Does the MPO provide timely notices to meetings and public comment opportunities?	6	Yes! Six days for meetings Page 19 has a table for planning products.
		Does the MPO provide reasonable access to information? Where is it posted online?	12	I asked for the committee urls to be added on page 12.
			15	They mentioned the website is used to post all minutes and report drafts.
23 CFR 450.316(a)(1)(iii)	(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;	Does the MPO use graphics and other visualization techniques to describe MTPs and TIPs?	15	Yes!
23 CFR 450.316(a)(1)(iv)	(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;	Are documents posted online?	15	Yes. I asked for the urls to be added to each of the 6 planning products on page 17
		Are meeting notices posted online?	6	yes. 6 days prior.
23 CFR 450.316(a)(1)(v)	(v) Holding any public meetings at convenient and accessible locations and times;	Does the PPP discuss holding meetings at convenient and accessible locations and times?	1 and 16	Yes Police 2 of goal 4 also – page 8

CFR	CFR Language	Questions to Consider	FHWA Comments/Notes	
			Page	Comments/Notes
23 CFR 450.316(a)(1)(vi)	(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;	Does the PPP say how the MPO will consider public input during the development of the MTP and TIP?	8	The MRMPO staff and committees will consider public input, which may result in revisions to draft plans and programs, as an integral part of the planning process. Every attempt will be made to respond to public comments in a timely manner.
23 CFR 450.316(a)(1)(vii)	(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;	How does the MPO plan to engage the traditionally underserved?	15	Mentions it, but doesn't say how. I made a comment about tabling.
		Did the MPO collect and use data during its EJ/Title VI activities to identify and reach out to underserved groups?		Added as a comment on page 15
		Did the MPO make the public participation/ involvement activities accessible to all members of the public and stakeholders?	8 and 9	Talked about accessible locations and where traditionally underserved communities can reach.

CFR	CFR Language	Questions to Consider	FHWA Comments/Notes	
			Page	Comments/Notes
		How diverse were outreach activities and approaches?	25	Added as a comment suggesting a survey be utilized to gather input that would be more diverse than only discussing at TAC, CAC, and PC.
23 CFR 450.316(a)(1)(viii)	(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;	Does the PPP state that if the final MTP or TIP differs significantly from the version made available for public comment they will provide an opportunity for public comment?	9	Policy 3: In instances when a final version of a Regional Transportation Plan or Transportation Improvement Program differs significantly from the draft version that was subject to public review, another opportunity for public comment will be provided.
		How many comments were received?	34	Not obtained yet but have the table ready for them.
		Did the agency document, consider, and respond to comments on the development of the PPP?	34 18	Not obtained yet but have the table ready for them. States comments will be responded to and included in the final document.
		Were the public	18	Not yet but says will be

CFR	CFR Language	Questions to Consider	FHWA Comments/Notes	
			Page	Comments/Notes
		comment responses disseminated to the public?		included in the final document.
23 CFR 450.316(a)(1)(ix)	(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part ; and 23 CFR 450.316(b) The MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.	Was the PPP developed in consultation with other entities that are impacted by transportation in the MPA?	25	Suggested doing a survey to gain their input.
		Does the PPP state how the MPO will consult with other agencies within the MPA?	No 17	I added a comment asking for each of the 6 core documents to have a section about how interested parties are involved.
https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf#page=89	Does the MPO detail how they will consult with low-income housing organizations?		8	Added as a comment
23 CFR 450.316(a)(1)(x)	(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.	Does the PPP have performance measures?	19	Not explicitly. I asked for 1 or 2 to be explicitly tracked.
		How often are the performance measures to be		I added this as a comment.

CFR	CFR Language	Questions to Consider	FHWA Comments/Notes	
			Page	Comments/Notes
		updated?		
		Were past PPP performance measures evaluated for effectiveness? What changed to improve the PPP process?		Added as a comment on page 19
		How often will the PPP be updated?	18	Said periodic. I asked for X years.
23 CFR 450.316 (a)(3) 45 Day public comment period on the PPP	A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.	Was the PPP approved through a 45-day public comment period?	2	Yes, it will be.
23 CFR 450.316 (b) Consultation with planning officials	In developing the MTP, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.	Does the PPP state how the MPO will consult or coordinate its planning process, with agencies and officials responsible for other planning activities in the MPA that are	17	Added as a comment on page 17

CFR	CFR Language	Questions to Consider	FHWA Comments/Notes	
			Page	Comments/Notes
23 CFR 450.316 (c) Tribal Consultation	When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.	affected by transportation? Or is this in a different document?		
23 CFR 450.316 (d) Consultation with Federal land management agencies	When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.			
23 CFR 450.316 (e) Document processes	(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314 .			
23 CFR 450.324 (j) Public comment, consistent with the participation plan	The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public			

CFR	CFR Language	Questions to Consider	FHWA Comments/Notes	
			Page	Comments/Notes
	transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316(a) .			
2021 Planning Emphasis Areas	Public Involvement	Did this plan include Virtual Public Involvement (VPI) tools?	16	Virtual open houses.

*Does not include 23 CFR 450.340 (a), (b), (c), (d), (e), and (f) in the table because they are not pertinent.

Questions

Questions to Consider	FHWA Comments/Notes	
	Page	Comments/Notes
How is the PPP going to be implemented for the UPWP, MTP, TIP, etc.?	17	Listed for each of the 6 core documents.
How is equity considered in the PPP? (This isn't a requirement, but a FHWA initiative.)	TOC	Added as a comment asking for this.

Resources to Share:

- [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#)
- [Reference Tool - Public Involvement - Planning - FHWA \(dot.gov\)](#)

RMPO has fact sheets policy 4. RMPO has more Goal 1 policies.

From: [Bryers, Ashley \(FHWA\)](#)
To: dmoore@rvco.org
Cc: [Ryan MacLaren](#)
Subject: RE: MRMPO Draft 2024 Public Participation Plan
Date: Monday, March 11, 2024 4:24:17 PM
Attachments: [fhwa021.org](#)
[MRMPO 2024 Public Participation Plan Draft ADB Comments-2024-03-11.docx](#)
[MRMPO PPP FHWA Checklist.docx](#)

Hi Dan,

I provided comments on the MRMPO PPP. The same comments apply to the RVMPPO PPP. Overall great job! I really appreciate that you already had several of the elements that were necessary.

Also attached is the PPP FHWA checklist so you can see what I used to review the plan.

My one additional comment for the RVMPPO PPP is below.

A. Consistency with Federal Requirements

Adopted in January 2007, the RVMPPO's previous Public Participation Plan was created to comply with the public involvement requirements outlined in the prior transportation authorization bill, the Moving Ahead for Progress-21 Act (MAP-21). Today, the current transportation authorization act, Infrastructure Investment and Jobs Act (IIJA), signed into law in November of 2021, incorporates performance goals, measures, and targets



Please let me know if you'd like to chat about my comments.

Thank you,
Ashley

--
Ashley Bryers, AICP, Planning Program Manager, she | her | hers
FHWA | Oregon Division | 503-316-2556 | ashley.bryers@dot.gov

From: Bryers, Ashley (FHWA)
Sent: Monday, March 11, 2024 12:54 PM
To: Dan Moore <dmoore@rvco.org>
Cc: Ryan MacLaren <rmaclaren@rvco.org>
Subject: RE: MRMPO Draft 2024 Public Participation Plan

Will do!

Thank you,
Ashley

--
Ashley Bryers, AICP, Planning Program Manager, she | her | hers
FHWA | Oregon Division | 503-316-2556 | ashley.bryers@dot.gov

From: Dan Moore <dmoore@rvco.org>
Sent: Monday, March 11, 2024 11:50 AM
To: Bryers, Ashley (FHWA) <ashley.bryers@dot.gov>
Cc: Ryan MacLaren <rmaclaren@rvco.org>
Subject: RE: MRMPO Draft 2024 Public Participation Plan

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Ashley – Please disregard the previous draft plans I sent you. I noticed that the draft copies of the MRMPO and RVMPPO Public Participation Plans that I sent you do not have a section for tribal consultation. I added that section (E) under Public Role in Decision Making in both plans. Sorry for the confusion. Let me know if you have any questions or need more information. Thanks.

Dan

From: Bryers, Ashley (FHWA) <ashley.bryers@dot.gov>
Sent: Monday, March 11, 2024 8:25 AM
To: dmoore@rvco.org <dmoore@rvco.org>
Cc: Ryan MacLaren <rmaclaren@rvco.org>
Subject: RE: MRMPO Draft 2024 Public Participation Plan

Thank you, Dan.

This is to confirm I received both MRMPO's and RVMPPO's PPPs. I will get you comments.

Have a great day!

Thank you,
Ashley

--
Ashley Bryers, AICP, Planning Program Manager, she | her | hers
FHWA | Oregon Division | 503-316-2556 | ashley.bryers@dot.gov

From: Dan Moore <dmoore@rvco.org>
Sent: Thursday, March 7, 2024 7:58 AM
To: Bryers, Ashley (FHWA) <ashley.bryers@dot.gov>
Cc: Ryan MacLaren <rmaclaren@rvco.org>
Subject: MRMPO Draft 2024 Public Participation Plan

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know

the content is safe.

Ashley,

Attached is a copy of the draft 2024 MRMPO Public Participation Plan for your review and comment. The public hearing for adoption is scheduled for Thursday, June 20, 2024 with the MRMPO Policy Committee. Let me know if you have any questions or need more information. Thanks.

Dan

Dan Moore | Senior Transportation Planner
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