



**Date: Tuesday, May 28, 2024**

**Time: 2:00 p.m.**

**Join In-Person**

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

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

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

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

**Or via Zoom**

**Meeting ID:** 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 04/23/2024](#)

**Action Items**

**3. Ride the Rogue**

**Ryan MacLaren**

**Background:** Every year the Rogue River Greenway Foundation (an organization dedicated to the development and promotion of multi-use walking and bicycle trails to promote healthy lifestyles for children, adults, and seniors) hosts a “Ride the Rogue” event. The foundation is hosting yet another event this year and staff proposes that the MRMPO become a sponsor of the event since it promotes some of the very same priorities that this MPO holds dear. The Gold Level Sponsorship is \$2,500.

**Link:** [Ride the Rogue Website](#)

**Action Requested:** *Approval of the MPO sponsoring Ride the Rogue at the Gold Level*

**4. Subcommittee for RVTD funding allocation**

**Chair / Ryan MacLaren**

**Background:** The RVMPO Policy Committee, during the April 28, 2024 meeting, discussed future allocation of MPO transportation funding to local jurisdictions and RVTD. The Policy directed staff to work with MPO Technical Advisory Committee (TAC) to develop recommendations on options – with pros and cons – on how to allocate future gas tax funds for the local jurisdiction project solicitation process and to solicit volunteers for a subcommittee to provide the Policy Committee with recommendations for the future



allocation of MPO funds to RVTD.

Below is a list of members that have volunteered for the subcommittee.

TAC Members

- Justin Shoemakers
- James Philp
- Zac Moody
- Josh LeBombard
- Matt Samitore

Policy Members

- Tonia Moro
- Mike Quilty
- Eleanor Ponomareff

Attachment: [# 2 Bylaws section on subcommittees](#)

Action Requested: *Establish Subcommittee*

**Discussion Items**

**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: [#3 Draft Goals and Policies](#)

**6. Greenhouse Gas Performance Measure Ryan MacLaren**

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

Attachment: [#4 Policy Memo](#)

**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**



**AGENDA**  
**Rogue Valley Metropolitan Planning Organization**  
Policy Committee

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Scheduled Meetings		
RVMPO TAC	June 12, 2024	1:30 p.m.
RVMPO PAC	June 18, 2024	5:30 p.m.
RVMPO Policy Meeting	June 25, 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, April 23, 2024**

Voting Members	Organization	Phone Number
Mike Quilty	Central Point	664-7907
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
John Vial	Medford	
Mike Baker	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

Interested Parties	Organization
Matt Samitore	Central Point
Zac Moody	Phoenix
Ian Horlacher	ODOT
Darrin Neavoll	ODOT
Julie Brown	RVTD
Sean Eisma	RVTD
Ashley Bryer	FHWA
Mike Montero	RVMPO PAC

**RVMPO Policy Minutes – Tuesday, April 23, 2024**

[Agenda Packet](#)

[Meeting Audio](#)

**1. Call to Order at 2:00 p.m. / Introductions / Review Agenda 00:00 – 01:50**

Quorum: Central Point, Medford, Talent, Jackson County, ODOT, RVTD

**2. Review / Approve Minutes 01:50 – 02:20**

**02:02** Mike Quilty moved to approve the March 26, 2024, RVMPO Policy Committee Meeting Minutes as presented. Seconded by Colleen Roberts.



No further discussion.

Motion passed unanimously by voice vote.

## Public Hearing

### 3. Amendment to the 2024-2027 Transportation Improvement Program 02:20 – 06:38

Chair Jerry Marmon opened the Public Hearing

*No comments received.*

Chair Jerry Marmon closed the Public Hearing.

**06:03** John Vial moved to approve the amendments to the 2024-2027 TIP as presented. Second by Mike Quilty.

No further discussion.

Motion passed unanimously by voice vote.

### 4. Title VI and Environmental Justice Update 06:38 – 16:15

*No comments received.*

**15:51** John Vial moved to approve the Title VI and EJ Plan Update as presented. Second by Mike Quilty.

No further discussion.

Motion passed unanimously by voice vote.

### 5. 2024-2025 Unified Planning Work Program 16:15 – 19:10

*No comments received.*

Chair Jerry Marmon closed the Public Hearing.

**18:49** John Vial moved to approve the 2024-2025 UPWP as presented. Second by Eleanor Ponomareff.

No further discussion.

Motion passed unanimously by voice vote.

## Action Items

### 6. Review and Authorization for Chairman to sign Inter-Governmental Agreement (IGA) Amendment 19:10 – 22:20

**21:49** Mike Quilty moved to authorize the Chairman to sign the IGA amendment. Seconded by Robert Brandes.

Discussion of Roberts Rules.

Motion passed unanimously by voice vote.



**Discussion Items**

**7. Continued Discussion on Project Funding 22:20 – 42:02**

*An email will be sent to gather volunteers for a sub-committee to further discuss RVTD funding allocation. The list of members will be brought back for approval.*

**8. Public Comment 42:01 – 42:10**

*No comments received.*

**Regular Updates**

**9. MPO Planning Update 42:10 – 48:18**

*Provided by Ryan MacLaren regarding the upcoming Regional Transportation Plan update, staffing update, and the RVMPO modeling.*

**10. Other Business / Local Business 48:18– 56:24**

*Updates from the League of Oregon Cities, ODOT, and the meeting of all Area Commission on Transportation Chairs.*

**11. Adjournment**

2:56p.m.

Scheduled Meetings		
RVMPO TAC	May 8, 2024	1:30 p.m.
RVMPO PAC	May 21, 2024	5:30 p.m.
RVMPO Policy Meeting	May 28, 2024	2:00 p.m.

## Article VI

### Subcommittees

#### Section 1. Subcommittees

- a. Subcommittees as needed shall be appointed by the chair.
- b. The members of subcommittees shall serve until the work of the subcommittees is completed, or until their successors have been elected or appointed.
- c. Subcommittees must have at least one member who is a member of the Policy Committee.
- d. The Policy Committee Chair and the Planning Program Manager shall serve as non-voting members of all subcommittees.
- e. The committee, by a majority vote, may dissolve subcommittees or remove individual members with or without cause.

#### Section 2. Subcommittee Meetings

- a. Meetings of each subcommittee may be called by its chair, by the chair of the Technical Advisory Committee (TAC), by any two subcommittee members or by MPO transportation staff on two days notice. A majority of the members of each subcommittee shall constitute a quorum, and an act of the majority of the quorum present at the meeting shall constitute the act of the subcommittee.

## Article VII

### Amendments to the Bylaws

#### Section 1.

- a. These bylaws may be amended or repealed or new bylaws may be adopted by a Super Majority vote of two-thirds plus one of the members of the committee present at any regular or special meeting called for that purpose. This also includes amending the bylaws to include new members. Written notice of proposed amendments shall be given to the membership of the committee at least thirty (30) days prior to the date of the meeting at which the bylaws are to be considered.



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



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

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

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

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

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

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

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

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

**Conclusion**

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

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

## GOALS, POLICIES, POTENTIAL ACTIONS & PERFORMANCE INDICATORS

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

### **GOAL 1**

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

#### POLICIES

- 1-1 Improve the accessibility, connectivity, efficiency, and viability of the transportation system for all modes and users.
- 1-2 Utilize design standards, landscaping and other amenities as transportation facilities are developed in the urban areas to encourage transit, pedestrian, and bicycle users.
- 1-3 Develop a user-friendly and comprehensive multi-modal transportation system by using the MPO structure as a forum.
- 1-4 Support multi-modal and public transportation options by encouraging land use design standards and funding opportunities.
- 1-5 Establish Long-Term Potential (LTP) corridor areas through the RVMPO where planning for future road connections beyond the planning horizon is apparent.

#### POTENTIAL ACTION

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

#### PERFORMANCE INDICATORS

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

### **GOAL 2**

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

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

## POLICIES

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

## POTENTIAL ACTIONS

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

## PERFORMANCE INDICATORS

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

## **GOAL 3**

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

## POLICIES

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

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

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

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

#### POTENTIAL ACTIONS

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

#### PERFORMANCE INDICATORS

- ✓ Measure changes in mixed-use and downtown development.
- ✓ Measure impacts on open space and identified resource areas (Environmental Considerations chapter of the RTP) using most up-to-date data, including Rogue Valley Environmental Database.
- ✓ Measure expansion of off-network paths and increase in population and employment with access to paths.
- ✓ Improve air quality through projects that reduce carbon monoxide, particulates (PM10) and greenhouse gases.
- ✓ Improve lighting standards in urban areas, where it is appropriate, to reduce light pollution and to be consistent with roadway classifications.

#### **GOAL 4**

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

#### POLICIES

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

#### POTENTIAL ACTIONS

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

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

#### PERFORMANCE INDICATORS

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

#### **GOAL 5**

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

#### POLICIES

- 5-1 Analyze the regional transportation system effectiveness by adding or removing traffic signals and signal networks, including interstate access ramp signals.
- 5-2 Consider and support measures to optimize intersection and interchange design.
- 5-3 Support an access management strategy to improve traffic flow.
- 5-4 Identify, develop, and effectively integrate technology with transportation infrastructure consistent with the RVMPO Intelligent Transportation System (ITS) program.
- 5-5 Encourage and consider the use of alternative design standards to minimize the costs and impacts to existing communities.

#### POTENTIAL ACTIONS

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

#### PERFORMANCE INDICATORS

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

#### **GOAL 6**

❖

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

POLICIES

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

POTENTIAL ACTIONS

- ❖ Implement Transit Signal Prioritization on primary transit corridors, where appropriate
- ❖ Encourage infill development by supporting reduced parking requirements where appropriate.
- ❖ Support design standards with parking at the side or rear of buildings so pedestrians can access entrances.
- ❖ Support park-and-ride standards to place facilities near transit routes.
- ❖ Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- ❖ Plan for, build, and maintain shared roadways for use by all modes.
- ❖ Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- ❖ Improve pedestrian access to transit.
- ❖ Support other forms of public and private transportation such as bus rapid transit, light rail, trolleys, and transit feeder and connector services as the region's population reaches higher thresholds.

PERFORMANCE INDICATORS

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

**GOAL 7**

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

POLICIES

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

- 7-3 Coordinate local, state, and regional transportation planning through the RVMPO.
- 7-4 Formulate decisions which shall be consistent with Federal and State regulations, including the Oregon Highway Plan, the Transportation Planning Rule, and the Clean Air Act.
- 7-5 *Consult with officials responsible for housing as well as affordable housing organizations.*

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

**POTENTIAL ACTIONS**

- ❖ Maintain a website with updated information about all regional planning.
- ❖ Support the RVMPO’s Technical Advisory Committee, Public Advisory Council, and the Policy Committee for deliberation of regional transportation planning issues.
- ❖ Participate in local and regional and national organizations to support RVMPO actions.
- ❖ Involve transportation providers in the planning process.

**PERFORMANCE INDICATORS**

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

**GOAL 8**

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

**POLICIES**

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

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

**POTENTIAL ACTIONS:**

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



PERFORMANCE INDICATOR

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

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

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

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

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

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



**Rogue Valley  
Metropolitan Planning Organization**

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**Regional Transportation Planning**

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**DATE:** May 21, 2024  
**TO:** Policy Committee  
**FROM:** Ryan MacLaren, Planning Program Director  
**SUBJECT:** Greenhouse Gas (GHG) Performance Measure

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

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

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

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

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