



Date: Tuesday, August 27, 2024

Time: 2:00 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

Website: www.rvmppo.org

Or via Zoom

Meeting ID: 846 2782 3341

Phone #: +1 346 248 7799

Zoom Link:

<https://us06web.zoom.us/j/84627823341>

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 Policy Meeting Draft Minutes 07/23/2024](#)

Public Hearing

Chair will read the public hearing procedures

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

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

- A. Add Project to TIP: *Medford Oregon Transportation Safety Action Plan (KN23691)*

The 21-day public comment period and public hearing was advertised on or before Monday, August 5, 2024, in the *Rogue Valley Times*, and information is currently available on the RVMPO website.

Attachment: [#2 TIP Amendments](#)

Action Requested: Approval of the Amendment

Action Items

- 4. RTP Project List Yazeed Alrashdi**

Background: The attachment contains lists of projects to be included in the 2025-2050 RTP broken down by jurisdiction.

Attachment: [#3 Project Lists by Jurisdiction](#)



Action Requested: Approval of the Project List

5. RVMPO Financial Forecast

Dan Moore

Background: The forecasts are divided into short, medium and long-range timeframes for the 2025-2050 RTP. The Policy Committee is being asked to review and approve Tables 1 through 9. These tables will be included in the appropriate chapters of the draft 2025-50 RTP.

Attachment: [#4 Financial Forecast Review](#)

Action Requested: Approval of the Forecast

6. Re-Appointment of PAC Membership

Ryan MacLaren

Background: The PAC member terms need to be re-appointed every two years. This month Robin Lee’s member is up for re-appointment.

Action Requested: Approval of the Re-Appointment

Discussion Items

7. Public Comment

Chair

Regular Updates

8. RVMPO Update

Ryan MacLaren

9. Other Business / Local Business

Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

10. Adjournment

Chair

Scheduled Meetings		
RVMPO TAC	September 11, 2024	1:30 p.m.
RVMPO PAC	September 17, 2024	5:30 p.m.
RVMPO Policy Meeting	September 24, 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
 Policy Committee

Date: Tuesday, July 23, 2024

Voting Members	Organization	Phone Number
Terry Baker	Phoenix	535-1955
Eleanor Ponomareff	Talent	535-1566
Colleen Roberts	Jackson County	774-6117
Jerry Marmon, Chair	ODOT	774-6353
Tonia Moro	RVTD	973-2063

Alternate Members	Organization	Phone Number
Scott Fleury	Ashland	
Alex Georgevitch	Medford	
Steve Lambert	Jackson County	
Mike Baker	ODOT	
Paige West	RVTD	

Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Yazeed Alrashdi	RVCOG	423-1393

Interested Parties	Organization
Zac Moody	Phoenix
Thomas Guevara	ODOT
Ashley Bryer	FHWA
Mike Montero	RVMPO PAC

RVMPO Policy Minutes – Tuesday, July 23, 2024

[Agenda Packet](#)

[Meeting Audio](#)

- 1. Call to Order at 2:01 p.m. / Introductions / Review Agenda 00:00 – 02:00**

Quorum: Ashland, Medford, Phoenix, Talent, Jackson County, ODOT, RVTD



SUMMARY MINUTES
Rogue Valley Metropolitan Planning Organization
Policy Committee

2. Review / Approve Minutes 02:00 – 02:36

- 02:13** Eleanor Ponomareff moved to approve the June 25, 2024, RVMPO Policy Committee Meeting Minutes as presented. Seconded by Mike Baker.
No further discussion.
Motion passed unanimously by voice vote with 1 abstain.

Public Hearing

3. Amendments to the 2024-2027 Transportation Improvement Program 02:36 – 09:20

Chair Jerry Marmon opened the Public Hearing.

Comment from Mike Montero in support.

Chair Jerry Marmon closed the Public Hearing.

- 08:39** Eleanor Ponomareff moved to approve the amendment to the 2024-2027 TIP as presented. Seconded by Scott Fleury.
No further discussion.
Motion passed unanimously by voice vote.

4. Public Participation Plan 09:20 – 16:08

Chair Jerry Marmon opened the Public Hearing.

No comments received.

Chair Jerry Marmon closed the Public Hearing.

- 15:19** Tonia Moro moved to continue this item until the RVMPO Public Advisory Council is able to give a formal recommendation. Seconded by Terry Baker.
No further discussion.
Motion passed unanimously by voice vote.

Action Items

5. Policy on Project Substitutions 16:08 – 23:35

- 22:52** Colleen Roberts moved to approve the changes to the Policy on Project Substitutions. Seconded by Tonia Moro.
No further discussion.
Motion Passed unanimously by voice vote.

6. Subcommittee on Allocation of Gas Tax Funds 23:35 – 28:10

- 27:36** Eleanor Ponomareff moved to approve the reduction of Allocation of Gas Tax Funds for RVTD by 19% beginning Fiscal year 2028, as is consistent with other jurisdiction reductions. Seconded by Colleen Roberts.
No further discussion.
Motion Passed unanimously by voice vote.



Discussion Items

7. Public Comment 28:10 – 28:12

No comments received.

Regular Updates

8. MPO Planning Update 28:12 – 31:15

Provided by Ryan MacLaren regarding public participation and a transportation survey being created by the RVMPO.

9. Other Business / Local Business 31:15– 36:16

Updates from Jackson County.

10. Adjournment

2:37p.m.

Scheduled Meetings

RVMPO TAC	August 14, 2024	1:30 p.m.
RVMPO PAC	August 20, 2024	5:30 p.m.
RVMPO Policy Meeting	August 27, 2024	2:00 p.m.



**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: August 20, 2024
 TO: RVMPO Public Advisory Council
 FROM: Ryan MacLaren, Planning Program Director
 SUBJECT: TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2024-2027 Transportation Improvement Program.

A press release for the 21-day public comment period and public hearing was sent on or before August 5th to the Rogue Valley Times and information is currently available on the RVMPO website. The RVMPO TAC & PAC have recommended approval of the amendment(s) listed. Information on the projects is enumerated, below:

A. Add Project to TIP: Medford Oregon Transportation Safety Action Plan (KN23691)

Description: Add new grant project (SS4A).

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	
Medford														
Medford Oregon Transportation Safety Action Plan	Planning study that will employ comprehensive safety strategies throughout the City to ensure that the adopted goal of zero roadway deaths or serious injuries is reflected in the City's code, design documents, infrastructure projects.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety	23691	2025	Planning	\$ 400,000	USDOT Grants	\$ 45,782	Local	\$ 445,782	\$ 54,218	Local	\$ 500,000
						Design				\$ -		\$ -		
						Land Purchase				\$ -		\$ -		
						Utility Relocate				\$ -		\$ -		
						Construction				\$ -		\$ -		
						Other				\$ -		\$ -		
					Total FFY24-27	\$ 400,000		\$ 45,782		\$ 445,782	\$ 54,218		\$ 500,000	

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

Jurisdiction	Time Frame	Estimated Project Costs
Ashland	Short	\$ 7,751,865
	Medium	\$ -
	Long	\$ 11,701,586
Central Point	Short	\$ 4,899,000
	Medium	\$ 1,124,121
	Long	\$ 5,038,488
Eagle Point	Short	\$ 775,000
	Medium	\$ 1,700,000
	Long	\$ 10,925,000
Jacksonville	Short	\$ -
	Medium	\$ -
	Long	\$ -
Jackson Co.	Short	\$ 17,500,000
	Medium	\$ 22,650,000
	Long	\$ 35,000,000
Medford	Short	\$ 27,925,000
	Medium	\$ 27,090,000
	Long	\$ 78,175,000
Phoenix	Short	\$ 2,800,000
	Medium	\$ 10,904,500
	Long	\$ 21,370,000
Talent	Short	\$ 1,400,000
	Medium	\$ 5,040,000
	Long	\$ 8,730,000
TOTAL PROJECT COSTS		\$ 302,499,560

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas
Ashland									
Short Range 2025-2030	OLD	ASH-002	Chip Seal	project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits. (approx. 5.3 miles)	Short	\$ 561,648		Exempt-93.126 Table 2 - Pavement resurfacing and/or rehabilitation	PM10
	NEW		Clay St: Faith Ave to Siskyou Blvd	Reconstruct roadway to add bike and pedestrian facilities with curb, gutter, sidewalk and underground drainage to facilitate the addition of the bike and pedestrian facilities. Approximate length of project is 3,350 ft (0.63 miles)	Short	\$ 7,190,217		Exempt - Table 2 - Bicycle & pedestrian facilities.	PM10
Short Range (2025-2030) Total						\$ 7,751,865	\$ 7,751,865		
Medium Range 2031-2040	-	-	NO MID-RANGE PROJECTS	NO MID-RANGE PROJECTS	-	-	-	-	-
Medium Range (2031-2040) Total						\$ -	\$ -		
Long Range 2041-2050	OLD	ASH-003	Intersection Improvements: Ashland-Oak Knoll-E. Main	Realign intersection, install speed-reduction treatments (950-ft, 0.18 Miles)	Long	\$ 1,184,195		Exempt-93.127 - Table 3: Intersection Channelization	PM10
	OLD	ASH-004	Normal Avenue Extension	Extend roadway to East Main; sidewalks, bicycle lanes (2,250-ft, 0.43 Miles)	Long	\$ 5,916,032		Non-Exempt	PM10
	OLD	ASH-005	Clear Creek Drive Extension	Extend road to connect with N. Mountain Ave. (2,000-ft, 0.38 Miles)	Long	\$ 4,601,359		Non-Exempt	PM10
Long Range (2036-2045) Total						\$ 11,701,586	\$ 11,701,586		

Total Cost \$ 19,453,451

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas
Central Point									
Short Range 2025-2030	OLD	CP-001	Beebe at Hamrick Road Signal	Install new four way signal at Beebe and Hamrick Roads	Short	\$ 350,000		Exempt 93.127 Table 3 - Signalization at individual intersections	PM10
	OLD	CP-003	W. Pine Street Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded (2,200 ft, 0.42 miles)	Short	\$ 4,549,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
Short Range (2025-2030) Total						\$ 4,899,000	\$ 4,899,000		
Medium Range 2031-2040	OLD	CP-004	OR 99: Traffic Calming Unit 3	Traffic Calming (300 ft)	Medium	\$ 259,043		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	PM10
	OLD	CP-005	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidewalks (urban upgrade - no new travel lanes) (700 ft)	Medium	\$ 865,078		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
Medium Range (2031-2040) Total						\$ 1,124,121	\$ 1,124,121		
Long Range 2041-2050	OLD	CP-006	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	Long	\$ 1,751,803		Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	CP-007	Hanley – Brandon to Beall Lane	Widen to add center turn lane, bike lanes, sidewalks (no new travel lanes) (2,150 ft)	Long	\$ 3,286,685		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
Long Range (2041-2050) Total						\$ 5,038,488	\$ 5,038,488		

Total Cost \$ 11,061,609

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Conformity Status	Within PM10/CO Maintenance Areas
Eagle Point									
Short Range 2025-2030	OLD	EP-001	South Shasta Avenue - Alta Vista Road to Arrowhead Trail (Phase I)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,060 ft	short	\$ 450,000		Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-002	Stevens Road - Riley Road	Pedestrian Path to EP National Cemetery 1,750	short	\$ 325,000		Exempt-Table 2 - bicycle and pedestrian facilities	PM10
						Short Range (2025-2030) Total	\$ 775,000	\$ 775,000	
Medium Range 2031-2040	OLD	EP-004	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail 2,500 ft	medium	\$ 150,000		Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-006	Barton Road - Highway 62 to Havenwood	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,800 ft	medium	\$ 475,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-007	Havenwood Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 690 ft.	medium	\$ 525,000		Non-exempt	PM10
	OLD	EP-008	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 700 ft.	medium	\$ 550,000		Non-exempt	PM10
						Medium Range (2031-2040) Total	\$ 1,700,000	\$ 1,700,000	
Long Range 2041-2050	OLD	EP-009	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 575,000		Non-exempt	PM10
	OLD	EP-010	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 650,000		Non-exempt	PM10
	OLD	EP-011	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,600 ft	long	\$ 1,500,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-012	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 6,050 ft	long	\$ 750,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-013	Hannon Road - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,000 ft.	long	\$ 1,000,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-014	Nick Young Road - OR 62 to Hannon Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 600 ft.	long	\$ 375,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-015	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,500 ft.	long	\$ 550,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-016	South Shasta Avenue - Highway 62 to Arrowhead Trail (Phase II)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 3,020 ft.	long	\$ 750,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-017	Royal Ave/Old Highway 62 Intersection	Intersection Realignment	long	\$ 550,000		Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	EP-018	Little Butte Park Pedestrian Bridge	New Pedestrian Bridge Near Teakwood	long	\$ 2,500,000		Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-019	S. Shasta Ave - Arrowhead Trail to Loto Street	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 4,500 ft.	long	\$ 650,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-020	Cottonwood at Hwy 62	Realign Intersection	long	\$ 50,000		Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	EP-021	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	\$ 200,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous feature.	PM10
	OLD	EP-022	Onyx St Extension	Extension Collector with Bike Lanes and Sidewalks 1,250 ft.	long	\$ 325,000		Non-exempt	PM10
OLD	EP-023	Hwy 62 @ Rolling Hills Dr	Signalization	long	\$ 500,000		Exempt 93.127 Table 3 - Intersection Signalization at individual intersections	PM10	
						Long Range (2041-2050) Total	\$ 10,925,000	\$ 10,925,000	

Total Cost \$ 13,400,000

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Conformity Status	Within PM10/CO Maintenance Areas
Phoenix										
Short Range 2025-2030	OLD	PHX-005	Colver Rd., 4th St. to 130 feet south of Samuel Lane	Widen and overlay with the addition of curbs, gutters, sidewalks and stormwater (no new travel lanes) - length: .723 miles	Short	\$ 1,600,000			Exempt - Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW		OR99/South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks - length: .453 miles	Short	\$ 1,200,000			Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	
Short Range (2025-2030) Total						\$ 2,800,000	\$ 2,800,000	\$ -		
Medium Range 2031-2040	OLD	PHX-002	Rose St, Oak to 1st	Install sidewalks - length: .218 miles	Medium	\$346,500			Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-003	Camp Baker Road, Hilsinger to Colver	new or improved sidewalks on both sides - length: .258 miles	Medium	\$445,000			Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-004	Oak St. Rose to Main	Install sidewalks - length: .216 miles	Medium	\$363,000			Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-006	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side - length: .410 miles	Medium	\$ 250,000			Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW		UGB west of railroad between S. Stage Road and Houston Rd	New collector street and railroad crossing to serve industrial/employment lands - length: 1.13 miles	Medium	\$ 9,500,000			Non-Exempt	PM10
Medium Range (2031-2040) Total						\$10,904,500	\$10,904,500	\$ -		
Long Range 2041-2050	OLD	PHX-007	Hilsinger, Colver Road to UGB Boundary	Total reconstruct with addition of bike lanes and sidewalks, stormwater management facilities (no new travel lanes) .450 miles	long	\$ 770,000			Exempt-93.126 Table 2 - Pavement resurfacing and/or rehabilitation, Bicycle and Pedestrian facilities	PM10
	OLD	PHX-001	Urban Reserve Areas PH-5, PH-10	Construct new street network (City Contribution) - length: approx. 5.841 miles	long	\$ 20,600,000			Non-Exempt	PM10
Long Range (2041-2050) Total						\$ 21,370,000	\$ 21,370,000	\$ -		

Total Cost \$ 35,074,500

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Conformity Status	Within PM10/CO Maintenance Areas
Talent									
Short Range 2025-2030	OLD	TA-001	W. Valley View Rd Safety Improvements	Road diet on W. Valley View from Hwy 99 to aprox. 0.46 miles to east. Remove existing and repave and restripe bike and ped upgrades	short	\$ 1,400,000		Exempt-Table 2 - Safety improvements, pavement marking, bicycle and pedestrian facilities	PM10
	Short Range (2025-2030) Total						\$ 1,400,000	\$ 1,400,000	
Medium Range 2031-2040	OLD	TA-002	Rapp Rd.: 150' South of Graham Way to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicycle lanes, sidewalks) - no new travel lanes, approximately 3,500 feet	medium	\$ 3,430,000		Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	TA-003	Wagner St.: Talent Ave to West Valley View Rd.	Construct new collector street (50 feet), approximately 525 feet	medium	\$ 730,000		Non-Exempt	PM10
	OLD	TA-004	Wagner Creek Greenway Path: West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway (install new creek crossing), approximately 995 feet	medium	\$ 880,000		Exempt-Table 2 - bicycle and pedestrian facilities	PM10
Medium Range (2031-2040) Total						\$ 5,040,000	\$ 5,040,000		
Long Range 2041-2050	OLD	TA-005	Railroad District Collector: Belmont Rd. to Rapp Rd.	Construct new railroad district collector street, approximately 5,135 feet	long	\$ 5,200,000		Non-Exempt	PM10
	OLD	TA-006	Belmont Rd.: Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hill Top) - no new travel lanes, approximately 400 feet	long	\$ 800,000		Exempt - Table 2 - Safety, widen narrow pavements (no additional travel lanes)	PM10
	OLD	TA-007	Westside Bypass: Wagner Creek Rd/Rapp Rd to Colver Rd.	Construct new collector street west of city in Urban Reserve area TA-1, approximately 4,415 feet	long	\$ 2,730,000		Non-Exempt	PM10
Long Range (2041-2050) Total						\$ 8,730,000	\$ 8,730,000		
Total Cost						\$ 15,170,000			

RVMPO 2025-2030 RTP Project List
DRAFT - Pending Approval

PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas
Medford								
OLD	MED-001	South Stage Road, South Pacific Highway to North Phoenix Road	Complete the environmental process and purchase right-of-way for a new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5 (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	\$ 3,000,000		Non-exempt	PM10/CO
OLD	MED-003	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations (\$250,000 annually)	Short	\$ 1,250,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-004	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	Short	\$ 500,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-005	Signal System Upgrades	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	Short	\$ 1,000,000		Exempt - ITS systems for congestion reduction	PM10/CO
OLD	MED-009	Biddle Road & Stevens Street	Replace/upgrade traffic signal	Short	\$ 400,000		Exempt - 93.127, table 3 - Intersection signalization projects at individual intersections.	PM10/CO
OLD	MED-011	Foothill Road & Delta Waters Road	Install turn lanes and traffic signal or roundabout when warranted (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	\$ 2,200,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
OLD	MED-012	Foothill Road & Lone Pine Road	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	\$ 400,000		Exempt 93.126 Table 2 - Safety - eliminate hazardous feature	PM10/CO
OLD	MED-013	Crater Lake Avenue & Brookhurst Street	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	Short	\$ 400,000		Exempt 93.127 Table 3 - Intersection channelization	PM10/CO
OLD	MED-037	South Stage Road, North Phoenix Road to 1,000 feet West	New minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	\$ 2,000,000		Non-exempt	PM10/CO
OLD	MED-014	Delta Waters Road, Nome Court to Foothill Road	Complete street improvements to Major Collector standard where one or both sides are not already completed	Short	\$ 2,100,000		Exempt Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
OLD	MED-015	Table Rock Road, Merriman Road to Interstate 5	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Short	\$ 3,575,000		Exempt Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
OLD	MED-020	Highland Drive & Barnett Road	Intersection improvements such as second northbound right-turn lane (protected)	Short	\$ 1,500,000		Exempt - Table 3 - Intersection channelization	PM10/CO
NEW		Stevens Street, Crater Lake Avenue to Wabash Avenue	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Short	\$ 3,000,000		Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
NEW		Highland Drive & East Main Street	Install traffic signal or roundabout when warranted	Short	\$ 2,200,000		Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
NEW		Springbrook Road & Spring Street	Install traffic signal or roundabout when warranted	Short	\$ 2,200,000		Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
NEW		Jackson St and Columbus Avenue	Install traffic signal or roundabout when warranted	Short	\$ 2,200,000		Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
Short Range (2025-2030) Total					\$ 27,925,000	\$ 27,925,000		

Short Range
2025-2030

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas
Medford								
OLD	MED-016	McAndrews Road, Ross Lane to Jackson Street	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Medium	\$ 2,045,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
OLD	MED-017	South Stage Road, City Limits to Orchard Home Drive	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	Medium	\$ 4,345,000		Non-exempt	PM10/CO
OLD	MED-018	12th Street & Riverside Avenue	Replace/upgrade traffic signal and increase vertical clearance	Medium	\$ 400,000		Exempt 93.127 Table 3 - Intersection signalization projects at individual intersections	PM10/CO
OLD	MED-019	Coker Butte Road, Crater Lake Avenue to Springbrook Road	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	Medium	\$ 3,400,000		Non-exempt	PM10/CO
OLD	MED-020	Highland Drive & Barnett Road	Intersection improvements such as second northbound right-turn lane (protected)	Medium	\$ 1,500,000		Exempt 93.127 Table 3 - Intersection channelization	PM10/CO
OLD	MED-021	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations (\$250,000 annually)	Medium	\$ 2,500,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-022	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	Medium	\$ 1,000,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-024	Columbus Avenue, West McAndrews Road to Sage Road	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	Medium	\$ 4,345,000		Non-exempt	PM10/CO
OLD	MED-026	Stewart Avenue, Lozier Lane to Dixie Lane	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	Medium	\$ 2,645,000		Non-exempt	PM10/CO
NEW		Spring Street, Crater Lake Avenue to Sunrise Avenue	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Medium	\$ 4,510,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW		Main Street & Lindley Street	Replace/upgrade Traffic Signal	Medium	\$ 400,000		Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
Medium Range (2031-2040) Total					\$ 27,090,000	\$ 27,090,000		

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas
Medford								
OLD	MED-025	Kings Highway, South Stage Road to Stewart Avenue	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Long	\$ 8,495,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
OLD	MED-027	South Pacific Highway & Stewart Avenue	Intersection improvements such as second southbound left and second eastbound left-turn lanes	Long	\$ 3,000,000		Exempt 93.127 Table 3 - Intersection channelization	PM10/CO
OLD	MED-028	Creek View Drive & North Phoenix Road	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (part of the N. Phoenix / Foothill and S Stage Corridor) (Also,	Long	\$ 400,000		Exempt 93.127 Table 3 - Intersection signalization at individual intersections	PM10/CO
OLD	MED-029	Crater Lake Avenue & East Vilas Road	Re-align Crater Lake Ave to the east and install traffic signal	Long	\$ 400,000		Exempt 93.127 Table 3 - Intersection signalization at individual intersections, intersection channelization	PM10/CO
OLD	MED-030	Crater Lake Highway & East Vilas Road	Monitor needs after construction of Crater Lake Highway Bypass	Long	\$ 5,000		N/A	PM10/CO
OLD	MED-031	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations (\$250,000 annually) - TSP Plan year ends in 2038	Long	\$ 1,250,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-032	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually) - TSP Plan year ends in 2038	Long	\$ 500,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-036	South Stage Road, South Pacific Highway to North Phoenix Road	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5 (part of the N. Phoenix / Foothill and S Stage Corridor)	Long	\$ 47,000,000		Non-exempt	PM10/CO
NEW		Spring Street, Sunrise Avenue to Pierce Road	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Long	\$ 4,210,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW		12th Street, Central Avenue to Cottage Street	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Long	\$ 695,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW		Bullock Road, Crater Lake Highway to Lawnsdale Road	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Long	\$ 4,065,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW		South Peach Street, Garfield Street to Archer Drive	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Long	\$ 2,875,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
NEW		North Phoenix Road & Barnett Road	Intersection Improvements such as second SBTH lane, WBTH lane, and phasing all lefts as protected/permitted (part of N Phoenix/Foothill and S Stage Corridor)	Long	\$ 880,000		Exempt - Table 3 - Intersection Channelization Projects	PM10/CO
NEW		Hillcrest Road & Pierce Road	Install traffic signal or roundabout when warranted	Long	\$ 2,200,000		Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO
NEW		Valley View Drive & Hillcrest Road	Install traffic signal or roundabout when warranted	Long	\$ 2,200,000		Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO
Long Range (2041-2050) Total					\$ 78,175,000	\$ 78,175,000		

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas
			<i>Medford</i>					
<i>Total Cost</i>						\$	133,190,000	

RVMPD 2025-2050 RTP Project List
DRAFT - Pending Approval

PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas	
Jackson County									
Short Range 2025-2030	OLD	JCRV-002	Kirtland to Gold Ray	Rogue River Greenway extension - 0.31 miles	short	\$ 500,000		Exempt 93.126 - Bicycle and pedestrian facilities	PM10
	OLD	JCRV-003	Foothill Rd., Dry Creek Rd to Vilas Rd	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.1 miles	short	\$ 5,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-004	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.7 miles	short	\$ 6,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-008	Wilson Rd, Upton to Table Rock	Improve (widen) to rural minor collector standards with turn lanes (no new travel lanes) - 1.25 miles	short	\$ 6,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
Short Range (2025-2030) Total						\$ 17,500,000	\$ 17,500,000		
Medium Range 2031-2040	OLD	JCRV-010	Gold Ray Rd, Blackwell Rd to Upper River Rd.	Rogue River Greenway extension - 1.6 miles	medium	\$ 2,000,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-011	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility - 1.25 miles	medium	\$ 1,000,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-012	Old Stage Rd., Winterbrook to MPO Boundary	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 3.3 miles	medium	\$ 9,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-013	Eagle Mill Dr, S Valley View to Oak	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.75 miles	medium	\$ 4,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-014	Table Rock Rd/Vilas Rd Intersection	Intersection widening adding turn lanes	medium	\$ 3,000,000		Exempt 93.127, table 3 - Intersection Channelization	PM10
	OLD	JCRV-015	Crater Lake Highway, Medford CL to Fowler	Install enhanced bicycle facility - 1.0 miles	medium	\$ 500,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-026	Stewart Ave, Oak Grove to Hull	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.15 miles	Medium	\$ 500,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-027	Hull Rd, Stewart to S. Stage	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.75 miles	Medium	\$ 2,000,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	NEW		Antelope Road, OR 62 to Division	Install enhanced pedestrian and bicycle facilities	Medium	\$ 650,000		Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10
Medium Range (2031-2040) Total						\$ 22,650,000	\$ 22,650,000		
Long Range 2041-2050	OLD	JCRV-016	Upper River Rd., Gold Ray Rd to RVMPD Boundary	Rogue River Greenway extension - 0.4 miles	long	\$ 1,500,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-017	W Main St, Renault to Hanley	Improve (widen) to rural major collector standards with turn lanes and enhanced bike lanes (no new travel lanes) - 1.7 miles	long	\$ 3,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-018	Upton Rd, Penninger to Gibbon	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.6 miles	long	\$ 4,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-019	S. Valley View Rd, I-5 to W. Valley View	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.5 miles	long	\$ 1,500,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-020	Table Rock Rd/Biddle Rd Intersection	Intersection widening (capacity)- adding east bound left turn lane	long	\$ 2,000,000		Exempt - 93.127 Table 3 - channelization project	PM10
	OLD	JCRV-021	Atlantic Ave., Cole Dr to E Dutton	New 3-lane major collector	long	\$ 2,000,000		Non-exempt	PM10
	OLD	JCRV-022	Griffin Cr Rd, S Stage Rd to Pioneer Rd	Improve (widen) to rural major collector standards with turn lanes and sidepath (no new travel lanes) - 1.0 miles	long	\$ 3,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-023	Suncrest Rd, Bear Cr Greenway E to Bear Cr Greenway W	Install enhanced bike and ped facilities (does not include bridge widening)	long	\$ 500,000		Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-024	Bigham Brown Rd, Antelope to Alta Vista	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.9 miles	long	\$ 5,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-025	Antelope Rd/Atlantic Intersection	New Traffic Signal	long	\$ 500,000		Exempt 93.127 Table 3 - Intersection Signalization at individual intersections	PM10
	OLD	JCRV-028	Taylor Rd, Old Stage to Grant	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.0 miles	long	\$ 3,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-029	Nick Young Rd, Agate to Eagle Point CL	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 2.0 miles	long	\$ 6,000,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-030	Old Stage Rd, Jacksonville CL to Ross	shoulders to conform with Old Stage Road Corridor Plan -	long	\$ 3,000,000		Exempt 93.126 Table 2 - Shoulder improvements	PM10
Long Range (2041-2050) Total						\$ 35,000,000	\$ 35,000,000		

Total Cost \$ 75,150,000

RVMPO 2025-2050 RTP Project List
DRAFT - Pending Approval

PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Conformity Status	Within PM10/CO Maintenance Areas	
ODOT									
Short Range 2025-2030	OLD	ODRV-006	I-5: Ashland to Gold Hill	Repair or replace culverts, address scour and road embankment problems near culverts	Short	\$ 4,884,153		Exempt 93.126 Table 2 - pavement resurfacing/ rehabilitation	PM10/CO
	OLD	ODRV-011	OR99: Creel to Bear Creek Greenway Connector (Talent)	Connecting Hwy 99 to the shared multi-use path.	Short	\$ 625,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	ODRV-015	I-4 Southern Oregon Wrong Way Driver Mitigation	Help improve signage onto I-5 from local roadways to help mitigate and stop wrong way entry onto I-5.	Short	\$ 2,497,000		Exempt 93.126 Table 2 - Traffic control devices and operating assistance other than signalization projects	N/A
	OLD	ODRV-016	OR99 at Laruel Street (Ashland)	Intersection improvements at OR 99 and Laurel Ave in Ashland.	Short	\$ 1,444,000		Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	N/A
	OLD	ODRV-024	OR140 (Leigh Way) at OR62 Right Turn Lane	Add dedicated right turn lane from Leigh Way (OR140) to westbound OR62 to improve traffic flow.	Short	\$ 2,020,000		N/A	PM10
	NEW		OR99: Transit Signal Upgrades	Upgrade signals on OR99 from the south end of Ashland to exit 35, north of Central Point to provide vehicle to infrastructure communication and improve transit efficiency and reliability.	Short	\$ 437,000		Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
	NEW		OR99: Glenwood - Matt Loop	Widen road, add sidewalks, bike lanes. Update ADA and add pedestrian crossings and transit locations to improve safety to the traveling public.	Short	\$ 27,108,000		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	PM10/CO
	NEW		I 5: Rock Slope Stabilization	Stabilize rocks so they will not fall on the roadway	Short	\$ 1,777,821		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	N/A
	NEW		OR99: Sage to Willig Way	Sidewalk Infill PE Only	Short	\$ 250,000		Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW		OR66/OR273: Barrier Upgrades	Replace barrier on Green Springs and Siskiyou Highways and connect barriers at bridge ends to improve safety on the roadway for the travelling public.	Short	\$ 6,706,295		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	N/A
	NEW		Pine Street Signal Improvements (Central Point)	Intersection updates that may include signal upgrades, install a right turn signal and pedestrian crossing on the northbound right turn lane at Pine, 10th and Freeman Street.	Short	\$ 1,038,523		Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
	NEW		NB Highland Dr Barnett Rd Dual Right Turn Lane	Complete design for a future project to construct a dual right turn lane.	Short	\$ 4,539,729		Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	PM10/CO
Short Range (2025-2030) Total						\$ 53,327,521	\$ 53,327,521		
Medium Range 2031-2040	NEW		OR-99: Matt Loop Street to Garfield	Add sidewalks and bike lanes; Upgrade Storm Drain; PE Only	Medium	\$ 1,000,000		Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW		OR-99: Sage to Willig	R/W & Construction Sidewalk Infill	Medium	\$ 2,000,000		Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW		OR 66: Railroad Bridge Dead Indian Memorial Rd	Design shelf ready plans to grind out existing surface and inlay new asphalt.	Medium	\$ 2,009,729		Exempt - Table 2 - Pavement resurfacing and/or rehabilitation.	PM10
	NEW		OR 99 @ Water Street Signal	Install a new traffic signal at the intersection of N. Main St. (OR99) & Water St. to enhance pedestrian safety and reduce the frequency and probability of pedestrian crashes at this intersection by providing protected crossing opportunities for bike and pedestrian traffic.	Medium	\$ 2,000,000		Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
Medium Range (2031-2040) Total						\$ 7,009,729	\$ 7,009,729		
Long Range 2041-2050	-	-	No Long Range Projects	No Long Range Projects		\$ -			
	Long Range (2041-2050) Total						\$ -	\$ -	

Total Cost \$ 60,337,250

RVMPO 2025-2050 RTP Project List
 DRAFT - Pending Approval

RVTD							
	PROJECT STATUS	PROJECT NUMBER	DESCRIPTION	TIMING	Total	Federal	
Short Range 2025-2030	OLD	RVTD-004	Urban Operating Assistance, FFY2024	short	\$ 5,895,362	\$ 2,947,681	
	OLD	RVTD-008	Preventive Maintenance (MPO STBG Transfer, FFY2024)	short	\$ 771,890	\$ 700,000	
	OLD	RVTD-011	RVTD Rideshare and TDM (FFY 24-26)	short	\$ 231,872	\$ 210,277	
	OLD	RVTD-013	RVTD-5310 Enhanced Mobility Small Urban (2023-25)	short	\$ 700,397	\$ 583,664	
	OLD	RVTD-014	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2024)	short	\$ 2,500,000	\$ 2,000,000	
	OLD	RVTD-015	ODOT Mass Transit Capital Replacement (2021-2023)	short	\$ 1,440,000	\$ 1,200,000	
	OLD	RVTD-019	TDM Rideshare (2024)	short	\$ 144,000	\$ 129,211	
	OLD	RVTD-020	TDM Rideshare (2025)	short	\$ 144,000	\$ 129,211	
	Short Range (2025-2030) Total					\$ 11,827,521	\$ 7,900,044
	Medium Range 2031-2040	NEW	RVTD-021	Urban Operating Assistance, FFY2025	medium	\$ 9,500,000	\$ 4,750,000
NEW		RVTD-022	Urban Operating Assistance, FFY2026	medium	\$ 10,000,000	\$ 5,000,000	
NEW		RVTD-023	Urban Operating Assistance, FFY2027	medium	\$ 10,200,000	\$ 5,100,000	
NEW		RVTD-024	Urban Operating Assistance, FFY2028	medium	\$ 10,500,000	\$ 5,250,000	
NEW		RVTD-025	Urban Operating Assistance, FFY2029	medium	\$ 11,000,000	\$ 5,500,000	
NEW		RVTD-026	Urban Operating Assistance, FFY2030	medium	\$ 11,500,000	\$ 5,750,000	
NEW		RVTD-027	Urban Operating Assistance, FFY2031	medium	\$ 12,000,000	\$ 6,000,000	
NEW		RVTD-028	Urban Operating Assistance, FFY2032	medium	\$ 12,500,000	\$ 6,250,000	
NEW		RVTD-029	Urban Operating Assistance, FFY2033	medium	\$ 13,000,000	\$ 6,500,000	
NEW		RVTD-030	Urban Operating Assistance, FFY2034	medium	\$ 13,500,000	\$ 6,750,000	
OLD		RVTD-031	Preventive Maintenance (MPO STBG Transfer, FFY2025)	medium	\$ 624,393	\$ 566,240	
OLD		RVTD-032	Preventive Maintenance (MPO STBG Transfer, FFY2026)	medium	\$ 624,393	\$ 566,240	
NEW		RVTD-033	Preventive Maintenance (MPO STBG Transfer, FFY2027)	medium	\$ 624,393	\$ 566,240	
NEW		RVTD-034	Preventive Maintenance (MPO STBG Transfer, FFY2028)	medium	\$ 624,393	\$ 566,240	
NEW		RVTD-035	Preventive Maintenance (MPO STBG Transfer, FFY2029)	medium	\$ 624,393	\$ 566,240	
NEW		RVTD-036	Preventive Maintenance (MPO STBG Transfer, FFY2030)	medium	\$ 624,393	\$ 566,240	
NEW		RVTD-037	Preventive Maintenance (MPO STBG Transfer, FFY2031)	medium	\$ 624,393	\$ 566,240	
NEW		RVTD-038	Preventive Maintenance (MPO STBG Transfer, FFY2032)	medium	\$ 624,393	\$ 566,240	
NEW		RVTD-039	Preventive Maintenance (MPO STBG Transfer, FFY2033)	medium	\$ 624,393	\$ 566,240	
NEW		RVTD-040	Preventive Maintenance (MPO STBG Transfer, FFY2034)	medium	\$ 624,393	\$ 566,240	
NEW		RVTD-041	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2027)	medium	\$ 7,500,000	\$ 6,000,000	
NEW		RVTD-042	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2030)	medium	\$ 7,500,000	\$ 6,000,000	
NEW		RVTD-043	RVTD - 5339 Bus & Facilities Program (Bus Expansion, FFY 2033)	medium	\$ 7,500,000	\$ 6,000,000	
OLD		RVTD-044	RVTD Rideshare and TDM (FFY 24-26)	medium	\$ 303,243	\$ 275,000	
OLD		RVTD-045	RVTD Rideshare and TDM (FFY 27-29)	medium	\$ 303,243	\$ 275,000	
OLD		RVTD-046	RVTD Rideshare and TDM (FFY 30-32)	medium	\$ 303,243	\$ 275,000	
OLD		RVTD-047	RVTD Rideshare and TDM (FFY 32-34)	medium	\$ 303,243	\$ 275,000	
OLD		RVTD-048	RVTD Rideshare and TDM (FFY 35-36)	medium	\$ 303,243	\$ 275,000	
OLD		RVTD-049	RVTD-5310 Enhanced Mobility Small Urban (2026-27)	medium	\$ 840,000	\$ 700,000	
OLD		RVTD-050	RVTD-5310 Enhanced Mobility Small Urban (2028-29)	medium	\$ 840,000	\$ 700,000	
OLD		RVTD-051	RVTD-5310 Enhanced Mobility Small Urban (2030-32)	medium	\$ 840,000	\$ 700,000	
OLD		RVTD-052	RVTD-5310 Enhanced Mobility Small Urban (2033-35)	medium	\$ 840,000	\$ 700,000	
NEW		RVTD-053	ODOT Mass Transit Capital Replacement (2025-2027)	medium	\$ 2,400,000	\$ 2,000,000	
NEW		RVTD-054	ODOT Mass Transit Capital Replacement (2030-2031)	medium	\$ 2,400,000	\$ 2,000,000	
NEW		RVTD-055	ODOT Mass Transit Capital Replacement (2032-2034)	medium	\$ 2,400,000	\$ 2,000,000	
Medium Range (2031-2040) Total					\$ 154,520,141	\$ 90,687,400	
Long Range 2041-2050	NEW	RVTD-067	Urban Operating Assistance, FFY2035-2045	Long	\$ 120,000,000	\$ 60,000,000	
	NEW	RVTD-068	Preventive Maintenance (MPO STBG Transfer, FFY2035-2045)	Long	\$ 6,243,928	\$ 5,662,400	
	NEW	RVTD-069	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY2035-2045)	Long	\$ 22,500,000	\$ 18,000,000	
	NEW	RVTD-070	RVTD Rideshare and TDM (FFY2035-2045)	Long	\$ 3,308,100	\$ 3,000,000	
	NEW	RVTD-071	RVTD-5310 Enhanced Mobility Small Urban (FFY2035-2045)	Long	\$ 7,200,000	\$ 6,000,000	
	NEW	RVTD-072	ODOT Mass Transit Capital Replacement (FFY2035-2045)	Long	\$ 12,000,000	\$ 10,000,000	
Long Range (2041-2050) Total					\$ 171,252,028	\$ 102,662,400	
Total cost					\$	337,599,691	



**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: August 22, 2024
 TO: RVMPO Policy Committee
 FROM: Dan Moore, Senior Transportation Planner
 SUBJECT: Revised Draft 2025 – 2050 RTP Financial Forecasts¹

The draft financial forecasts for the 2025–2050 RTP for Policy Committee review and comment. The Table below outlines the different sources of funding that make up the RVMPO financial forecast.

Revenue Sources	Type
Federal	Surface Transportation Block Grant (STBG)
	Congestion Mitigation and Air Quality (CMAQ)
State (ODOT)	Local Jurisdiction Gas Tax Funds (Highway Funds) & HB 2017 MPO Gas Tax Funds
Local Jurisdictions	Street Utility Fees (SUF's)
	System Development Charges (SDC's)
	Other (Urban Renewal, developer fees, etc.)

The forecasts are divided into short, medium and long-range timeframes for the 2025-2050 RTP. Short Range forecasts include all committed (in the 2024-27 TIP) federal funds for 2025 to 2027 (see Table 3 – RVMPO Revenue Summary 2025-50). Proposed RVMPO Discretionary Funds which include MPO gas tax (HB 2017), STBG and CMAQ are depicted in Table 4. Discretionary funds can be used for short, medium and long-range projects that need funding. RVTD's financial forecasts are depicted in Tables 5 – 8.

At their August 14th meeting, the TAC reviewed the financial forecasts and recommended Policy Committee approval.

¹ This memo supersedes the August 15th draft financial forecasts sent out with the August 27th Policy Committee agenda packet. The forecasts were revised due to changes to Medford's and Jackson County's project lists

Table 1 – Highway Funds

State Funds Distribution to Cities in Millions				
	Year	Hwy Fund Current Law Total State	Current Law City Share @ 17.3%	Current Law County Share @ 26.3%
Short	2025	\$1,487	\$257.3	\$391.1
	2026	\$1,536	\$265.8	\$404.0
	2027	\$1,587	\$274.6	\$417.4
	2028	\$1,640	\$283.7	\$431.2
	2029	\$1,694	\$293.1	\$445.5
	2030	\$1,750	\$302.7	\$460.2
Medium	2031	\$1,808	\$312.8	\$475.5
	2032	\$1,868	\$323.1	\$491.2
	2033	\$1,930	\$333.8	\$507.5
	2034	\$1,993	\$344.9	\$524.3
	2035	\$2,059	\$356.3	\$541.6
	2036	\$2,128	\$368.1	\$559.5
	2037	\$2,198	\$380.2	\$578.1
	2038	\$2,271	\$392.8	\$597.2
	2039	\$2,346	\$405.8	\$617.0
	2040	\$2,423	\$419.3	\$637.4
Long	2041	\$2,504	\$433.1	\$658.5
	2042	\$2,587	\$447.5	\$680.3
	2043	\$2,672	\$462.3	\$702.8
	2044	\$2,761	\$477.6	\$726.0
	2045	\$2,852	\$493.4	\$750.1
	2046	\$2,946	\$509.7	\$774.9
	2047	\$3,044	\$526.6	\$800.5
	2048	\$3,145	\$544.0	\$827.0
	2049	\$3,249	\$562.0	\$854.4
	2050	\$3,356	\$580.6	\$882.7
	Total	\$59,832.3	\$10,351.0	\$15,735.9

Table 1 depicts highway fund revenue projections for 2025 to 2050 (3.3% annual growth rate). The table shows the statewide total and distribution percentages for cities and counties. Calculations for RVMPO member jurisdictions are depicted in Table 2 below.

Table 2 – Highway Funds Distribution

State Funds Distribution to Cities \$ x 1,000				PSU July 1, 2023 Pop Incorp Cities	MPO % of Incorp Statewide Total*	RVMPO Jurisdiction % of MPO Total Population
Time Frame	Short	Medium	Long			
Years	2025 - 2030	2031 - 2040	2041 - 2050			
Total City Share	\$1,677,082	\$3,637,080	\$5,036,830	3,074,353	6.1%	
Ashland	\$11,705	\$25,384	\$35,154	21,457	0.70%	11.5%
Talent	\$2,949	\$6,396	\$8,857	5,406	0.18%	2.9%
Phoenix	\$2,058	\$4,464	\$6,181	3,773	0.12%	2.0%
Jacksonville	\$1,744	\$3,782	\$5,238	3,197	0.10%	1.7%
Medford	\$49,580	\$107,523	\$148,904	90,887	2.96%	48.7%
Central Point	\$10,728	\$23,266	\$32,220	19,666	0.64%	10.5%
Eagle Point	\$5,431	\$11,777	\$16,310	9,955	0.32%	5.3%
Jackson Cty*	\$26,878	\$51,570	\$87,441	32,410	1.05%	17.4%
*Includes Rural Jackson County population within MPO				186,751	6.1%	100.0%
<p>Total City Share = Total of all funds available to incorporated cities in Oregon (3.3% Annual Growth Rate)</p> <p>Current Law - RVMPO City Share = % of city's population divided by incorporated cities total population</p> <p>e.g., Ashland population - 21,457 / 3,074,353 = 0.00698 * \$257.3 million (2025 Current Law City Share) = \$1.8 million</p>						

Table 3 – RVMPO Revenue Summary 2025-50

Jurisdiction	Time Frame	Year of Expenditure (YoE) X \$1,000									
		Federal Funds	State Gas Tax	Local			Total	Non-Capital Needs	Funds Available	Tier 1 RTP Project Costs	RVMPO Future Discretionary Funds
				SDC's	Fees	Other					
Ashland	short	\$4,600	\$11,705	\$990	\$10,673	\$1,026	\$28,994	\$17,590	\$11,403	\$7,752	
	medium		\$25,384	\$2,014	\$22,586	\$1,710	\$51,694	\$43,347	\$7,847	\$0	
	long		\$35,154	\$2,578	\$30,354	\$1,710	\$69,795	\$70,293	\$2	\$11,702	\$11,700
Central Point	short	\$3,200	\$10,728	\$300	\$5,100	\$5,000	\$24,328	\$5,647	\$18,681	\$4,899	
	medium		\$23,266	\$500	\$8,500	\$6,500	\$38,766	\$11,485	\$27,280	\$1,124	
	long		\$32,220	\$500	\$8,500	\$4,250	\$45,470	\$14,702	\$30,767	\$5,038	
Eagle Point	short		\$5,431	\$5,270	\$2,640	\$0	\$13,340	\$5,647	\$7,693	\$775	
	medium		\$11,777	\$10,719	\$5,812	\$0	\$28,308	\$11,485	\$16,822	\$1,700	
	long		\$16,310	\$13,721	\$8,198	\$0	\$38,228	\$14,702	\$23,526	\$10,925	
Jacksonville	short		\$1,744	\$83	\$984	\$0	\$2,811	\$2,217	\$595	\$0	
	medium		\$3,782	\$169	\$1,777	\$0	\$5,728	\$4,508	\$1,220	\$0	
	long		\$5,238	\$216	\$1,963	\$0	\$7,417	\$5,771	\$1,646	\$0	
Medford	short	\$60,150	\$49,580	\$11,179	\$48,471	\$4,471	\$173,851	\$90,080	\$83,771	\$27,925	
	medium		\$107,523	\$22,737	\$106,714	\$9,095	\$246,069	\$183,220	\$62,849	\$27,090	
	long		\$148,904	\$29,105	\$150,531	\$11,642	\$340,182	\$234,537	\$105,645	\$78,175	
Phoenix	short		\$2,058	\$681	\$1,048	\$0	\$3,787	\$3,379	\$408	\$2,800	\$2,392
	medium		\$4,464	\$1,500	\$2,307	\$0	\$8,271	\$6,873	\$1,398	\$10,905	\$9,507
	long		\$6,181	\$2,116	\$3,255	\$0	\$11,552	\$8,798	\$2,754	\$21,370	\$18,616
Talent	short		\$2,949	\$504	\$963	\$0	\$4,416	\$3,513	\$903	\$1,400	\$497
	medium		\$6,396	\$1,110	\$2,120	\$0	\$9,626	\$7,146	\$2,480	\$5,040	\$2,560
	long		\$8,857	\$1,566	\$2,990	\$0	\$13,413	\$9,147	\$4,266	\$8,730	\$4,464
Jackson Co. (RVMPO Area)	short	\$28,500	\$57,698	\$3,000	\$3,600	\$1,700	\$94,498	\$22,894	\$71,604	\$17,500	
	medium		\$63,273	\$5,000	\$6,000	\$7,000	\$81,273	\$46,565	\$34,708	\$22,650	
	long		\$87,543	\$5,000	\$6,000	\$1,700	\$100,243	\$59,607	\$40,636	\$35,000	
Street System Totals		\$96,450	\$728,162	\$120,558	\$441,086	\$55,804	\$1,442,060	\$883,155	\$558,905	\$302,500	\$49,736
Total MPO Funds Available 2025-2050											\$151,483
Total MPO Funds Less Future MPO Funds Needed for Local Projects											\$101,747

*A total of \$151.4 Million in MPO funds is available for RVMPO member jurisdiction future discretionary funding (see Table 4).

Table 4 – RVMPO Federal / State Revenues 2025-50

CMAQ (\$ X 1,000)			Gas Tax & STBG (\$ X 1,000)					Total CMAQ & STBG/Gas Tax	
YEAR	Total CMAQ	Available CMAQ (by time frame)	YEAR	Total Funds	RVTD Share of Funds	Available Funds	Available Funds (by time frame)		
2025	Funds Committed to 2027		2025	Funds Committed to 2027					
2026			2026						
2027			2027						
2028	\$1,265		2028	\$2,800	\$566	\$2,234			
2029	\$1,290		2029	\$2,892	\$566	\$2,326			
2030	\$1,316		\$3,871	2030	\$2,988	\$566			\$2,422
2031	\$1,342		2031	\$3,086	\$566	\$2,520			
2032	\$1,368		2032	\$4,500	\$566	\$3,934			
2033	\$1,395		2033	\$4,649	\$566	\$4,082			
2034	\$1,423		2034	\$4,802	\$566	\$4,236			
2035	\$1,451		2035	\$4,960	\$566	\$4,394			
2036	\$1,480		2036	\$5,124	\$566	\$4,558			
2037	\$1,509		2037	\$5,293	\$566	\$4,727			
2038	\$1,539		2038	\$5,468	\$566	\$4,902			
2039	\$1,569		2039	\$5,648	\$566	\$5,082			
2040	\$1,601		\$14,677	2040	\$5,835	\$566			\$5,268
2041	\$1,632		2041	\$6,027	\$566	\$5,461			
2042	\$1,665		2042	\$6,226	\$566	\$5,660			
2043	\$1,698		2043	\$6,432	\$566	\$5,865			
2044	\$1,731		2044	\$6,644	\$566	\$6,078			
2045	\$1,765		2045	\$6,863	\$566	\$6,297			
2056	\$1,800		2056	\$7,090	\$566	\$6,523			
2047	\$1,836		2047	\$7,323	\$566	\$6,757			
2048	\$1,872		2048	\$7,565	\$566	\$6,999			
2049	\$1,909		2049	\$7,815	\$566	\$7,249			
2050	\$1,947		\$17,856	2050	\$8,073	\$566			\$7,506
	\$36,404			\$128,103	\$13,024	\$115,079	Total Funds	\$151,483	
1.98% annual increase			3.3% annual increase						

*Gas tax estimates go out to 2031. RVMPO is expected to become a Transportation Management Area (TMA) by 2032. STBG funds will increase significantly.

Table 5 – RTVD Revenue Assumptions

Tier 1 Revenues															
Revenues X 1,000															
Year	5307	Title XIX	TDM/Ride	STIF	STIF C/O Prior Years	In-Lieu-of	Prop Tax	Special Levy	Farebox	Gas Tax / STBG	Special Project Grants	5309 & Capital	5310	Fund Balance Reserves	TOTALS
2025	\$4,080	\$330	\$152	\$5,164	\$5,000	\$583	\$3,504	\$2,523	\$900	\$700	\$0	\$1,077	\$790	\$16,500	\$41,303
2026	\$4,284	\$337	\$154	\$5,371	\$5,000	\$589	\$3,644	\$2,624	\$918	\$700	\$0	\$0	\$730	\$6,500	\$30,850
2027	\$4,498	\$343	\$155	\$5,746	\$3,000	\$595	\$3,790	\$2,729	\$936	\$700	\$0	\$1,077	\$730	\$6,500	\$30,800
2028	\$4,723	\$350	\$0	\$6,149	\$3,000	\$601	\$3,942	\$2,838	\$955	\$566	\$0	\$0	\$730	\$6,500	\$30,354
2029	\$4,959	\$357	\$0	\$6,579	\$3,000	\$607	\$4,099	\$2,952	\$974	\$566	\$0	\$1,077	\$730	\$6,500	\$32,400
2030	\$5,207	\$364	\$0	\$7,040	\$3,000	\$613	\$4,263	\$3,070	\$994	\$566	\$0	\$0	\$730	\$6,500	\$32,347
2031	\$5,468	\$372	\$0	\$7,532	\$3,000	\$619	\$4,434	\$3,192	\$1,014	\$566	\$0	\$1,077	\$730	\$6,500	\$34,503
2032	\$5,741	\$379	\$0	\$8,060	\$3,000	\$625	\$4,611	\$3,320	\$1,034	\$566	\$0	\$0	\$730	\$6,500	\$34,566
2033	\$6,028	\$387	\$0	\$8,624	\$3,000	\$631	\$4,795	\$3,453	\$1,054	\$566	\$0	\$1,077	\$730	\$6,500	\$36,846
2034	\$6,329	\$394	\$0	\$9,228	\$3,000	\$638	\$4,987	\$3,591	\$1,076	\$566	\$0	\$0	\$730	\$6,500	\$37,039
2035	\$6,646	\$402	\$0	\$9,874	\$3,000	\$644	\$5,187	\$3,735	\$1,097	\$566	\$0	\$1,077	\$730	\$6,500	\$39,457
2036	\$6,978	\$410	\$0	\$10,565	\$3,000	\$650	\$5,394	\$3,884	\$1,119	\$566	\$0	\$0	\$730	\$6,500	\$39,797
2037	\$7,327	\$419	\$0	\$11,304	\$3,000	\$657	\$5,610	\$4,039	\$1,141	\$566	\$0	\$1,077	\$730	\$6,500	\$42,371
2038	\$7,693	\$427	\$0	\$12,096	\$3,000	\$664	\$5,834	\$4,201	\$1,164	\$566	\$0	\$0	\$730	\$6,500	\$42,875
2039	\$8,078	\$435	\$0	\$12,942	\$3,000	\$670	\$6,068	\$4,369	\$1,188	\$566	\$0	\$1,077	\$730	\$6,500	\$45,623
2040	\$8,482	\$444	\$0	\$13,848	\$3,000	\$677	\$6,311	\$4,544	\$1,211	\$566	\$0	\$0	\$730	\$6,500	\$46,313
2041	\$8,906	\$453	\$0	\$14,818	\$3,000	\$684	\$6,563	\$4,726	\$1,236	\$566	\$0	\$1,077	\$730	\$6,500	\$49,257
2042	\$9,351	\$462	\$0	\$15,855	\$3,000	\$690	\$6,825	\$4,915	\$1,260	\$566	\$0	\$0	\$730	\$6,500	\$50,155
2043	\$9,819	\$471	\$0	\$16,965	\$3,000	\$697	\$7,098	\$5,111	\$1,285	\$566	\$0	\$1,077	\$730	\$6,500	\$53,320
2044	\$10,310	\$481	\$0	\$18,152	\$3,000	\$704	\$7,382	\$5,316	\$1,311	\$566	\$0	\$0	\$730	\$6,500	\$54,453
2045	\$10,825	\$490	\$0	\$19,423	\$3,000	\$711	\$7,678	\$5,528	\$1,337	\$566	\$0	\$1,077	\$730	\$6,500	\$57,866
2046	\$11,367	\$500	\$0	\$20,782	\$3,000	\$718	\$7,985	\$5,749	\$1,364	\$566	\$0	\$0	\$730	\$6,500	\$59,262
2047	\$11,935	\$510	\$0	\$22,237	\$3,000	\$726	\$8,304	\$5,979	\$1,391	\$566	\$0	\$1,077	\$730	\$6,500	\$62,956
2048	\$12,532	\$520	\$0	\$23,794	\$3,000	\$733	\$8,636	\$6,218	\$1,419	\$566	\$0	\$0	\$730	\$6,500	\$64,649
2049	\$13,158	\$531	\$0	\$25,459	\$3,000	\$740	\$8,982	\$6,467	\$1,448	\$566	\$0	\$1,077	\$730	\$6,500	\$68,658
2050	\$13,816	\$541	\$0	\$27,241	\$3,000	\$748	\$9,341	\$6,726	\$1,477	\$566	\$0	\$0	\$730	\$6,500	\$70,687
Totals	\$208,543	\$11,111	\$461	\$344,847	\$82,000	\$17,213	\$155,268	\$111,799	\$30,304	\$15,124	\$0	\$13,998	\$19,040	\$179,000	\$1,188,707

Table 6 – RVTD Expenditure Assumptions

Tier 1 Expenses		Short	Medium	Long			
Tier 1 Expenses X 1,000							
Year	Ops	Alt Ops	Maint	Support SVCS	Admin	Capital Projects	TOTALS
2025	\$10,800	\$2,200	\$6,000	\$2,300	\$2,400	\$1,200	\$24,900
2026	\$11,340	\$2,310	\$6,300	\$2,415	\$2,520	\$0	\$24,885
2027	\$11,907	\$2,426	\$6,001	\$2,536	\$2,646	\$1,200	\$26,715
2028	\$12,502	\$2,547	\$6,301	\$2,663	\$2,778	\$0	\$26,791
2029	\$13,127	\$2,674	\$6,002	\$2,796	\$2,917	\$1,200	\$28,716
2030	\$13,784	\$2,808	\$6,302	\$2,935	\$3,063	\$0	\$28,892
2031	\$14,473	\$2,948	\$6,003	\$3,082	\$3,216	\$1,200	\$30,923
2032	\$15,197	\$3,096	\$6,303	\$3,236	\$3,377	\$0	\$31,209
2033	\$15,957	\$3,250	\$6,004	\$3,398	\$3,546	\$1,200	\$33,355
2034	\$16,754	\$3,413	\$6,304	\$3,568	\$3,723	\$0	\$33,763
2035	\$17,592	\$3,584	\$6,005	\$3,746	\$3,909	\$1,200	\$36,036
2036	\$18,472	\$3,763	\$6,305	\$3,934	\$4,105	\$0	\$36,578
2037	\$19,395	\$3,951	\$6,006	\$4,130	\$4,310	\$1,200	\$38,993
2038	\$20,365	\$4,148	\$6,306	\$4,337	\$4,526	\$0	\$39,682
2039	\$21,383	\$4,356	\$6,007	\$4,554	\$4,752	\$1,200	\$42,252
2040	\$22,452	\$4,574	\$6,307	\$4,782	\$4,989	\$0	\$43,104
2041	\$23,575	\$4,802	\$6,008	\$5,021	\$5,239	\$1,200	\$45,845
2042	\$24,754	\$5,042	\$6,308	\$5,272	\$5,501	\$0	\$46,877
2043	\$25,991	\$5,295	\$6,009	\$5,535	\$5,776	\$1,200	\$49,806
2044	\$27,291	\$5,559	\$6,309	\$5,812	\$6,065	\$0	\$51,036
2045	\$28,656	\$5,837	\$6,010	\$6,103	\$6,368	\$1,200	\$54,173
2046	\$30,088	\$6,129	\$6,311	\$6,408	\$6,686	\$0	\$55,622
2047	\$31,593	\$6,436	\$6,011	\$6,728	\$7,021	\$1,200	\$58,988
2048	\$33,172	\$6,757	\$6,312	\$7,065	\$7,372	\$0	\$60,678
2049	\$34,831	\$7,095	\$6,012	\$7,418	\$7,740	\$1,200	\$64,296
2050	\$36,573	\$7,450	\$6,313	\$7,789	\$8,127	\$0	\$66,251
Totals	\$552,025	\$112,450	\$160,060	\$117,561	\$122,672	\$15,600	\$1,080,368

Table 7 – RVTD Revenue & Expenditure Summaries

Tier 1 Revenue Summary					
Revenue Source	Fund	Time Frame			Totals
		Short	Medium	Long	
Federal	S5307	\$27,752	\$68,771	\$112,020	\$208,543
	Title XIX	\$2,082	\$4,069	\$4,960	\$11,111
	TDM/Rideshare	\$461	\$0	\$0	\$461
State	STIF-Pop+Payroll	\$36,049	\$104,072	\$204,726	\$344,847
	STIF C/O	\$22,000	\$30,000	\$30,000	\$82,000
	In-Lieu-of (Tax)	\$3,587	\$6,475	\$7,152	\$17,213
Local	Property Taxes	\$23,242	\$53,231	\$78,795	\$155,268
	Farebox Returns	\$5,677	\$11,098	\$13,528	\$30,304
	Special Levy	\$16,735	\$38,328	\$56,735	\$111,799
Other Federal	Gas Tax / STBG	\$3,799	\$5,662	\$5,662	\$15,124
	Capital	\$3,230	\$5,384	\$5,384	\$13,998
	5310	\$4,440	\$7,300	\$7,300	\$19,040
Fund Reserves C/O		\$49,000	\$65,000	\$65,000	\$179,000
Total Revenues		\$198,053	\$399,391	\$591,264	\$1,188,707
Tier 1 Expense Summary					
Expenses	Time Frame			Totals	
	Short	Medium	Long		
Operations	\$73,461	\$182,040	\$296,524	\$552,025	
Alt Operations	\$14,964	\$37,082	\$60,403	\$112,450	
Maintenance	\$36,906	\$61,551	\$61,603	\$160,060	
Administration	\$16,325	\$40,453	\$65,894	\$122,672	
Capital Projects	\$3,600	\$6,000	\$6,000	\$15,600	
Support Svcs	\$15,644	\$38,768	\$63,149	\$117,561	
Total Expenses	\$160,900	\$365,895	\$553,573	\$1,080,368	
Total Revenues	\$198,053	\$399,391	\$591,264	\$1,188,707	
Total Expenses	\$160,900	\$365,895	\$553,573	\$1,080,368	
Balance	\$37,153	\$33,496	\$37,691	\$108,339	

Table 8 – RVTD Revenue & Expenditure Assumptions

Assumptions	
Tier 1 Revenues	Assumptions
S5307	\$4.1M in 2025; 5% annual increase
Title XIX	\$330K in 2025; 2% annual increase
TDM/Rideshare	\$152K in 2025; 1% annual increase
STF	\$659K in 2025; 2% annual increase
In-Lieu-of (Tax)	\$583K in 2025, 1% annual increase
Property Taxes	\$3.5M in 2025; 4% annual increase
Farebox Returns	\$900K in 2025; 2% annual increase
RVMPO STP	\$700K to 2027. \$566.24K - 2028 to 2050
STIF & (STF)	Annual increase 4%
5310	\$730K per Year
Tier 1 Expenses	Assumptions
Operations	\$10.8M in 2025; 5% annual increase
Alt Operations	\$2.2M in 2025; 5% annual increase
Maintenance	\$6M in 2025; 5% annual increase
Administration	\$2.4M in 2025; 5% annual increase
Support Srvc	\$2.3M in 2025; 5% annual increase
Capital Projects	See column as amount changes

Table 9 – Revenue & Expenditure Assumptions

Jurisdiction	Revenues						Non-Capital Needs	Capital Funds Avail.
	Federal	State	RVTD	Local				
				SDC's	Street Utility Fees (SUFs)	Other		
Ashland	Federal fund estimates are from <i>ODOT Financial Assumptions for the Development of MPO Transportation Plans</i> (July 2022) and ODOT's Finance Section. Approximately \$36.4 million in CMAQ funds will be available to the RVMPO from 2028-2050 @ 1.98% annual increase (CMAQ funds for 2025-2027 already committed in TIP). ODOT (July 2022) estimates that \$128 million in STGB & HB 2017 funds will be available to the RVMPO from 2028-2050 @ 3.3% annual increase (funds for 2025-2027 already committed). \$566,240 per year (beginning in 2028) of these funds have been committed to transit (RVTD) through the year 2050 (this allocation is currently under review by the Policy Committee).	ODOT (July 2022) provided estimates for Hwy Funds for 2025-2050 for total MPO area: \$111M - Short Range \$234M - Medium Range \$340M - Long Range Total City Share = Total of all funds available to incorporated cities in Oregon. Current Law - RVMPO City Share = % of city's population divided by incorporated cities total population e.g., Ashland population - 21,457 / 3,074,353 = 0.00698 * \$257.3 million (2025 Current Law City Share) = \$1.8 million -- Jackson County City Share (population within RVMPO) = % of population divided by incorporated cities total population	Revenues: 5307 - \$4.1M in 2025, 5% annual increase. Title XIX - \$330K in 2025, 2% annual increase. TDM/Rideshare - \$152K in 2025, 1% annual increase. STF - \$659K in 2025, 2% annual increase. In-Lieu-of Tax \$583K in 2025, 1% annual increase. Property Taxes - \$3.5M in 2025, 4% annual increase. Farebox Returns - \$900K in 2025, 2% annual increase. RVMPO Gas Tax/STBG - \$566.24K/Year, STIF & STF - 4% per Year, Expenditures: Operations - \$10.8M in 2025, 5% annual increase. Alt Operations - \$2.2M in 2025, 5% annual increase. Maintenance - \$6M in 2025, 5% annual increase. Admin - \$2.4M in 2025, 5% annual increase. Support Services - \$2.3M in 2025, 5% annual increase. Capital Projects - \$1.1M biannually.	SDC's are expected to be about \$155K in 2025 and increase at 2.5% through 2050.	Street Utility Fees are expected to be about \$1.65M in 2025 and increase by 3% per year through 2050.	Other revenues include intergovernmental and misc. and are expected to average about \$171K per year.	2025 expenses include: admin (\$1.1M), maintenance (\$1.4M) and RVTD bus passes (\$50K). An annual increase of 5% is assumed for admin & maintenance expenses, respectively, through 2050.	Capital funds available for cities in the RVMPO equal the amounts in the "Revenues" column minus the amounts in the "Non-Capital Needs" column.
Central Point				SDC's are expected to be about \$50K in 2025 with no increase through 2050.	Street Utility Fees are expected to be \$850K in 2025 with no increase through 2050	Other revenues are expected to be \$5M Short Range, \$6.5M Medium Range and \$4.25M Long Range. Revenues are from developer and urban renewal contributions.	2025 expenses include administration and maintenance (\$884K). An annual increase of 2.5% has been assumed for these expenses through 2050.	
Eagle Point				SDC's are expected to be about \$825K in 2025 and increase at 2.5% per year.	Street Utility Fees are expected to be about \$403K in 2025 and increase by 3.5% per year.	No other revenues are expected through 2050	2025 expenses include: admin (\$364K) and maintenance (\$520K). An annual increase of 2.5% is assumed for these expenses through 2050.	
Jacksonville				SDC's are expected to be about \$13K in 2025 and increase at 2.5% per year.	Franchise Fees are expected to be about \$160K in 2025 and increase by 1.0% per year.	There are no "other" revenues expected.	Expenses include: admin (\$46K) and maintenance (\$301K) with an annual increase of 2.5% to 2050.	
Medford				SDC's (2.5% annual increase) are expected to be about \$1.75M in 2025 with an annual increase of 2.5% to 2050	Street Utility Fees are expected to be about \$7.4M in 2025 and increase by about 3.5% per year thereafter.	Other revenue in 2025 is estimated at \$700K with a 2.5% annual increase thereafter.	Fixed Expenditures include: admin, maintenance and debt service. Short Range - \$90M; Medium Range - \$183M and Long Range - \$235M	
Phoenix				SDC's are expected to be about \$104K in 2025 and increase at an average of 3.5% per year.	Street Utility Fees are expected to be about \$160K in 2025 and increase by about 3.5% per year.	No other revenues are expected through 2050	2025 expenses include: admin (\$50K) and maintenance (\$479K). An annual increase of 2.5% has been assumed for these expenses through 2050.	
Talent				SDC's are expected to be about \$77K in 2025 and increase at 3.5% per year to 2050.	SUFs are expected to be about \$147K in 2025 and increase 3.5%/yr to 2050	There are no "other" revenues expected.	2025 expenses include: admin (\$64K) and maintenance (\$386K) with an annual increase of 2.5% through 2050.	
Jackson Co. (MPO Area)				SDC's are expected to be about \$500K in 2025 with no increase to 2050.	STBG funds are expected to be about \$600K in 2025 with no increase to 2050	Other revenue = \$1.7M Short Range, \$7M Medium Range, and \$1.7 Long Range	Non-Capital Needs is estimated at \$3.6 in 2025 with a 2.5% annual increase to 2050.	
ODOT (MPO Area)				Short Range (2025-2030) project funding is \$184,356,284. Medium Range (2031-2040) project funding is \$7,009,729. Long Range (2041-2050) project funding is \$73,000,000.				