2025 – 2050

Regional Transportation Plan

September 23, 2025

Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

ROGUE VALLEY

REGIONAL TRANSPORTATION PLAN

Prepared for

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION

the City of Medford
the City of Central Point
the City of Phoenix
the City of Ashland
the City of Talent
the City of Jacksonville
the City of Eagle Point
Jackson County
Rogue Valley Transportation District
Oregon Department of Transportation

and

ROGUE VALLEY COUNCIL OF GOVERNMENTS
Board of Directors

Adopted by the RVMPO Policy Committee, September 23, 2025
U.S. Department of Transportation Air Quality Conformity Determination, September 25, 2025

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CHAPTER 1
INTRODUCTION

1.1 PLAN OVERVIEW

PURPOSE

The Rogue Valley Regional Transportation Plan (RTP) is a multi-modal transportation plan designed to meet the anticipated 25-year transportation needs within the Rogue Valley Metropolitan Planning Organization (RVMPO) planning area boundary.

"The RTP provides the framework and foundation for the region's transportation future."

Regional transportation systems have significant and long-term impacts on the economic well-being and quality of life. Not only does the transportation system provide for the mobility of people and goods, but it also influences patterns of growth and economic activity through accessibility to land. Furthermore, the performance of the transportation system affects such public policy concerns as air quality, environmental resource consumption, social equity, economic development, safety and security.

Regional transportation planning recognizes the critical links between transportation and other societal goals. The planning process is more than merely listing highway and transit capital investments. It requires developing strategies for operating, managing, maintaining and financing the regional transportation system in such a way as to advance long-term goals.

Development and adoption of an RTP is required to ensure that the area remains eligible to receive state and federal transportation funding. The federal and state rules requiring completion and adoption of the plan include federal legislation: Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), the U.S. Clean Air Act amendments of 1990, and Oregon's Transportation Planning Rule (TPR).

As a product of multi-jurisdictional collaboration, the RTP reflects local jurisdiction policy and planning. While it is consistent with local plans, the RTP horizon extends beyond the horizon of most other adopted plans to fulfill federal requirements. Many of the long-range analysis and conditions described here are not within the scope of existing local plans and, therefore, should not be interpreted as the conditions planned or anticipated by the local jurisdictions. Within the region, transportation policy and planning are directed at the jurisdictional level.

As a regional plan, this document does not provide designs for individual projects. Nor does it identify the smaller, local projects that RVMPO cities and the county build with local funds. Such details are not within the scope of a regional plan. Project design is completed on a project-by-project basis, typically with close involvement of the immediate project areas.

The RTP uses projections for future growth and development that are based on current trends and approved land uses, policies and ordinances. It identifies the basic land-use assumptions through the year 2050, including forecasts of future population and employment, and the resulting demand on the regional arterial and collector street system. Future travel conditions were developed through travel demand modeling, using a peer-reviewed model developed by ODOT's Transportation Planning and Analysis Unit (TPAU) in collaboration with MPO and local jurisdictional staff.

Planning Period

The RTP serves as a guide for the management of existing transportation facilities and for the design and implementation of future transportation facilities through 2050. The plan provides the framework and foundation for the region's transportation future. Policies and project descriptions are provided to enable agencies and the public to understand and track projects that will be needed over the next 25 years. The plan looks at different types of transportation opportunities that are available and potentially beneficial and considers how these various elements could fit together to foster a coordinated system, improving system management and operation.

Although the RTP focuses on intra-regional (within the region) travel, it also addresses inter-regional (through-region) travel. Ultimately, the plan reflects the balance the region strikes between competing demands for funding and competing views as to the best course for development across the region. The funding resources identified in the Plan Implementation section are only those upon which the region can rely, so that the projects identified may be reasonably anticipated to occur with known funding.

Air Quality Conformity

The 2050 RTP also meets federal Clean Air Act requirements. Analysis shows that through the horizon of the plan, under land-use conditions described and projects and policies that can be implemented within the current funding forecast, the region will meet standards for emissions of carbon monoxide (CO) within the Medford area, and particulates less than 10 microns in size (PM_{10}) within the entire planning area. Information about the Air Quality Conformity analysis and details about the process for meeting air quality requirements are contained in the Air Quality Conformity Determination (AQCD) developed for this plan.

Regional Planning and Rogue Valley's Quality of Life

Taking a regional approach to transportation planning gives communities the opportunity to look at projected future development and resulting travel demands and make decisions to avoid some of the unwelcome consequences of growth, such as sprawl development, traffic congestion and deteriorating air quality.

Thorough planning has become more critical as the cost of expanding roads to meet traffic demand has grown and the land on which to build has become scarcer and more valuable to the region for uses other than transportation. At the regional level, links between land use and roadway congestion may be more clearly seen and addressed. Through this plan the public can see future transportation needs and take necessary steps now to address them efficiently and effectively.

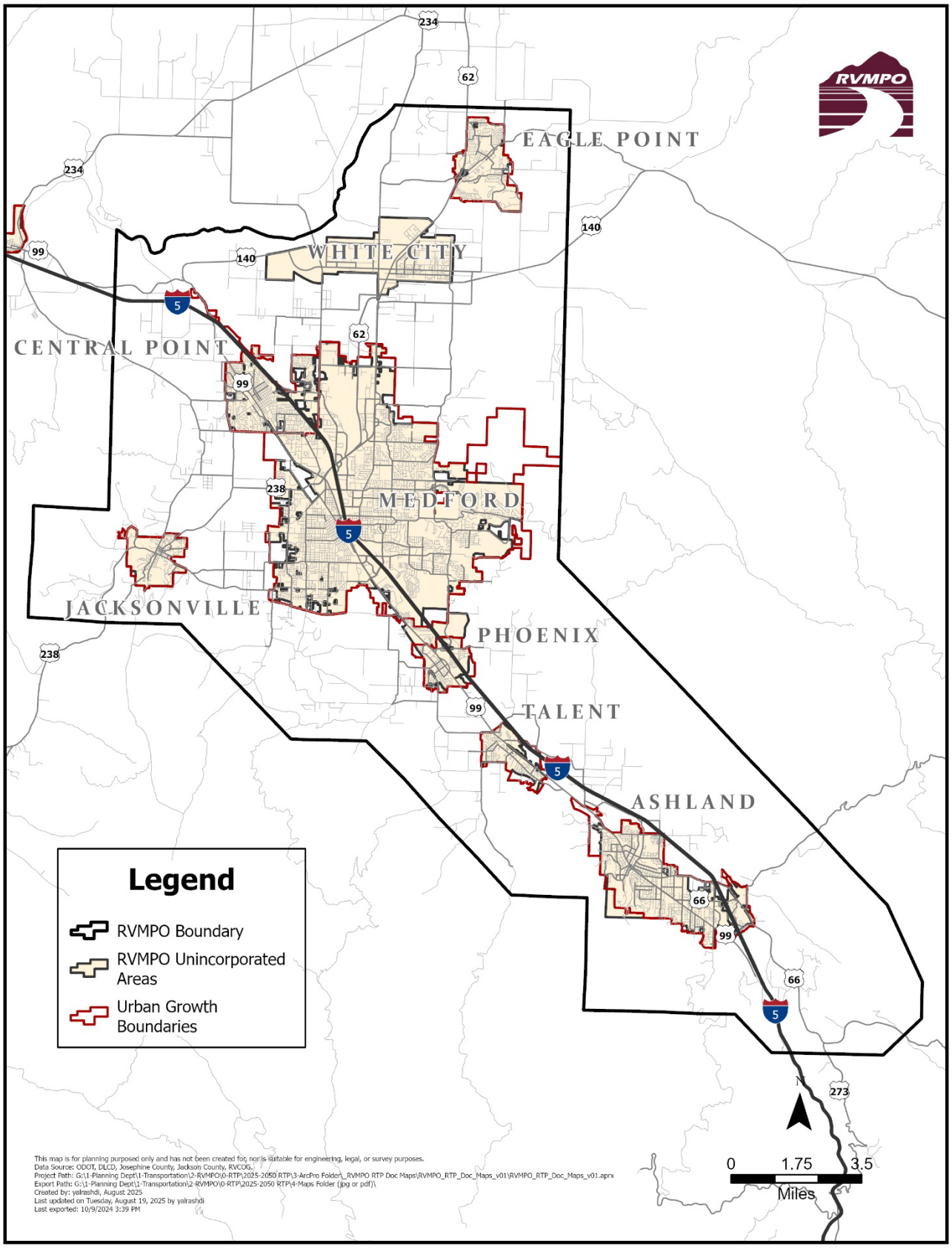
The state and federal regulatory framework that guides RTP development embodies many of the goals routinely brought forward by the public when they talk about the Rogue Valley area's future. None of the jurisdictions within the RVMPO exist in isolation: residents live in one city, work in another, shop and recreate in others. Significant development in one city is bound to affect conditions in other cities. The RTP, like the regional transportation system, links the region's communities. It identifies transportation needs they all hold in common and offers a foundation for addressing those needs as the region grows.

KEEPING THE RTP CURRENT

The RVMPO adopted its first regional plan in the mid-1990s. This 2050 update is part of a regularly occurring series of updates. Because of the Rogue Valley region's air quality conditions, the RVMPO must be able to show consistently that the region is in conformity with air quality standards for at least 20 years into the future. That conformity demonstration must be made at least every four years and triggers an update of the RTP. The next update will be required in Spring 2029. These updates give the RVMPO the opportunity to evaluate past projections for growth and anticipated use of the system. During the plan update process, the RVMPO looks at existing land uses, recent development trends, and the use of the different modal components of the transportation system to refine future growth projections and their implications for travel.

Although an RTP update occurs only every four years, it is routinely amended. Most commonly, it is amended to include projects where new funding has become available. In order for a project to receive federal funding it must be in this plan.

Map 1.1.1: RVMPO Planning Area

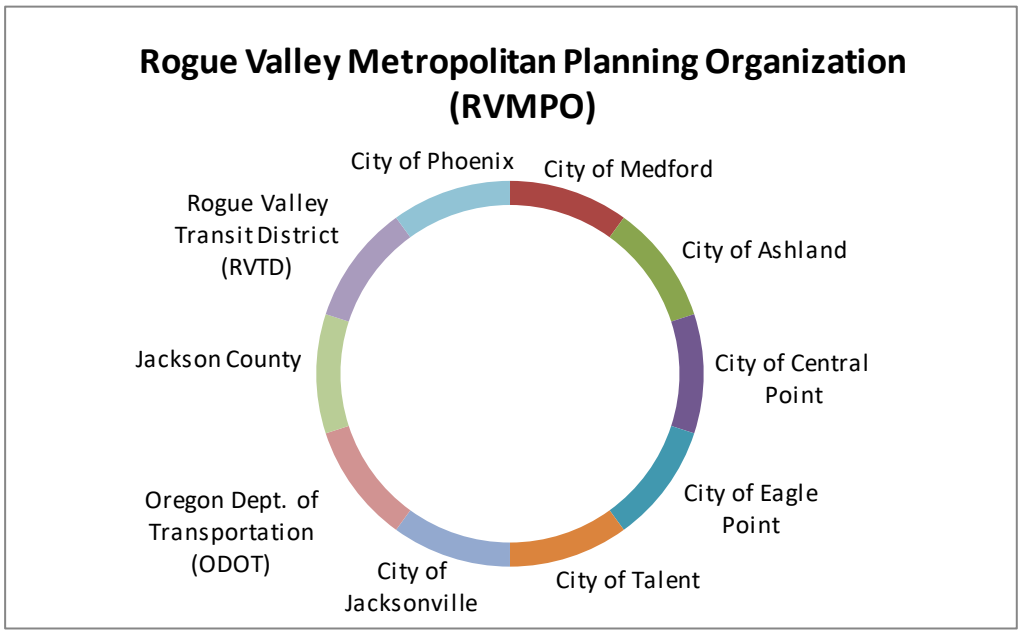


1.2 THE RVMPO

COMPOSITION

The RVMPO is a consortium of seven cities and the surrounding unincorporated area of Jackson County that is within or adjacent to the Medford urban area, plus the Oregon Department of Transportation and Rogue Valley Transportation District, the region's public transit provider. In addition, the Oregon Department of Environmental Quality, Oregon Department of Land Conservation and Development, Federal Highway Administration, Federal Transit Administration and U.S. Environmental Protection Agency participate in the RVMPO process, including development of this plan. Congress requires that metropolitan areas with a population of at least 50,000 establish a metropolitan planning process that is continuing, collaborative and comprehensive, in order for the region to continue receiving federal transportation funds. Currently there are over 400 metropolitan planning organizations in the nation. This plan fulfills federal requirements that metropolitan areas develop and maintain long-range transportation plans.

Figure 1.1: RVMPO Consortium



The Medford area reached the population threshold and was designated a Metropolitan Statistical Area after the 1980 Census. As a result, the Rogue Valley Council of Governments (RVCOG) was designated by the Governor of Oregon as the Rogue Valley MPO (RVMPO) on July 27, 1982. The RVCOG Board of Directors subsequently delegated responsibility for RVMPO policy functions to a Policy Committee of elected and appointed officials from all member jurisdictions.

Local jurisdictions initially involved in the planning activities of the RVMPO were Central Point, Jackson County and Medford. Phoenix was added to the urbanized area (UZA) in 1990 and subsequently became a member of the RVMPO. The 2000 Census showed that the Medford urbanized area again expanded to include Ashland, Jacksonville and Talent, and the RVMPO was required under federal law to once again expand its boundary to include those jurisdictions. Eagle Point became a voluntary MPO member after the 2000 Census. The 2010 Census determined that the city was part of the Medford Urbanized Area, so no official boundary change resulted.

"…RVMPO provides the forum for the many jurisdictions and agencies within the metropolitan region to come together to address the transportation issues that confront them all."

Ultimately, the RVMPO provides the forum for the many jurisdictions and agencies within the metropolitan region to come together to address the transportation issues that confront them all.

THE COMMITTEE PROCESS

The RVMPO functions under the guidance and direction of three committees that meet regularly and address issues relating to metropolitan planning responsibilities. Each committee operates under its own set of bylaws. Committee makeup, roles and responsibilities are outlined below and described more fully in the RVMPO's Public Participation Plan. Committee memberships are listed in the opening pages of this document.

POLICY COMMITTEE

The Policy Committee is the decision-making body for the RVMPO. It is composed of officials from each of the member jurisdictions: Medford, Central Point, Ashland, Talent, Jacksonville, Eagle Point and Phoenix, Jackson County, RVTD and ODOT. The Policy Committee meets monthly.

TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) makes recommendations to the Policy Committee and is responsible for gathering, reviewing, and validating technical information and data used in RVMPO functions, including this update of the RTP. The TAC includes staff from all member jurisdictions, as well as the Department of Environmental Quality (DEQ), the Department of Land Conservation and Development (DLCD), and the Federal Highway Administration (FHWA). Staff members bring their individual community and agency issues to the technical review discussions. The TAC meets monthly.

PUBLIC ADVISORY COUNCIL

The Public Advisory Council (PAC) makes recommendations to the Policy Committee from the public's perspective on proposed long-range transportation plans and priorities for state and federal funding and other transportation issues. The PAC serves as a public sounding board for regional issues, and as such is a key public participation activity for the RVMPO. Membership is based on geographic area and special areas of interest, such as

mass transit, freight, etc. PAC members are appointed by the Policy Committee to serve two-year terms.

1.3 Plan Contents

Plan Requirements

The 2025-2050 Regional Transportation Plan (RTP) updates the federally mandated multimodal plan that was first adopted by the Rogue Valley Metropolitan Planning Organization (RVMPO) in 1995. Since adoption of the first plan, the RVMPO planning area has more than doubled in geographic area because of population growth. This plan update replaces the 2021-2045 RTP, which was updated in 2021. The 2025 update is intended to comply with current federal transportation legislation, The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). Generally, transportation acts require the nation's metropolitan areas to adopt and maintain a plan that includes both long- and short-range strategies and actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods, addressing current and future transportation demands (23 CFR 450.322). Funding for all projects in the plan must be identified, and the plan must incorporate measures to assure that both project costs and anticipated revenue are reasonable.

In regions such as the Rogue Valley, where air quality is an issue, the RTP must be updated at least every four years, and the plan must be accompanied by an air quality conformity determination. The air quality document must show that through the horizon of the plan, the National Ambient Air Quality Standards will be met. For the Rogue Valley, the document must show that transportation-related emissions of carbon monoxide (CO) within the Medford Urban Growth Boundary will not exceed the budget set in the Medford CO State Implementation Plan (SIP). Also, the RVMPO must show that transportation-related emissions of Particulate Matter less than 10 microns in size (PM_{10}) within the Medford-Ashland Air Quality Maintenance Area will not exceed the budget set in the Medford-Ashland PM_{10} SIP.

"Funding for all projects must be identified, and the plan must assure that both project costs and anticipated revenue are reasonable."

Oregon's comprehensive land use planning law also shapes this plan, although adoption of the plan itself is not a land use action. The Oregon Transportation Planning Rule sets certain standards for jurisdictions within metropolitan planning areas. This plan contains provisions relating to those standards.

Document Structure

This update of the RTP is presented in ten chapters. Each chapter reflects the plan's major components, or key steps in the plan's development.

The RTP chapters include:

Chapter 1, Introduction - Contains summary information about the RTP and the RVMPO, the planning process, and plan requirements.

Chapter 2, Goals and Policies - This is the policy framework that guides development, implementation and evaluation of the RTP.

Chapter 3, Public Involvement - Contains information on community outreach conducted related to the development of the 2025-2050 RTP.

Chapter 4, Planning Area Characteristics - Provides an overview of demographics, including employment characteristics and commute patterns.

Chapter 5, Regional Transportation System - The largest chapter in the RTP, it contains sections on Transportation System Management, roadways, transit, bicycle and pedestrian facilities, parking, Transportation Options, air and rail, waterways and pipelines, and multi-modal safety and security.

Chapter 6, Air Quality - The air quality conformity process required for regional transportation projects within the RVMPO area is described.

Chapter 7, Environmental Considerations - Various natural and man-made resource sites in the region are identified and their intersection with planned projects is discussed.

Chapter 8, Plan Implementation - Contains information on how and why projects are listed in the RTP; the criteria and considerations used by the RVMPO to fund projects; and contains the RTP Project List, listing projects by jurisdiction and timeframe of implementation (short, medium, long).

Chapter 9, Financial Plan - Contains details about cost and revenue forecasts and the funding needed to implement the RTP; includes the best available projections of local, state and federal transportation funds to pay for the projects identified in Chapter 8.

Chapter 10, Future Conditions - Describes results of travel demand modeling and predicting areas of future congestion, as well as other challenges related to transportation planning.

Appendix A - Transportation Planning Acronyms and Terms

Appendix B – Potential Performance Indicators (PPI)

Appendix C - TPR Performance Measures & PPI Comparison

Appendix D – Resolution

Appendix E– Public Comments

Appendix F– Illustrative List (Tier 2 Projects)

Appendix G– White Paper on Model Run Report

Appendix H – RTP Transportation Survey

1.4 Plan Consistency

Transportation System Plans

In the Rogue Valley, the RTP also serves as the region's Transportation System Plan (TSP) as required under Oregon land-use law. Oregon's Statewide Planning Goal 12 and its implementing division, the Transportation Planning Rule (TPR) (OAR Chapter 660, Division 12) requires such a plan. By adopting the RTP the RVMPO Policy Committee is not taking a land-use action under state law. Rather, local jurisdictions direct transportation policy and planning through adoption of their comprehensive plans and TSP's. The RTP draws projects from jurisdictions' TSPs, and so is consistent with those plans. The RTP will be implemented by local jurisdictions through the TSP's and local development-review processes. The RTP's 20-year horizon, as required by federal law, extends beyond the horizons of the local plans, so not all long-range projects and strategies that could be in the RTP are identified. This means that the system performance analysis should be considered only for this plan. As jurisdictions update their TSPs, new projects will be added to the RTP. The RTP's frequent update cycle (every four years) readily accommodates updates to local plans. The updates are intended to ensure that the regional plan can adapt to changing needs and circumstances.

Language in the TRP (OAR 660-012-0016) specific to consistency between the RTP and TSP's is provided below:

Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas

(2) When an MPO adopts or amends an RTP that relates to compliance with this division (Transportation Planning), the affected local governments shall review the adopted plan or amendment and either:

> (a) Make a finding that the proposed RTP amendment or update is consistent with the applicable provisions of adopted regional and local transportation system plan and comprehensive plan and compliant with applicable provisions of this division; or
>
> (b) Adopt amendments to the relevant regional or local TSP that make the RTP and the applicable TSP's consistent with one another and compliant with applicable provisions of this division. Necessary plan amendments or updates shall be prepared and adopted in coordination with the federally required plan update or amendment. Such amendments shall be initiated no later than 30 days from the adoption of the RTP amendment or update and shall be adopted no later than one year from the adoption of the RTP amendment or update or according to a work plan approved by the commission (Land Conservation and Development Commission). A plan amendment is "initiated" for purposes of this subsection where the affected local government files a post-acknowledgement plan amendment notice with the department (Department of Land Conservation and Development) as provided in OAR Chapter 660, Division 18.

OTHER PLANS

The RTP also must be consistent with Oregon Department of Transportation (ODOT) plans, including the Oregon Transportation Plan and the Oregon Highway Plan. The Oregon Transportation Commission adopted the multi-modal Oregon Transportation Plan (OTP) in 2006. The OTP provides a framework for policy objectives including expansion of ODOT's role in funding non-highway investments, maintaining the assets in place, optimizing the existing system performance through technology and better system integration, creating sustainable funding and investing in strategic capacity enhancements.

The OTP has four sections: (1) Challenges, Opportunities, and Vision; (2) Goals and Policies; 3) Summary of Financial and Technical Analyses; and (4) Implementation. The OTP meets a legal requirement that the OTC develops and maintains a plan for a multimodal transportation system for Oregon. The OTP also implements the federal requirements for a state transportation plan and meets land use planning requirements for state agency coordination and the TPR. The transportation rule requires ODOT, the cities, and the counties of Oregon, as well as MPOs, to cooperate and to develop balanced transportation systems.

The Oregon Highway Plan establishes long-range policies and investment strategies for the state highway system. The Oregon Transportation Commission adopted the Oregon Highway Plan on March 18, 1999.

The plan contains the following elements:

- **Vision** – presents a vision for the future of the state highway system, describes economic and demographic trends in Oregon and future transportation technologies and demographic trends in Oregon and future transportation technologies, summarizes the policy and legal context of the plan, and contains information on the current highway system.

- **Policy** – contains goals, policies and actions in five areas: system definition, system management, access management, travel alternatives and environmental and scenic resources.

- **System** – contains analysis of state highway needs, revenue forecasts, descriptions of investment policies and strategies, implementation strategy and performance measures.

CHAPTER 2
GOALS & POLICIES

The Infrastructure Investment and Jobs Act Sets National Goals

Metropolitan planning areas are required to carry out a ***continuing, cooperative*** and ***comprehensive*** transportation planning process that provides for consideration and implementation of projects, strategies and services to address national transportation goals:

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
(2) Increase the safety of the transportation system for motorized and non-motorized users.
(3) Increase the security of the transportation system for motorized and non-motorized users.
(4) Increase accessibility and mobility of people and freight.
(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
(7) Promote efficient system management and operation
(8) Emphasize the preservation of the existing transportation system.
(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
(10) Enhance travel and tourism.

INTRODUCTION

The goals and policies chapter of the Regional Transportation Plan provides the policy framework that guides development of the plan itself as well as subsequent decisions about system management, and project selection and implementation. The goals also provide a measuring stick to judge how well the plan reflects the values expressed by the community.

2.1 REGULATORY FRAMEWORK

Rogue Valley metropolitan planning functions within a framework of federal and state laws. The region is required to have a plan that is consistent with the 2021 transportation act, The Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL). Through its goals and projects this update also maintains consistency with the previous RTP. On the state side, under Oregon land use law and specifically the Transportation Planning Rule, metropolitan planning is required to aim for specific outcomes relating to conservation and efficiency.

Federal IIJA Act planning factors are listed in the box to the left. State Transportation Planning Rule requirements include:

- Provide and encourage a safe, convenient and economic transportation system;

- Encourage and support travel choice among a variety of mode options;

- Ensure that transportation planning is done in coordination with land use planning.

Additionally, the goals and policies are intended to support the state's transportation priorities as identified in the *Oregon Transportation Plan,* the state's long-range transportation policy

document. "The goal: A safe, efficient and sustainable transportation system that enhances Oregon's quality of life and economic vitality."

PURPOSE

The RTP goals and policies the serve as a policy foundation not only for this plan, but other planning and project development carried out in the RVMPO planning area. They've been developed by the RVMPO's standing committees (Policy, Technical Advisory Committee and Public Advisory Council) to be consistent with local plans, especially state-required Transportation System Plans. Linkage to local planning is critical because of the significant, long-term impacts transportation decisions have on the region and the people who live and work here. Decisions about future transportation facilities will impact other development decisions.

ORGANIZATION

This policy statement contains Three elements: goals, policies, and potential actions. The intent is to go beyond describing a desired outcome in general terms and to provide examples of specific consequences to the potential actions that may result from a particular policy position

Each element in detail:

***Goals*:** These are broad statements about the region's desire for its future. Although a goal may not appear attainable, it is nonetheless useful as a description of an outcome the region is seeking to achieve.

Policies: These are statements describing some of the ways the region will seek to achieve its goals. Because transportation planning doesn't exist in isolation – land use decisions, for example, also are critical but not encompassed by this plan – polices listed here are not intended to represent the only actions that may be taken to achieve a goal.

Potential Actions: These are examples of the kinds of decisions, projects and other outcomes that can be expected by pursuing a particular policy line. These descriptions are intended to provide plan users with additional guidance as to the kinds of outcomes the region desires.

GOALS, POLICIES, & POTENTIAL ACTIONS

The goals and policies for the plan are listed below, along with the potential actions. The number of policies varies among the goals. Likewise, the number of potential actions also varies. The number of policies or actions is not a reflection of the importance or significance of a particular goal. Potential performance indicators for each goal are included in the Appendices section of the Regional Transportation Plan.

GOAL 1

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

POLICIES

1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all modes and users.

1-2: Utilize design standards, landscaping and other amenities as transportation facilities are developed in the urban areas to encourage transit, pedestrian and bicycle users.

1-3: Develop a user-friendly and comprehensive multi-modal transportation system by using the MPO structure as a forum.

1-4: 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 ACTIONS

- ❖ Design projects with space reserved for current and future multi-modal transportation infrastructure connections.
- ❖ Support and maintain current multi-modal improvements which foster connectivity.

GOAL 2

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

POLICIES

2-1: Coordinate with Federal, State and local agencies to promote traffic safety education and awareness.

2-2: Catalogue and rank crash-prone areas, placing a higher priority on transportation investments correcting safety deficiencies for all modes of transportation.

2-3: Coordinate with incident-response agencies to design and operate a transportation system supporting timely and safe incident response.

2-4: Reduce vulnerability to the public, goods movement, and critical transportation infrastructure to crime, incidents and natural hazards.

2-5: Plan, manage and support development of alternate transportation routes in response to regional incident needs.

POTENTIAL ACTIONS

- ❖ Work together with local, state, and regional providers to maintain coordinated regional emergency and incident response plans.

❖ Examine all modes of transportation for security deficiencies. Recommendations for improvements are developed and implemented.

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 regional transportation options which protect the environment and promote health.

3-4 Identify and support funding transportation projects which will promote consistency with state and local plans.

3-5: Identify and study potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate, Federal, State, and local agencies.

3-6: Identify and consider incorporating into design and planning, areas that represent features of historical value and community identity.

3.7: Identify and support regional strategies which will encourage more efficient use of existing parking facilities.

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.

❖ Consider travel demand model alternatives based upon assumed population and housing distribution.

❖ Consult with housing officials and organizations to foster integration of housing and transportation.

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

GOAL 4

Develop a plan that can be funded and reflects responsible stewardship of public funds that preserves and improves the resiliency and reliability of the transportation system.

POLICIES

4-1: Develop innovative and sound funding policies to implement the RTP. Ensure that costs of planned improvements are consistent with policies.

4-2: Prioritize investments to preserve the existing transportation system.

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.

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.

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 side or rear of building so pedestrians can access entrances.
- Support mobility hubs and park-and-ride standards to place facilities near transit routes.
- Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- Plan for, build and maintain shared roadways for use by all modes.
- Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- Improve pedestrian access to transit.
- Support other forms of public and private transportation such as bus rapid transit, light rail, trolleys, and transit feeder and connector services as the region's population reaches higher thresholds.
- Strive to complete projects identified in the Jackson County Active Transportation Plan.

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.

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.

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.

POTENTIAL ACTIONS

- Balance the demand for freight routes with the demands for local circulation.
- Explore the feasibility of developing interurban freight delivery systems.
- Support the use of the transportation planning process to address the integration of housing, transportation and economic strategies.
- Support transportation projects which enhance travel and tourism.

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CHAPTER 3

PUBLIC INVOLVEMENT

INTRODUCTION

The RVMPO has an adopted Public Participation Plan, last updated in 2024, which remains consistent with the planning requirements of the 2021 transportation act, Infrastructure Investment and Jobs Act (IIJA).

Public participation activities are conducted according to standards and requirements of the RVMPO Public Participation Plan. The participation plan establishes the goal of the RVMPO to provide citizens and interested parties with reasonable opportunities to participate in the metropolitan transportation planning process. Beyond efforts to provide information to the public, this goal encompasses a wide range of strategies and activities to enable the public to be involved in a meaningful way in the RVMPO's decision-making process. Ultimately, efforts to bring more voices and wide-ranging interests to the table will yield better planning results.

3.1 RTP PLANNING PROCESS AND PUBLIC PARTICIPATION

RTP UPDATE

The RVMPO provided the public with opportunities to review and comment on the RTP update through a "virtual" Open House on the RVMPO website. The RTP Open House included an interactive map of RTP projects that the public could interact with by reviewing and commenting on short, medium and long-range projects. The virtual Open House also included a public transportation survey that included questions such as transportation choices, perceptions of roadway conditions, and opinions on important goals.

The RVMPO staff attended multiple events promoting the RTP including the Ride the Roque on September 28, 2024, and the Talent Harvest Festival, October 5, 2024. The public transportation survey was developed using ESRI's (Environmental Systems Research Institute) ArcGIS Online platform. A link and QR code to the ArcGIS Survey 123 form was distributed at the local events. A paper version of the online survey was also developed and distributed at the events for those residents without internet access. A dashboard linked to the online survey reported near real time survey results and included a map displaying recent census data for the jurisdictions within the RVMPO planning area.

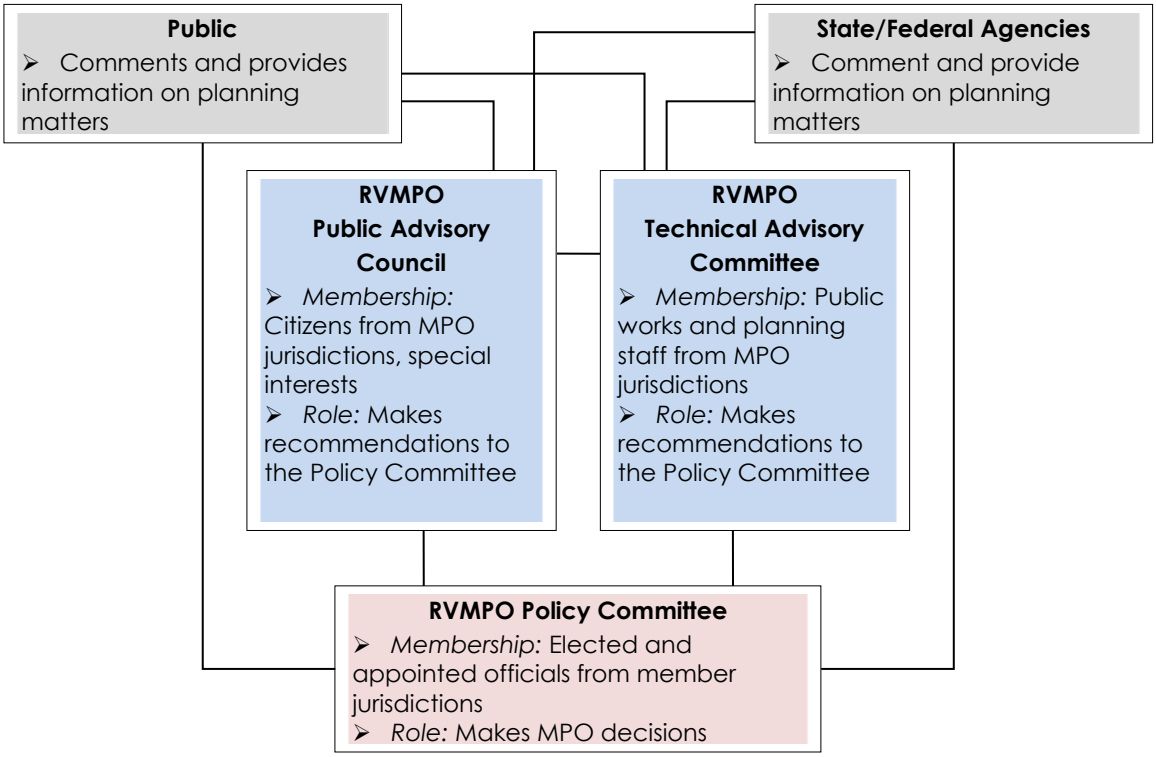
The survey questions and results can be found in Appendix H.

Figure 3.1.1: RVMPO Online Survey Links

https://arcg.is/1Cri0C2

Image 3.1.1: RVMPO Staff Promoting RTP

Figure 3.1.2: RVMPO Organizational Structure

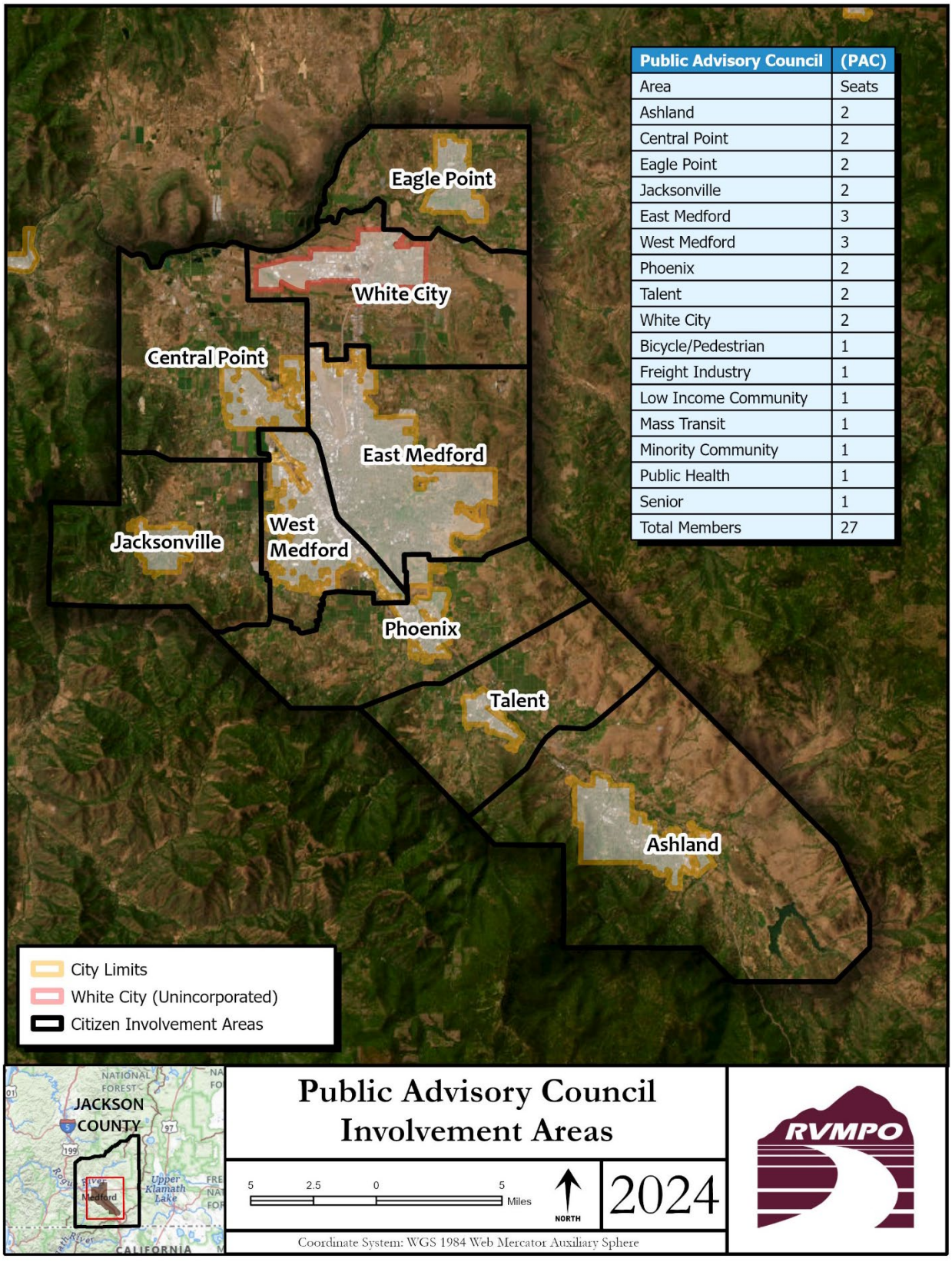


Development of this RTP update involved close coordination with member jurisdictions at both the staff and policy level. Critical parts of the plan, including the forecasts, policy statement and project selection were developed in RVMPO committee meetings, and individual consultation with jurisdictions. Public review and comment were made available through the website, from comments and recommendations made by the RVMPO Public Advisory Council, at committee meetings and public hearings. Meetings at which plan components were discussed had been announced by email. Additionally, the RVMPO solicited comments on the plan to a contact list of "interested parties" and Title VI/ related organizations in the region. Meetings were also advertised from time to time in the local news media. The Policy Committee conducted a public hearing on the RTP as well as the conformity determination during the formal comment period. The public was invited to freely participate through advertisements on the RVMPO website.

PUBLIC COMMENTS AND THE RTP

Public comments with MPO responses are included in Appendix E. It is important to note that this does not include comments and recommendations from the RVMPO Public Advisory Council (PAC), an appointed group who are vital part of the MPO's public participation process. The PAC participated in the plan update process by making comments and recommendations on RTP update to the Policy Committee. Their meeting agendas and minutes can be found on the RVMPO website. Map 3.1.1 below shows the citizens involvement areas.

Map 3.1.1: RVMPO PAC



CHAPTER 4

PLANNING AREA CHARACTERISTICS

4.1 DEMOGRAPHICS

The Rogue Valley Metropolitan Planning Organization (RVMPO) was established in 1982 to coordinate transportation planning in the urbanized areas of Jackson County, Oregon. The formation of the RVMPO was mandated by the Federal-Aid Highway Act of 1962, which requires urbanized areas with populations of 50,000 or more to set up a Metropolitan Planning Organization (MPO). The Governor designated the Rogue Valley Council of Governments (RVCOG) as the MPO for the Rogue Valley.

Transportation can influence population distribution and where people choose to live can influence available transportation facilities and transportation modes. A thorough understanding of population distribution relative to transportation infrastructure is necessary to effectively allocate limited transportation resources.

The U.S. Census Bureau produces a census every 10 years which provides an official count of the entire U.S. population. In between censuses, the Census Bureau's Population Estimates Program produces the American Community Survey (ACS). The ACS is the official estimate of the population for the nation, states, counties, cities and towns. The ACS estimates are based on an ongoing survey which is conducted each month, every year. A random sample of households completes the ACS, and each year a 1-year ACS survey is released. A 5-year ACS provides estimates based on a five-year average[1].

Table 4.1.1 – Jackson County (2020 U.S. Census Bureau unless specified)

Oregon		
Population	4,237,256	
Jackson County		
2010 Population	203,206	100.00%
2020 Population (PSU Est)	223,104	+9.87%
2024 Population (PSU Est)	222,762	-0.14%
Urban Population	177,278	79.40%
Rural Population	45,981	20.60%
Housing Units	96,239	100.00%
Occupied Housing Unit	90,467	94.00%
Working Age (18-64)	125,981	56.43%
Median Age	43.1	

Portland State University (PSU) Population Research Center (PRC) produces population estimates annually as required per Oregon Revised Statutes (ORS) 190.250[2]. The PSU 2024

[1] For more information, visit https://www.census.gov/programs-surveys/acs/

[2] For more information, visit https://www.pdx.edu/population-research/population-estimate-reports

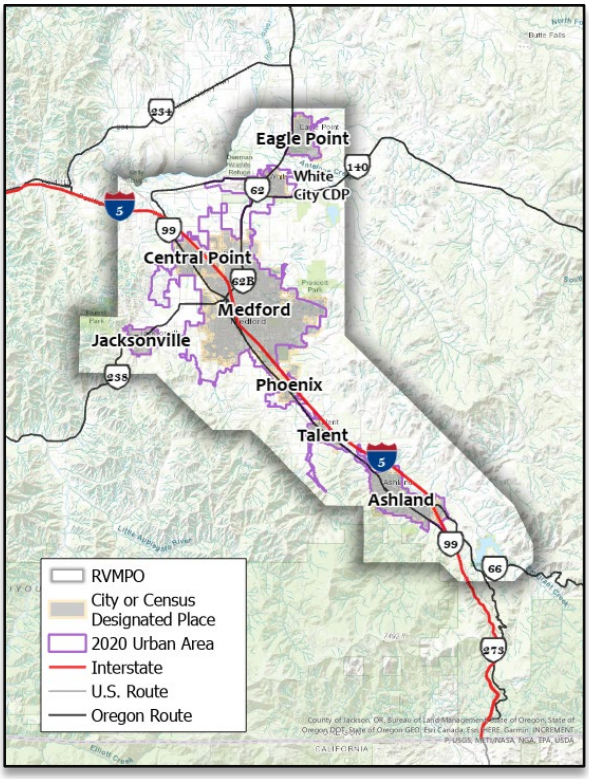
Certified Population Estimates for Jackson County indicate a negative population growth between 2020 – 2024. This is due to the catastrophic wildfires of September 2020 in Jackson County. Talent and Phoenix lost more than 400 homes each. Since then, Talent has rebuilt approximately 70% of its damaged homes and Phoenix has rebuilt approximately 50%.

Table 4.1.2 – Phoenix and Talent Population (PSU)

Phoenix			Talent		
2020	4,459	-	2020	6,285	-
2021	4,247	-212	2021	6,021	-264
2024	4,413	+166	2024	6,411	+390

Interstate 5 (I-5) is the transportation backbone for the state of Oregon, Jackson County and the Medford Urban Area (UA). I–5 has exits within the RVMPO Planning area in Ashland, Talent, Phoenix, Medford and Central Point. Several state routes, as well, serve to link the incorporated cities and unincorporated areas within the Medford UA and the Rogue Valley Metropolitan Planning Organization (RVMPO) planning area. Crater Lake Highway (Oregon Route 62) leads to Eagle Point, White City and Crater Lake. Rogue Valley Highway or Oregon Route 99 parallels I-5 and provides business access through Medford, Central Point, Phoenix, Talent and Ashland. Jacksonville Highway or Oregon Route 238 leads to Jacksonville, Oregon. Lake of the Woods Highway, Oregon Route 140, extends from Central Point to Klamath Falls. Green Springs Highway, Oregon Route 66, runs from Ashland to Klamath Falls.

Table 4.1.3 – RVMPO Planning Area Population and Housing (2020 U.S. Census unless specified)



Jackson County		
Population	223,259	100.00%
Housing Units	96,239	100.00%
Medford Urban Area		
Population	171,640	76.88%
Housing Units	73,280	76.14%
RVMPO City Population		
Medford	85,824	38.44%
Ashland	21,360	9.57%
Central Point	18,997	8.51%
Eagle Point	9,686	4.34%
Talent	6,282	2.81%
Phoenix	4,475	2.0%
Jacksonville	3,020	1.35%
Total City Population	149,644	67.03%
Medford		
Population	85,824	38.44%
Housing Units	35,646	37.04%
Population 18-64	49,312	39.14%
Medford Trend		
2010 Population	74,907	100.00%
2020 Population (PSU Est	85,910	+14.69%
2024 Population (PSU Est)	88,352	+2.84%

The 2020 Census data allow for comparisons between housing and population variables of the local incorporated cities. Incorporated cities form the bulk of the RVMPO planning area. Medford is the largest city in Jackson County and accounts for nearly 40% of Jackson

County population. The incorporated cities within the RVMPO planning area account for over two-thirds of Jackson County population. The Medford Urban Area, which includes the City of Medford, accounts for over three quarters of Jackson County population.

The 2019 – 2023 ACS reflects boundaries of urban areas based on 2020 census data. For the 2020 Census, an Urban Area (UA) is defined as a statistical geographic entity comprised of a densely settled core created from census blocks and contiguous qualifying territory that together have at least 2,000 housing units or 5,000 people. Urban areas with densely developed and/or populated geographic areas often utilize a mix of land uses where residential, commercial, and recreational spaces coexist. A well-planned urban area combined with accessible transit can significantly reduce the impact on transportation infrastructure.

4.2 COMMUTE PATTERNS

Transportation statistics are necessary to gauge patterns of travel and better understand how trends may impact transportation infrastructure or access. The ACS Survey estimates, among other things, the means of transportation for workers when commuting to work. A comparison between 2018 and 2023 ACS data below reveals some interesting commuting statistics for Jackson County.

Table 4.2.1 – Means of Transportation to Work

Mode	2018	2023	Difference	Change %
Drove Alone	69,641	71,353	+1,712	+2.46%
Worked at home	7,050	11,821	+4,771	+67.67%
Carpooled	8,769	8,106	-663	-7.56%
Walked	2,929	2,597	-332	-11.33%
Bicycle	1,366	785	-581	-42.53%
Other	505	755	+250	+49.50%
Public Transportation	1,025	792	-254	-25.00%
Motorcycle	274	524	+250	+91.24%
Total Workers	91,559	96,733	5,174	5.65%

U.S. Census Bureau, U.S. Department of Commerce. "Means of Transportation to Work." *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B08301*, 2023, https://data.census.gov/table/ACSDT5Y2023.B08301. Accessed on February 5, 2025.

The most popular mode of commuting to work continues to be driving a single occupant vehicle (SOV). The ACS indicates that among the estimated 96,733 workers in Jackson County during 2023, 71,353 or nearly 75% of them continue to drive a SOV. This level of commuters driving SOV remained largely unchanged over the period.

The data illustrates how the COVID-19 pandemic impacted commuting patterns. The number of Jackson County workers working from home increased significantly after the COVID-19 emergency declaration in March 2020. The increase was significant as the working from home mode increased 2/3^{rds} over pre-COVID-19 levels (Year 2018) and rose to the 2nd highest behind only driving a SOV. Additionally, it would appear the trend is persisting as Jackson County workers continue to work from home in significant numbers even after the pandemic officially ended in May 2023.

The increase in working from home, in turn, appears to have had an adverse impact on other commuting modes within Jackson County. Carpooling, walking, bicycling, and public transportation were all down. One exception is commuting by motorcycle which nearly doubled.

Consider the following reference from a Massachusetts Institute of Technology study "Impacts of remote work on vehicle miles traveled (VMT) and transit ridership in the USA."

We find that using the pre-pandemic levels as the baselines, a mere 1% decrease in on-site workers corresponds to a 0.99% reduction in state-level VMT and a 2.26% drop in Metropolitan Statistical Area (MSA)-level transit ridership. Notably, a 10% decrease in on-site workers compared to the pre-pandemic level could yield a consequential annual reduction of 191.8 million metric tons (10%) in CO2 emissions from the transportation sector, alongside a substantial $3.7 billion (26.7%) annual loss in transit fare revenues within the contiguous US[3].

The Federal Highway Administration's (FHWA) Next Generation National Household Travel Survey (NextGen NHTS) Origin-Destination (OD) Data Products are also a valuable source for transportation data. The NextGen NHTS OD data products leverage in-vehicle and smartphone application-generated passive mobility data to summarize travel between 583 zones that encompass Metropolitan Statistical Areas (MSA) and non-MSA areas within each state and the District of Columbia. The Medford, Oregon MSA is Jackson County.

Table 4.2.2 – Jackson County, Oregon - 2022 Passenger Trips by Distance

Distance	Inbound to*	Outbound **	Within***
1. 0-10 miles	0.22%	0.25%	79.22%
2. 10-25 miles	0.55%	0.59%	11.34%
3. 25-50 miles	1.58%	1.44%	1.55%
4. 50-75 miles	0.37%	0.33%	0.04%
5. 75-100 miles	0.23%	0.22%	0.01%
6. 100-150 miles	0.14%	0.15%	0.00%
7. 150-300 miles	0.35%	0.37%	0.00%
8. >300 miles	0.55%	0.50%	0.00%
Total	4.0%	3.85%	92.15%

Federal Highway Administration. (2022). 2022 NextGen NHTS National Passenger OD Data, U.S. Department of Transportation, Washington, DC. Available online: https://nhts.ornl.gov/od/.

*Inbound: trips from all other zones to Medford, Or MSA (Jackson County)

**Outbound: trips from Jackson County to all other zones

***Within: trips within Jackson County only

As the NextGen NHTS Origin-Destination data indicate, nearly 80% of passenger trips in Jackson County were within Jackson County and ten miles or less. This translates to over 191,000,000 passenger trips in 2022 of 10 miles or less. These numbers suggest the development of alternative transportation infrastructure connecting high-density residential areas to employment centers could be effective.

[3] Zheng, Y., Wang, S., Liu, L. et al. Impacts of remote work on vehicle miles traveled and transit ridership in the USA. Nat Cities (2024). https://doi.org/10.1038/s44284-024-00057-1

CHAPTER 5
REGIONAL TRANSPORTATION SYSTEM

This chapter provides a comprehensive overview of the existing components of the regional transportation network. The chapter is divided into several key sections, each focusing on a specific aspect of the transportation system:

- **5.1 Transportation System Management (TSM):** Strategies to optimize the efficiency of existing infrastructure without major expansion.
- **5.2 Street System:** summarizes the regional roadway characteristics within the MPO Planning area.
- **5.3 Transit System:** Public transportation services and future improvements.
- **5.4 Bicycle & Pedestrian Facilities:** Infrastructure supporting non-motorized travel.
- **5.5 Parking:** Management of parking resources in the region.
- **5.6 Transportation Options:** Programs encouraging alternatives to single-occupancy vehicle travel.
- **5.7 Air, Rail, Waterways & Pipelines:** Overview of freight and passenger transport via non-road modes.
- **5.8 Performance Measures:** Metrics used to evaluate the effectiveness of the transportation system.

Together, these sections reflect the region's commitment to a balanced, sustainable, and integrated transportation system that supports economic vitality, environmental stewardship, and quality of life.

While the RTP is developed to meet federal planning requirements, it is also shaped by state-level guidance. Under Oregon's Transportation Planning Rule (TPR), regional and local transportation system plans must be consistent with the Oregon Transportation Plan (OTP) and its supporting documents, including the Oregon Highway Plan. This alignment ensures that regional planning efforts contribute to a cohesive, statewide transportation strategy while addressing the unique needs of the Rogue Valley.

5.1 TRANSPORTATION SYSTEM MANAGEMENT

INTRODUCTION

The State of Oregon Transportation Planning Rule defines Transportation System Management (TSM) strategies as:

> "*...techniques for increasing the efficiency, safety, capacity, or level of service of a transportation facility without increasing its size*."

TSM strategies are aimed at making the most efficient use of the existing transportation infrastructure, thus reducing the need for more costly projects, such as roadway capacity expansion. Policy 1G of the Oregon Highway Plan (OHP) also reference this as a guiding state policy. Example techniques include coordinating traffic signals, re-striping lanes, and channelizing intersections. TSM strategies can be an important component in maintaining mobility standards. However, to ensure the effectiveness of implementing TSM a collaboration between the MPO, State and the local governments is a must, Police 1B of the OHP.

TSM needs examined in this chapter include:

- Intersection traffic control needs and improvements including signal coordination, signal upgrades and new signal installation or modifications;
- Intelligent Transportation System (ITS) needs and improvements; and
- Continuing traffic monitoring.

DATA COLLECTION AND INVENTORY

Locally, TSM strategies are considered first whenever system deficiencies are encountered. Local agencies have a history of implementing TSM projects and they are expected to continue to do so during the implementation period of the Transportation System Plan. Many TSM projects have relatively low capital costs in comparison to construction of new streets. TSM projects seldom require right-of-way acquisition, a sometimes lengthy, expensive and potentially disruptive process. Some TSM projects do not even require any physical construction.

TSM strategies include Intelligent Transportation Systems (ITS)—such as ramp metering, incident management, and traffic operations centers—and Transportation Demand Management (TDM) programs like ridesharing, vanpooling, and park-and-ride facilities. Additional measures, such as installing signals and signs, constructing slow-moving vehicle turnouts, and addressing known rock fall areas, further contribute to safer and more reliable traffic operations, see OHP Appendix B for more information. Due to their relative simplicity and quick deployment, TSM projects remain a practical and attractive approach to improving regional transportation performance.

TSM EXAMPLES

Coordination of traffic signals, for example, can bring immediate congestion and air quality benefits. Coordinated signal timing in Oregon has produced 10- to 40-percent reductions in stops and 15- to 45-percent reductions in delays, yielding 5- to 25-percent reduction in travel time and up to 15-percent reduction in fuel consumption. Traffic signals within the RVMPO are operated by the Oregon Department of Transportation (ODOT), City of Medford. They are owned by the cities of Ashland, Central Point, Medford, Jackson County and ODOT.

The Rogue Valley Intelligent Transportation System (RVITS) Plan, completed in 2016, contributes to TSM in areas of traffic operations and management, traveler information, incident management, public transportation management, emergency management, information management, and maintenance and construction management. RVITS is a 10-year plan for the installation and use of advanced technologies and management techniques to improve the safety and efficiency of the transportation system. This plan was developed collectively by the RVMPO member jurisdictions, including Rogue Valley Transportation District and the Oregon Department of Transportation.

FORECASTING FUTURE DEMAND

Chapter 10 looks at future-year demand across the entire regional transportation system. Additionally, RVMPO member jurisdictions have identified long-range system needs in their Transportation System Plans. The jurisdictions' TSPs identify numerous needs that can be met, at least in part, by TSM measures. Operational/capacity problems at intersections (volume-capacity ratio exceeding 1.0) can be addressed by intersection improvement projects. Medford and Central Point have built roundabouts to improve intersection performance. Channelization can also alleviate delay problems. Widening intersection approaches to provide left- and right-turn lanes can increase the approach capacity by up to 25 percent. Turn lanes also allow for simplified and more efficient signal timing. Most urban upgrade projects in the plan include channelization, which qualifies for Congestion Mitigation and Air Quality funds because reduced congestion reduces vehicle emissions.

Illustrating the potential effectiveness of TSM measures, Ashland in the early 2000s examined 20-year growth projections and determined that a combination of TSM measures, and an effective, area-wide transportation options (TO) policy (TO is discussed in Chapter 5.6), would yield an overall street system that operates within acceptable levels. TSM measures included in this analysis were:

- New traffic signals and signals coordination;
- Intersection approach enhancements, such as dedicated right-turn lanes; and
- Access management of private driveways and public streets.

Jurisdictions have identified signalization and other intersection-improvement projects, which are listed in Chapter 8 in the RTP Project List. These types of projects are part of an overall strategy to maximize the capacity of the existing street system.

SYSTEM DEFICIENCIES, STRENGTHS AND WEAKNESSES

Recurrent congestion for the most part is limited to morning and/or peak periods today. Most congestion falls within the moderate to high congestion range. Chapter 10, Future Conditions, provides details about system performance and congestion within the overall system.

Policy Issues and Actions

The potential benefits of TSM measures – both alone and in conjunction with other kinds of projects – will keep them at the forefront of system-improvement options. And as with other system needs, funding is not expected to keep pace with demand. The funding problem is not unique to the Rogue Valley region. In the area of updating and improving traffic signals, for instance, it has been estimated that approximately two-thirds of the urban signalized intersections in the United States need upgrading of physical equipment and changes to current timing. Generally, an inventory of traffic control devices is made to determine the need for replacement with new, more modern equipment. After the inventory is complete, comprehensive planning for signal systems can take place to improve traffic operations. Among the potential benefits of improved signal systems is a reduction in congestion, with a corresponding improvement in air quality.

The expected growth will put an enormous burden on the existing transportation system. Public agencies must realize that high land and construction costs and environmental constraints make it difficult to build new transportation infrastructure as the single means of relieving congestion. Therefore, a systematic approach is necessary to effectively manage the region's transportation system and capitalize on the existing infrastructure as the region grows. This will have to include a wide range of system management tools.

Facility Requirements

TSM measures most applicable to the RVMPO region are presented below. Where possible, specific projects have been identified. This discussion of TSM strategies does not represent any priority order. A broad range of strategies must be considered for the individual problems at each location.

Traffic Control Devices – The twin purposes of traffic signals (traffic lights) are a) to provide safety at intersections where volumes are considerable on at least one of the roads and b) to enhance smooth traffic flow through signal synchronization over several miles of arterial highway. In a synchronized system, the driver, after getting a green light should be able to travel within the speed limit uninterrupted through a series of green lights. Synchronization through use of a master control system is discussed in the next section. Local governments traditionally base their decisions concerning the installation of traffic signals on the Manual on Uniform Traffic Control Devices. They also have a good record of using signals to help achieve optimum traffic flow. Local governments should continue to give priority to improving existing traffic signal systems. Such improvements should include regular signal maintenance, updating the signal equipment and signal timing plan improvements. These improvements should be evaluated based on detailed analyses of traffic operations at individual intersections.

The coordination of new traffic signals through interconnection with existing and other new traffic signals should be considered to improve corridor-level traffic operations. Whenever additional intersections are signalized, agencies need to consider how they are best integrated with nearby signalized intersections. In some cases, signals operate most efficiently as independent signals, but in other cases, they are best integrated into a signal system.

The City of Medford already uses traffic signal systems and coordinated traffic signals in several locations. Experience in Medford and other communities have shown an eight to ten percent improvement in travel time along arterials after interconnected systems have been installed. Reduction of some types of automobile emissions is another possible benefit of improved signal systems.

Installation of master controllers, interconnection systems, and other equipment may help to achieve increased efficiency and reduce congestion of the street system.

Eliminate Unnecessary Traffic Signals – Intersection traffic-control improvements such as traffic signals are generally based on identified traffic congestion and safety problems. Over time, a change in the surrounding land use or street system may reduce travel demand at the signalized intersection, or geometric improvements may mitigate the safety problems at the intersection. Such changes may make the signal unnecessary, thereby requiring that the signal be removed for optimum system performance.

Intersections requiring removal of traffic signals may be converted to two-way stop control with free flow in the major direction of travel, or they may be converted to all-way stop control.

Intersection Geometric Improvements – Intersection improvements such as the provision of turning lanes, traffic islands, channelization, and improved design can generally be implemented at relatively modest cost depending on their complexity. The benefits, though, in the form of improved vehicular traffic flow and pedestrian safety, are substantial.

Local governments have a history of developing intersections that conform with national standards for geometric improvements at intersections. The following are eleven guidelines established by the Institute of Transportation Engineers in designing and improving arterial intersections at grade:

- Reduce the number of conflicts among vehicular movements.
- Control speed of vehicles entering and exiting the intersection.
- Coordinate different types of traffic control devices used with the traffic volume at the intersection.
- Select proper type of intersection to serve the traffic volume. Low volumes can be served with minimal control, whereas higher volumes require turning lanes and sophisticated actuated signal operations.
- Use separate left- and right-turn lanes at high volume intersections.
- Separate conflict points. Intersection hazards and delays are increased when intersection maneuver areas are too close together or overlap.
- Favor the heaviest and fastest flows.

- Reduce areas of conflict by channelization (striping, islands, etc.).

- Segregate non-homogenous flows. Separate lanes should be provided where appreciable volumes of traffic are traveling at different speeds (e.g. turning lanes for slowing vehicles).

- Consider the needs of pedestrians and bicyclists.

Intersection Turning Movement and Lane-Use Restrictions – Left-turning vehicles along major undivided highways can impede the flow of through traffic, especially when storage lanes are not provided for left-turning traffic. Turning movements are sometimes prohibited at arterial intersections to minimize conflict between turning vehicles and pedestrians, and between turning vehicles and other vehicles approaching from the opposite direction, thereby reducing delay and safety problems. In such cases, the turn movements should be prohibited during those hours when study data indicate that a significant capacity or safety problem exists, provided a suitable alternative route is available.

Alternatively, at signalized intersections, turning movements can be restricted to certain phases of the signal operation by use of separate displays and appropriate signs. This type of turn restriction is most effective only when a separate lane is provided for the use of turning vehicles.

Turn prohibition studies should consider the following:

- Amount of congestion and delay caused by turning movements;

- Number of collisions involving vehicles making the turning movements;

- Possible impact of traffic diversion on congestion and accidents at intersections required to accommodate traffic diverted by the prohibition;

- Reaction from local property owners;

- Possible adverse environmental impacts caused by re-routed traffic; and

- Feasibility of alternative solutions, such as providing separate storage lanes for turning movement, and separate turn-movements phasing at signalized intersections. The metropolitan area currently has few intersections where left-turns are prohibited. Additional candidate locations may be identified as the region grows. Turn prohibitions may be a viable solution where a separate left-turn lane and signal protection cannot be provided because of expense or right-of-way constraints.

Access Management – Roadways have two principal functions: the provision of access to adjacent properties and the provision of mobility for traffic already on the street. Streets of different categories have different blends of access and mobility functions.

Access management involves the balance between access to adjacent parcels and accommodating the flow of traffic. Not all of the local governments of the region have

adopted access management plans. However, access management standards are a required component of local Transportation System Plans (TSPs). Currently, RVMPO member jurisdictions are in different phases of developing and implementing TSPs.

Access issues can be highly controversial since access management often regulates and limits access to individual businesses or requires access from side streets or frontage roads. Access issues must be handled individually for existing business sites. Significant concerns have been raised in Phoenix along Fern Valley Road, in Medford at the South Medford Interchange, and in Medford and Jackson County along Highway 62. Other local access issues have been raised on arterial and collector streets.

Experience throughout the United States has shown that a well managed access plan for a street system can:

- Minimize the number of potential conflicts between all users of the street system, providing a safer and more efficient system; and

- Minimize local costs for transportation improvements needed to provide additional capacity and access improvements.

Without an access management program along arterials and collectors, roadways may need to be periodically widened to accommodate demands of increased development. This cycle is a result of continually trying to satisfy traffic demands resulting from increased business activity. In turn, improved traffic conditions lead to further traffic demands. The number of vehicle conflict points rises because of an increase in the number of driveways, causing road capacity to diminish. Vehicle delay increases, and safety and comfort are reduced. The cost of allowing unplanned development to occur along arterials can be great because the inevitable solution calls for more capital expenditure, as the traffic conditions reach intolerable proportions. However, if proper planning in the form of an access management system is used, costs can be minimized.

The following are some of the more important components of an access management strategy that would be applicable to the metropolitan area.

Regulate minimum spacing of driveways – Several ways to accomplish this including:

- Regulate maximum number of driveways per parcel.
- Require access on adjacent cross street (when available).
- Consolidate access for adjacent properties.
- Encourage connections between adjacent properties that do not require motorists to traverse the public streets.
- Require adequate internal site design and circulation plan.
- Regulate the maximum width of driveways.
- Improve the vertical geometrics of driveways.
- Optimize traffic signal spacing and coordination.
- Install raised median divider, left-turn deceleration lane.
- Install continuous two-way left-turn lane.

Ramp Metering – Ramp meters are employed at freeway on-ramp entrances with the objective of optimizing throughput capacity on the mainline freeway. The optimization is achieved by regulating the entry of vehicles onto the freeway during the peak hours of operation with ramp signals at the on-ramps. Very often, optimization of freeway throughput capacity is achieved at the expense of additional delays at the metered on-ramps. Another important consideration is the ability to provide adequate queuing or storage capacity for the stopped vehicles on the ramps leading to the through road.

Ramp metering has proven to be one of the most cost-effective techniques to improve traffic flow on the freeway. A Federal Highway Administration study of seven ramp-metering sites in the United States and Canada revealed that average highway speeds increased by 29 percent after installing ramp metering. An analysis of the system in Seattle revealed that in addition to speed and corresponding travel time improvements, highway volumes increased between 12 and 40 percent because of ramp metering. Also, accident rate reductions between 20 and 58 percent have been recorded as a result of improved merging operations associated with ramp metering at freeway and on-ramp merge points.

The possibility of future metered on-ramps to Interstate 5 (I-5) has been raised and could be evaluated more thoroughly by ODOT in cooperation with local governments as the region grows and travel-demands increase. Although I-5 and the ramps are under the jurisdiction of ODOT, it will be important for agencies to work cooperatively to balance the competing demands on the interstate system and to ensure that any ramp delays can be accommodated by the local street system.

Goods Movement Management – The efficient movement of goods into and out of urban areas is essential for the economic vitality of the region. Goods-movement management strategies are aimed at mitigating congestion and improving safety conditions along the arterials. Strategies include restricting truck deliveries and pick-ups to off-peak periods, using alleys for loading and unloading, and providing additional curb space for loading and unloading operations. Such strategies should be investigated in commercial areas along heavily congested roads.

Issues associated with goods movement management strategies include traffic management, improvements at shipping/receiving points, reductions in operational and physical constraints, changes in business operating practices, and changes in public policy. Shifting goods movement activities to off-peak hours through various incentives (tax and otherwise) assists in the reduction of peak period traffic congestion. Traffic management strategies include incident management, night shipping and receiving, and peak-period truck bans.

Restricting deliveries or trucking activities in locations where it has long been conducted with little regulation may be unpalatable. It may, however, be possible to require on-site loading and unloading as a design feature for new developments. It is recognized that existing businesses will strenuously object to any restriction on deliveries or any change to the way in which they have been doing business. It is particularly difficult to implement a strategy that gives one business a real or perceived advantage over a competitor. It is also difficult for an agency to justify removal of on-street parking and, potentially, the loss of meter revenue, to accommodate more or larger truck loading zones. The implementing agencies need to evaluate these concerns in light of the advantages and disadvantages.

Bus Bays – Bus bays are areas along a roadway that allow buses to pull out of the travel lane while boarding or discharging passengers. They may be used to relieve congestion and to reduce the interference between buses and other traffic. Buses stopping frequently in through traffic lanes may frustrate the vehicle drivers who are following, possibly causing a following driver to take unsafe risks to overtake the bus. Bus bays may also prevent following traffic from stopping in intersections. Bus bays are more effective on heavily traveled arterials or collectors, where their use may be an effective TSM strategy.

A potential disadvantage of bus bays is that it may be difficult for buses to re-enter the stream of traffic once they have stopped in the bus bay. This can slow transit service considerably, making it a less viable mode of transportation. Currently, Oregon has a "Yield to the Bus" Law requiring drivers to yield to buses that are trying to merge back into traffic. Potential disadvantages to bus bays can be mitigated by equipping RVTD's fleet with electronic yield signs, using public service announcements to explain the law, and enforcement of the law by local officers.

Intelligent Transportation Systems – In December 0f 2016 the RVMPO completed a comprehensive Intelligent Transportation Systems plan (RVITS). This 10-year plan identifies advanced technologies and management techniques that can relieve traffic congestions, enhance safety, provide services to travelers, and assist transportation system operators in implementing suitable traffic management strategies.

RVITS is part of a federal initiative to use ITS to increase the efficiency of existing transportation infrastructure, improving overall system performance and reducing the need to add capacity. Efficiency is achieved by providing services and information to travelers so that they can make better travel decisions and to transportation system managers so they can better manage the system. To assure the development of a relevant plan, RVITS was produced with guidance from RVMPO member jurisdictions and key stakeholders from emergency services and communications agencies.

The RVITS plan provides a framework of policies, procedures and strategies for integration of ITS with the region's existing resources to meet future regional transportation needs and expectations. The plan includes the continuation and expansion of TSM projects and programs that have been under way for some time, such as coordination of traffic signals.

RVITS projects address the following categories:

- Travel and Traffic Management
- Communications
- Public Transportation Management
- Emergency Management
- Information Management
- Maintenance and Construction Management.

5.2 Street System

Introduction

The RVMPO's street system includes facilities for motorists, buses, bicyclists, pedestrians, and freight movement. Improvements to the street system are included in Chapter 8, RTP Project List. The list identifies regionally significant projects on the arterial and collector street system, and other federally funded street projects to serve long-range needs for mobility and accessibility based upon anticipated development through the year 2050. Roadways in the RVMPO designated by their functional classification are identified on MAP 5 - 1.

In many cases, the street system improvements provide for upgrades to urban and rural streets which will include bicycle lanes or wider shoulders for safe bicycle travel, and the addition of sidewalks to allow for safe and accessible pedestrian use. Accessibility to transit routes is materially improved by the construction of sidewalks.

Goals and Policies

The process of developing the Street System started with the Goals and Policies shown in Chapter 2. Of relevance are the goals and policies relating to making the most efficient use of the existing transportation infrastructure and to providing adequate mobility, safety, and accessibility for all modes of transportation. The Bipartisan Infrastructure Law (BIL) contains a number of planning factors to be considered in assessing projects within the RVMPO. One of these factors is emphasis on preservation of the existing transportation system. Maintenance is also an important component of the Oregon Transportation Plan (OTP).

Functional Classification

The functional classification system groups roadways into a logical series of decisions based upon the character of travel service they provide. Roadways serve two primary travel needs: access to/egress from specific locations and travel mobility. Typically, the roadway hierarchy is a spectrum of mobility and accessibility, see Figure 5-1.

For instance, highways are designed to prioritize mobility, allowing for higher travel speeds, and featuring widely spaced interchanges, often a mile or more apart. In contrast, local streets emphasize accessibility, with frequent driveways serving individual properties and lower traffic speeds and volumes. The classification of a roadway, whether it is a local street, collector, arterial, or

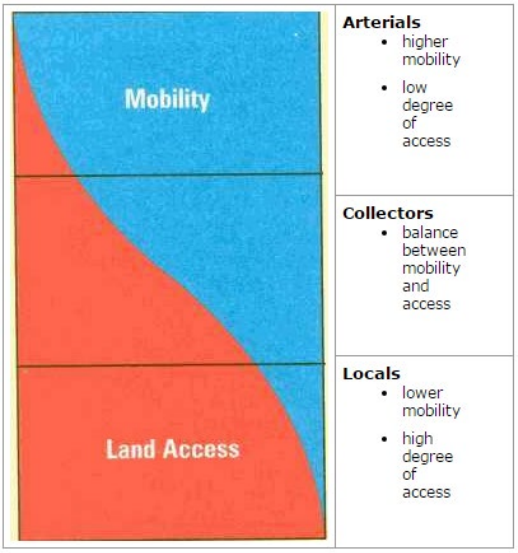


FIGURE 5-1: FUNCITIONAL CLASSIFICATION

highway, guides its design and management. This includes decisions about right-of-way width, the number of lanes, the inclusion and placement of bike and pedestrian infrastructure, on-street parking, spacing between intersections or access points, and access control. Many states Departments of Transportation (DOTs) have developed their own guidance documents for functional classification. These state-specific resources are generally based on the Federal Highway Administration's (FHWA) guidelines, with additional details added to address local needs and contexts. The Oregon Highway Plan (OHP) features a classification system for state highways that helps guide decisions about investment priorities and system management, as outlined below:

Interstate Highways or **National Highway System (NHS)**: Interstate Highways (NHS) provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. The Interstate Highways are major freight routes, and their objective is to provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas. In Oregon, the National Highway System highways include all the Interstate and Statewide Highways. I-5, US 99, US 62, US 238, US 140 and parts of Biddle Rd are all part of the NHS, see Figure 5- 2.

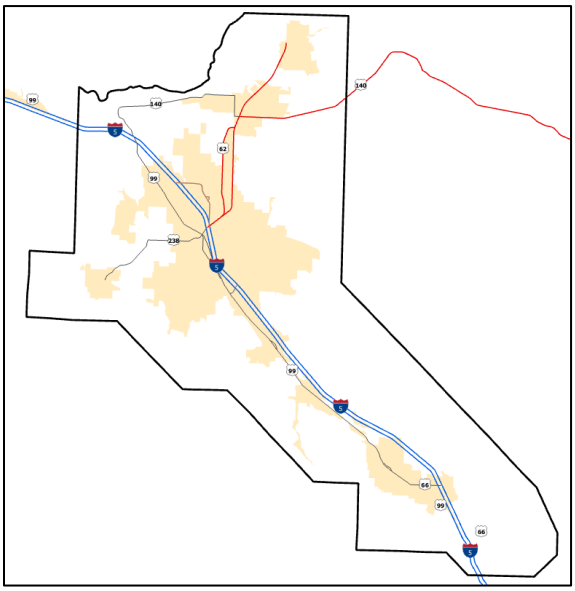


FIGURE 5- 2: RVMPO NATIONAL HIGHWAY SYSTEM

Statewide: Highways primarily provide interurban and interregional mobility and connections to larger urban areas, ports, and major recreation areas that are not served by Interstate Highways. ODOT's management objective for highways of statewide significance is high-speed, continuous flow operation.

Regional Highways: provide connections to regional centers and the Statewide or Interstate Highways or economic and activity centers of regional importance. The management objective for Regional Highways is high-speed, continuous flow in rural areas and moderate to high speed in urban areas. Secondarily, they serve local land uses near the highways.

District Highways: are facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small, urbanized areas, rural centers and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements. Inside Special Transportation Areas (STAs), local access is a priority. Inside Urban Business Areas, mobility is balanced with local access.

Local Interest Roads: function as local streets or arterials and serve little or no purpose for through traffic mobility. Some are frontage roads; some are not eligible for federal funding. The management objective is to provide for safe and efficient, low to moderate speed traffic flow and for pedestrian and bicycle movements. Inside STAs, local access is a priority.

PROJECT PRIORITIES

Chapter 8 lists street system projects planned for construction in the RVMPO between the years 2025 and 2050. It consists of on-road projects that the RVMPO identifies as needed and funded. The projects are part of the RVMPO's Tier 1 list of financially constrained federally funded and regionally significant projects.

Separately, a Tier 2 project list was developed, consisting of needed regionally significant projects for which funding cannot be identified within the 2050 timeframe. Tier 2 projects are listed in appendix F.

The Tier 1 list has been based on an evaluation of the existing roadway system, member jurisdictions identified long-range needs, RTP Goals and Policies, and relevant state and federal goals, policies, and regulations.

To be included in the RTP projects must first meet the following criteria:

1) Upon demonstration of available funding through an analysis included in the RTP, projects from city/county-adopted plans and projects will be considered for inclusion in the RTP's financially constrained (Tier 1) planned project list.

2) Projects from city/county-adopted plans for which available funding is not identified in the RTP were considered for inclusion in the illustrative (Tier 2) project list. Tier 2 projects are not considered planned projects in the RTP.

Funding estimates are based on existing known revenue streams, with forecasts developed in consultation with Oregon Department of Transportation (ODOT) and RVMPO member jurisdictions. Details about financial estimates are in Chapter 9: Financial Plan. The projects in Chapter 8 meet federal financial constraint criteria through the planning horizon of Year 2050. Tier 1 projects are the region's highest priority for funding.

Tier 2 projects are those that exceed current financial projections. The Tier 2 project list therefore identifies projects that are lower in priority to those on the Tier 1 list and are not considered "planned" projects. These projects indicate the region's priorities should unanticipated additional revenue sources become available.

FREIGHT CONSIDERATIONS

RVMPO began taking a closer look and the needs of haulers and shippers in the region in Year 2006. A committee of freight interests was formed to identify needs. In 2012, the original RVMPO Freight Study was reviewed and updated. The RVMPO drew from the updated Freight Study to develop specific policies supporting freight needs under the goal of fostering economic opportunities (Goal 8). The policies call on the RVMPO to:

- Accommodate travel demand to create a regional transportation system supporting a robust local economy.
- Evaluate and analyze effects on freight mobility when prioritizing projects, regionally and locally.
- 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.
- Support transportation projects which will serve commercial, industrial, and resource-extraction lands where an inadequate transportation network impedes freight-generating development.
- Support a comprehensive and versatile regional transportation interface for the efficient movement of goods and people, both locally and regionally.

Within the RVMPO area, Interstate 5 (I-5) and Oregon Route 62 (OR 62), between I-5 and Highway 140, are designated as part of Oregon's Highway Freight System, Figure 5-3, which includes the most critical corridors for freight movement across the state. According to the Oregon Freight Plan, I-5 is a Tier 1 corridor, serving as the backbone of north-south freight movement in Oregon and accommodating high volumes of truck traffic. OR 62 is identified as a Tier 3 corridor, playing a vital role in connecting regional industrial areas, such as White City and Medford, to the interstate system. These corridors are considered "strategic" due to their importance in supporting economic activity, providing redundancy in the freight network, and ensuring access to key freight-generating areas. The plan emphasizes the need to maintain and enhance these routes to support the safe, reliable, and efficient movement of goods throughout southern Oregon.

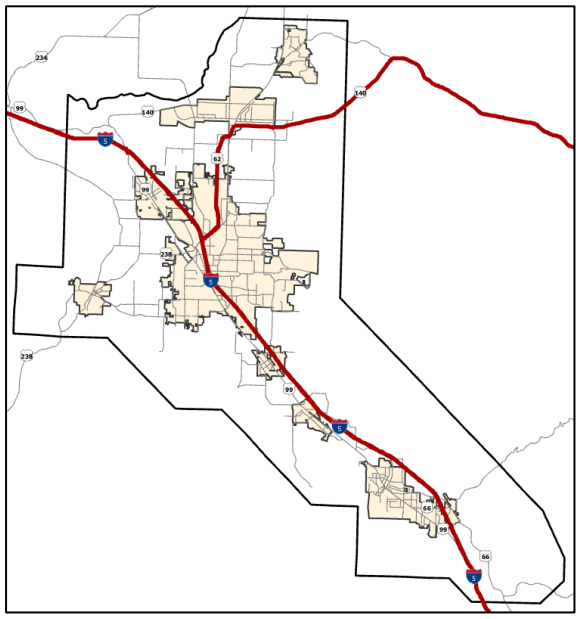
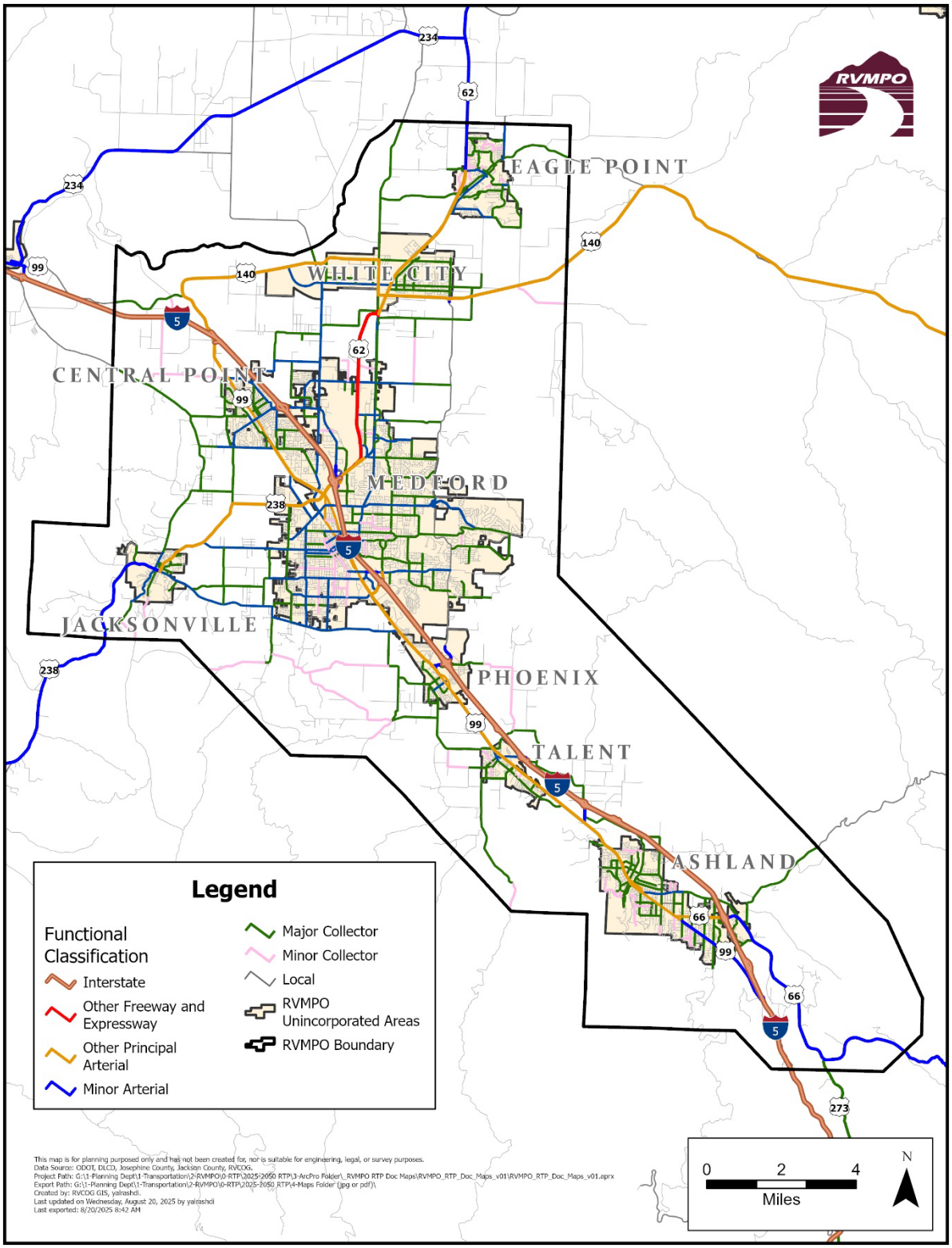


FIGURE 5-3: OREGON HIGHWAY PLAN FREIGHT ROUTES

A recent effort that benefitted freight movement in the area was led by the State of Oregon and Jackson County to widen lanes and straighten curves are focused on improving conditions for large trucks. A series of improvements in the Jackson County White City Urban Unincorporated Community (UUC) will create a route for truckers westbound and eastbound from Oregon Route 140 (OR 140) to Interstate 5 Exit 35 (Seven Oaks Interchange) located just north of Central Point. This project was identified as a high priority by haulers seeking a more direct and less congested route across the region.



MAP 5 - 1 FUNCTIONAL ROADWAY CLASSIFICATIONS

5.3 Transit System

On September 2, 2025, prior to the RTP adoption, RVTD is expected to reduce services. As a result of the funding uncertainty, RVTD will reduce service by eliminating several routes, decreasing weekday hours of operation and eliminating service on Saturdays, see RVTD announcement for more detail.

Please note, that the current chapter of the RTP does not reflect these upcoming service changes. The chapter was developed prior to RVTD's announcement and therefore does not account for the anticipated reductions. These updates will be considered in future amendments or updates to the RTP as more information becomes available.

Introduction

This chapter focuses on the services and programs of transit provider Rogue Valley Transportation District (RVTD), which reaches most of the RVMPO area (see service area map at the end of this chapter).

Established in 1975, Rogue Valley Transportation District will be celebrating its 50th Anniversary this year, 2025. RVTD currently operates 15 routes to eight communities within the fourth largest urbanized area in the state of Oregon. Over 950,000 trips were provided in FY 2023-2024 on RVTD's fixed route and paratransit service. Users tend to be the transit-dependent riders, which includes low income, young, older adults and persons living disabilities.

Between 2017 and the development of this RTP, RVTD has expanded services due to the new Special Transportation Improvement Fund (STIF), providing RVTD with approximately $3 Million in new revenues each year.

Prior to STIF, RVTD operated nine routes and struggled to see how adding the much-needed services identified in its 2040 Transit Master Plan could be accomplished. With diverse community involvement, deep collaboration with area jurisdictions and review by RVTD's STIF Advisory Committee, RVTD identified 10 projects to add to the transit system. With the addition of a Central Point circulator RVTD will have accomplished half of its goal.

RVTD developed the 2040 Transit Master Plan in 2019 identifying further transit improvements in a short-, mid- and long-range list of enhancements. With the STIF revenues RVTD has been able to add seven of the nine projects on RVTD short-term transit service enhancements list. However, the Plan's Finance Chapter shows that to complete the short-term list and begin adding service identified on the mid- and long-range lists additional revenues will need to be secured beyond the current sources.

LIMITATIONS OF TRANSIT USE

Reasons for the current modest use in transit include:

- The region is small and does not suffer from long delays caused by major traffic congestion.
- Although there are restricted time parking zones in some areas, most parking is free.
- Growth is occurring at the urban fringe at relatively low densities (3-4 housing units per acre) whereas the transit industry's national standard is that a density of about 7 housing units per acre is needed to generate enough riders to warrant a bus line.
- Since the COVID-19 pandemic, the nature of work has undergone a significant transformation, with a widespread shift from traditional in-office environments to remote and hybrid work models.
- COVID-19 pandemic impacted commuting patterns as well and those trends are persisting even after the pandemic.
- The level of service, defined as frequency or hours of operation, are limited on several of RVTD's newest routes.

RVTD conducted a 2023 Passenger Survey where they received over 800 responses across the system. Key data is as follows:

- 31% of riders were either going to or coming from work
- 11% were either going to or coming from medical appointments
- 21% were either going to or coming from shopping and errands
- If bus service were not available 24% of riders would not have made the trip at all and 27% would have walked
- 59% of riders use transit 5 or more days per week
- 14% of riders are disabled
- 57% of riders earn less than $20,000 per year

Nationally, and elsewhere around the world, "viable" bus transit does not mean self-supporting financially, only that the route will have riders and be productive. Even the nation's most successful transit systems achieve only a little over 40 percent return on farebox revenues. Lower density systems such as RVTD's achieve around 10 percent on farebox, which means that every dollar in RVTD fare revenue must be supplemented by from other sources. The Statewide Transportation Improvement Fund (STIF revenues have allowed for new routes to be added. RVTD was making advancements until COVID-19 caused a global pandemic in early 2020 that required some services to the be suspended due to a loss of drivers willing to come to work. RVTD operated at a much lower level for approximately 2 years due to the pandemic. Ridership in 2023-2024 is still at approximately 80% of what it was prior to the pandemic even with new service being added. Some likely factors are that passengers who have severe health issues have decreased their use of transit and public activities and many workers are remote and not using transit for commuting.

TRANSIT NEEDS

As part of RVTD's 2040 Transit Master Plan, a comprehensive transit needs assessment was conducted to better understand regional transit priorities. The summary below highlights the key findings from this assessment. To identify transit needs across the region, the assessment used three primary sources: **performance measures**, **community vision**, and **stakeholder input**.

PERFORMANCE MEASURES

Transit supportive areas (TSAs) were identified using land use, density, demographics, and growth projections. However, some areas face challenges such as:

- High service costs in isolated dense pockets
- Poor pedestrian infrastructure
- Limited vehicle access due to street design or terrain

These factors limit the feasibility of fixed-route service in some otherwise transit supportive areas. New Transit Service Areas (TSAs) are characterized by higher concentrations of older adults, youth, low-income individuals, and households without vehicles, indicating a greater reliance on public transit. Projections suggest that by 2042, additional TSAs will develop in:

- Eagle Point
- Medford (east, north, southwest)
- Central Point (north side)
- Jacksonville, Phoenix, and Ashland (Croman Mill Site)

COMMUNITY VISION

Public and stakeholder input emphasized the need for:

- System-wide improvements
- Jurisdiction-specific enhancements
- Route-based service expansions

These insights reflect a strong desire for more accessible, reliable, and equitable transit service across the region, especially in growing and underserved areas.

STAKEHOLDERS

Insights from stakeholder interviews and public engagement efforts revealed strong community support for enhancing and expanding transit services. Key priorities that emerged from the feedback include:

- Expanding service to East Medford
- Increasing frequency on Route 10 to 15-minute intervals
- Introducing new routes to Eagle Point and express service to Ashland
- Enhancing service to Central Point via a circulator or Route 40 extension

These findings reflect a shared regional vision for a more connected, frequent, and accessible transit network that meets the needs of both current and future riders.

Future Demand

Through the 2040 TMP, RVTD utilized a Transit Supportive Area (TSA) definition in part of its analysis to determine which services are viable. The TSA is comprised of seven or more Households per acre or ten or more employees per acre. If the complete short-term enhancement list is implemented RVTD will be serving 64% of these areas within ¼ mile. The analysis also identifies that 62% of all MPO residents and 86% of all MPO employees will be within ¼ miles of transit service. These metrics show the low-density land pattern in the MPO area and the inability for RVTD to serve them efficiently. Population trends however continue to show a higher-than-average older adult, disabled and low-income population living in Jackson County than when compared to Oregon. These populations tend to use transit more frequently than other segments.

Since 2001, a portion of the region's federal transportation money has been directed to support transit by way of providing $700,000 of the region's Surface Transportation Block Grant (STBG) allocation toward preventive maintenance of RVTD's bus fleet. However, due to recent ODOT policy changes in gas tax distribution in lieu of STBG the MPO is set to decrease this allocation to $566,240 beginning in FFY 2027. RVTD is able to obtain Congestion Mitigation and Air Quality (CMAQ) funds but they are awarded through a competitive process among all RVMPO jurisdictions.

Existing Service

RVTD provides public transportation to the cities of Ashland, Talent, Phoenix, Medford, White City, Central Point, Eagle Point and Jacksonville. A portion of the STIF revenues have also been used to expand a route to the city of Eagle Point. RVTD now serves eight cities covering approximately 70 square miles. RVTD's service includes fifteen routes operating six days a week, with limited Saturday services. Generally, weekday service operates from as early as 5:00 AM to as late as 9:30 PM, depending on the route, while Saturday service operates from 7:00 AM to 7:30 PM. Headways vary between 20 and 90 minutes and RVTD implemented its first Express route between Medford and Ashland using STIF revenues. The conventional radial network has shifted more toward a grid system allowing transfers to be completed outside of the Medford city center. Prior to the passage of the STIF funding, RVTD passed a 5-year property tax worth 13 cents per thousand in 2016 that will need to be renewed in 2026. Without renewal of this special levy RVTD will need to consider service cuts. The special levy added 2 new routes, added Saturday service and improved frequency on four routes. It is possible that with more STIF revenues RVTD could use those funds to support the services currently operated by the special levy.

Recent funds have allowed RVTD to add new routes to unserved neighborhoods substantially decreasing walking distances for passengers. The 2023 passenger survey showed a 19% increase of passengers that reach their bus stop in less than 5 minutes compared to 2018. This demonstrates the initial service increase focusing on coverage has drastically improved access to transit.

MICROTRANSIT

RVTD began a new general public, demand response service in Ashland using STIF Discretionary funds in 2019. This service, known as MicroTransit, used Ford Transit vans equipped with a wheelchair lift and a passenger boarding door. Much like fixed route service, the driver primarily stays in their seat, accepts fare payment and does not typically assist passengers unless they need a wheelchair secured. The service provides same day reservations using a mobile app. Ridership data from the 2-year pilot provided RVTD with information to build the new Route 17 Ashland Circulator. RVTD sees MicroTransit as a good model for less populated areas or to run service later in the evenings.

The RVTD vehicle fleet includes 47 fixed-route buses and 24 Valley Lift vans. The majority of buses are powered by Compressed Natural Gas (CNG) and are 35' in length with an average seated capacity of 33 passengers. RVTD added 30' buses to the fleet in 2018 for services added to neighborhoods with an average seated capacity of 29 passengers. RVTD has one major transfer point, the Front Street Transfer Station in downtown Medford. The Front Street Transfer Station can accommodate up to ten transit vehicles at any given time. In 2019 RVTD worked with the City of Medford to secure bus parking on the opposite side of Front St. to add capacity. Three satellite routes were added in 2019 that required smaller transfer sites to be developed using curbside space. An intercity connection is provided at the Front Street Station to Josephine Community Transit and the Southwest Point service.

RVTD also offers a paratransit service, Valley Lift, which provides curb-to-curb transportation for eligible disabled and older adult passengers. The Valley Lift service, which is mandated by the Americans with Disabilities Act (ADA), has a service boundary of .75 miles around the fixed route network and provides approximately 55,000 trips annually. The current Valley Lift ridership surpasses the use pre-pandemic further confirming that many individuals who were transit riders have decided to use Valley Lift instead of the bus system due to health concerns. RVTD also operates a Medicaid Non-Emergent Medical Transportation (NEMT) Brokerage called TransLink. Centrally located, the TransLink NEMT brokerage coordinates transportation services such as ride reservation, scheduling, and dispatched trips under contract in Jackson, Josephine, Douglas, Coos, Curry, Klamath and Lake Counties and throughout Oregon. In 2014 TransLink began contracting with Jackson Care Connect (JCC) located in Jackson County and Cascade Health Alliance (CHA) operating in Klamath County, two Coordinated Care Organizations (CCO) overseeing Medicaid services in their respective counties. TransLink also contracts with the Oregon Health Authority (OHA) to provide services to OHP members throughout the seven counties.

RVTD also runs a Transportation Options program, conducts community outreach, travel training and offers specialized programs such as ridesharing coordination and two campaigns each year to promote transit, walking, biking and ridesharing. RVTD's program administers group bus pass programs offering subsidized transit passes for employers and students. RVTD is the regional network administrator for the Get There rideshare website and works with major employers to promote signing up worksites to the network. RVTD coordinates several events each year including the Car Free Challenge in the fall, May is Bike month activities assisting over 1,000 people each year with travel training to learn how to use transit and bicycle safely.

FUTURE POTENTIAL SERVICE

RVTD adopted its 2040 Transit Master Plan in 2019 which identifies and prioritizes specific new routes and services to be implemented as funding becomes available. A primary goal is to connect activity centers with high quality transit service and expand coverage to areas with low-income, older adults and persons with disabilities or areas with high density housing and employment. RVTD seeks to attract all types of trips rather than just work trips or trips made by persons who presently have little choice in their mode of travel. The 2040 TMP utilized the Transit Boarding Estimation Tool (TBEST), Place types tool from DLCD and JEMnR travel model to analyze scenarios for services through 2042.

Through extensive analysis using these tools RVTD considered scenarios that would improve existing service frequencies (productivity model), add routes to improve access (coverage model) or a blend of both, the 2040 TMP gives priority to adding coverage to underserved areas as part of the first service additions due to the data showing approximately 1/3 of residents and ¼ of employees being in an area not served by transit. In the mid- and long-term lists, the TMP identifies improving service on existing routes by increasing the frequency of service, expanding the hours of service to earlier mornings and later evening and adding express or high-capacity transit service on Hwy 99, Hwy 62, Barnett Rd. and W. Main St. While there are many factors that contribute to transit ridership, the level and frequency of service are important factors in attracting and maintaining a ridership base. The TMP also identified that the current hours of transit operation do not fully meet the demand for general public transit service, particularly for Southern Oregon University and Rogue Community College students Harry and David Corporation employees, Rogue Regional Medical Center, Providence Hospital and residents of the VA Southern Oregon Rehabilitation Center. in White City.

RVTD's TMP has identified that a service weekday that would begin at 4:00 a.m. and continue until 11:30 p.m. and weekend service (including Sundays) that would begin at 6:30 a.m. and operate until 10 p.m. would better support the region's workforce.

TRANSIT-FRIENDLY LAND USE

Transit-Oriented Development (TOD) means the development of higher density nodes of mixed-use activity that lend themselves to easier transit service and higher transit ridership. Generally, transit seeks to serve areas that have at least seven dwelling units per acre or 10 employees to generate enough riders to justify a bus route. There are active TOD sites in Central Point and Medford. Others have been identified but not yet implemented, including Delta Waters, Highway 62 and 99, Downtown Medford, Barnett/Gateway, and West Medford.

Twin Creeks TOD Rendering, Central

Other features need to be considered when planning for roadway projects. These features might include thicker pavement at transit stops; transit-only right-of-way at congested intersections; construction of bus turnouts; construction of transit passenger shelters; wider sidewalks at transit stops; bicycle facilities near transit stops; and bike racks at transit stations. Consideration of transit infrastructure and capital needs early in street project planning may eliminate redundancy and reduce future expenditures. The construction of a new roadway that makes specific provisions for transit may allow RVTD to leverage funds or switch funds for the construction of transit infrastructure along that roadway. When possible, roadway and transit projects should be coordinated and constructed at the same time.

DEPLOYMENT OF NEW TECHNOLOGIES – ITS

Intelligent Transportation Systems (ITS) is an umbrella term that covers electronic and high-tech installations that can help transportation efficiency and safety. For transit, three ITS installations that RVTD has deployed are:

- Automatic Vehicle Location technology – using global positioning system (GPS), the bus reports its location and is used to monitor and inform riders (at the bus stop or online) about delays and wait times. Such systems also play a vital role in transit safety and security issues. RVTD has had such as system in place since 2012.

- Transit Signal Prioritization (TSP) devices enable a traffic signal to have an extended green light or cycle through to receive a green light faster in favor of the bus when delays have been encountered. RVTD has secured a Federal grant and worked with local jurisdictions to install TSP along Hwy 99 between Garfield Rd. in south Medford to Tolman Creek Rd. in Ashland. The system has been in place beginning in 2024 and is being monitored for performance.

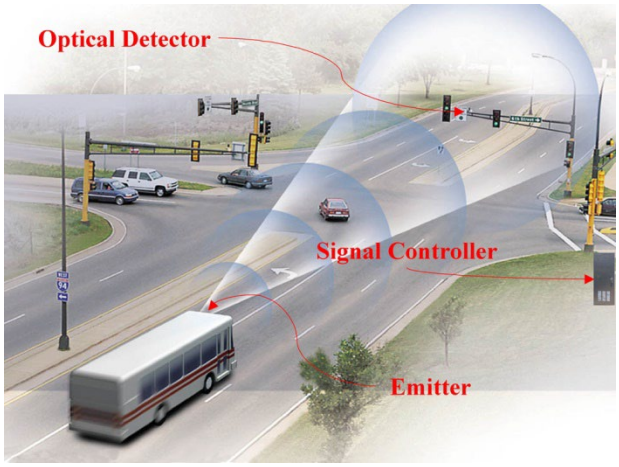
- Mobile fare or e-fare allows passengers to purchase and load fare onto mobile ticketing apps or a plastic RFID cards providing convenience and flexibility for passengers and bus operators. RVTD has had this system in place since 2016 and passengers use of RVTD's cashless fare products are approximately 65% of all fare transactions.

BUS RAPID TRANSIT (BRT)

BRT consists of high capacity, low-floor buses, often the use of a special dedicated lane on the roadway, e-fare for faster boarding and stops spaced approximately 1-2 miles apart at key locations. Transit systems often evolve highly used routes beginning with adding frequency, then adding express services and eventually replacing these with a BRT line. These systems often cost $50 Million to install bus stops, purchase buses and add technologies for faster service. Federal Transit Administration must approve and will assist with overseeing the NEPA process and funding of such systems which often take 10 years to complete. Locations where a BRT system may someday work well in the Rogue Valley include the Hwy. 62, Hwy. 99 between Ashland and Central Point, Barnett Rd. and W. Main St. in Medford. RVTD has identified these corridors in the 2040 Transit Master Plan and added its first express route between Medford and Ashland in 2019.

Other programs that may help reduce reliance on single-occupant vehicles include:

Vanpools – The employer or the transit agency leases or purchases a ten or more-seat van and makes it available for commuting to the worksite. Employees using the van are responsible for everything from driving, fueling and ensuring maintenance is completed. Vanpool programs work best when a number of workers are going to the same or nearby sites, yet there is not enough demand to run a fixed route bus to that location. Examples in the Rogue Valley include various major employers in White City, Harry and David, Amy's Kitchen, Tolo and some employers in Medford. RVTD has worked with these employers and others to encourage vanpooling but to date there are none operating in the Rogue Valley.



PTASP TARGETS

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires covered public transportation providers and States to establish Safety Performance Targets (SPTs) to address the Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan (NSP) (49 CFR § 673.11(a)(3)).

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE TARGETS					
Mode of Transit Service	**Fatalities**	**Injuries**	**Safety Events**	**System Reliability**	**Mileage Increment**
Fixed Route Bus	0.00	0.528	0.528	7,200	100,000
Demand Response	0.00	0.00	0.00	63,000	50,000

TAM Plan Targets

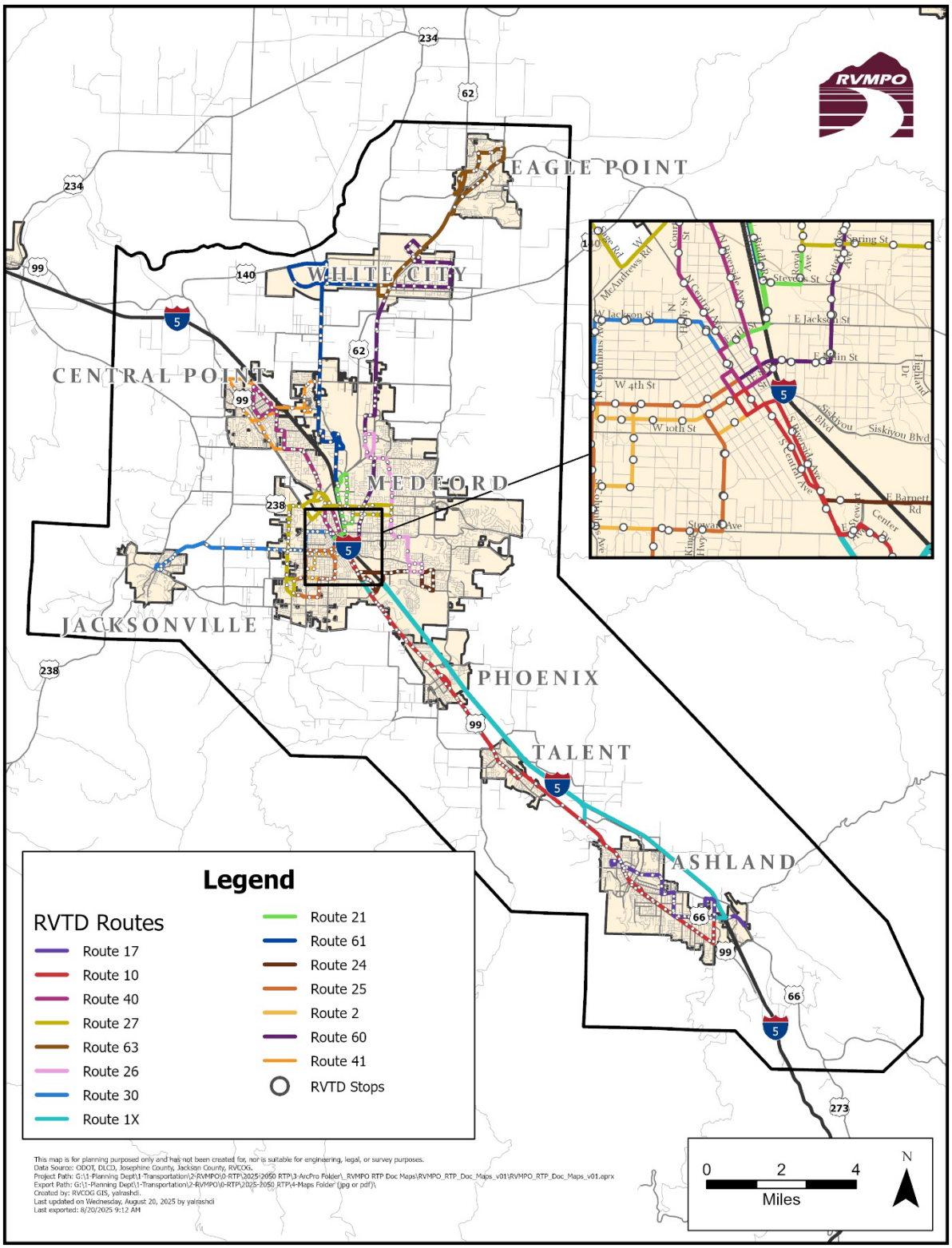
The Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule was published July 26, 2016 in the Federal Register and became effective October 1, 2016. The final rule defines the term state of good repair and establishes minimum Federal requirements for transit asset management. This applies to all recipients of Federal financial assistance under 49 U.S.C. Chapter 53 who own, operate, or manage public transportation capital assets. The TAM rule specifies that an asset is in a state of good repair if it is in a condition sufficient for it to operate at a full level of performance. The rule also provides state of good repair standards. As a Tier II agency RVTD elected to participate in the ODOT Public Transit Division's Group TAM Plan that was updated in October 2022 and includes RVTD's assets and their condition.

Alternative Fuels and Climate

RVTD has operated a fleet of CNG buses since 1996 and acquired 6 new Hybrid-Diesel buses in 2024 that have the ability to run exclusively on battery when in urban areas through geo-fencing. RVTD contracted with WSP USA's Zero Emission Vehicle Team to complete a Fuels Analysis in 2021. The RVTD Board of Directors initiated the Fuels Analysis by passing a resolution directing the purchase of renewable natural gas and directing a Zero Emission Bus fleet transition. The analysis, although discussing climate change emissions, provided a detailed cost comparison of the various fuel sources. CNG, Diesel, Renewable Diesel, Batter-electric Buses (BEB), and Hydrogen Fuel Cell Electric Buses. Given staff's concerns about cost, reliability, lack of infrastructure and access to green hydrogen fuel, the Board postponed the initiation of the transition to a partial BEB fleet, in favor of an interim Diesel-electric hybrid technology (powered by 100% Renewable) due to its ability to meet our unique fleet and service needs and the cost of the new technologies and the lack of support infrastructure locally. Consideration of alternatives will continue as the technology advances.

RVTD has supported FTA's Sustainable Transit for a Healthy Planet Challenge and completed a Climate Action Plan in 2022 identifying measurable goals to achieve GHG emission targets. The Action Plan seeks to baseline RVTD's emissions activities and adopt goals to further reduce emissions in the future. Historical facility electrical consumption

data is baselined and tracked from 2008 forward and fleet fuel consumption is baselined from 1994 forward. RVTD focused on three pillars to further reduce emissions from energy and fuel consumption: implementing strategies identified in the 2040 Transit Master Plan; using energy efficient design in facility construction; and transitioning to a zero-emission transit fleet. The year 2022 was RVTD's lowest for per mile emissions since tracking began in 1994 with the fleet being predominately renewable CNG powered. Between 2008 and 2019, RVTD reduced electrical consumption at its main campus by 71% using conservation strategies, adopting energy efficient technologies and the installation of two solar panel arrays.



MAP 5 - 2 RVTD TRANSIT ROUTES

5.4 Bicycle & Pedestrian Facilities

Introduction

This chapter discusses bicycle and pedestrian modes of transportation within the RVMPO boundaries. In urban areas, bicycle and pedestrian facilities are both integrated, that is, sharing the street system with motorized traffic, and separate, using dedicated rights-of-way. On urban streets, pedestrians and cyclists are separated, with the former being required to use sidewalks, and the latter being provided where possible with bike lanes alongside motorized traffic. The place for skateboards and other fast human-powered vehicles such as inline skates or e-bikes tend to be ambiguous and will need addressing more fully as these activities grow.

The value of non-motorized alternatives is also discussed, along with results to date in improving the Rogue Valley non-motorized transportation system. Lastly, the chapter discusses how bicycle and pedestrian needs, and amenities can be linked to the fixed transit system to increase use, since cycling and walking are the primary ways that customers access transit.

At the state level, the Oregon Bicycle and Pedestrian Plan provides a strategic framework for integrating walking and biking into the broader transportation system. As part of the Oregon Transportation Plan (OTP), it supports a multimodal, interconnected network that meets the evolving needs of all users. The policies and strategies herein direct the work of the Oregon Department of Transportation (ODOT) and guide a variety of entities throughout the state. Local, regional, and state agencies all have important roles in implementing the Plan and achieving its vision.

Regional Travel Behavior

Transportation Demand Management (TDM) research estimated that a **bicycle trip is reasonable for the commuter if within 3 miles; and a pedestrian trip, if it is to be attractive, to be within a mile assuming adequate facilities are available for the entire length of the trip.** With the emerging of new modes of transportation, like e-bikes, the travel behavior has changed. For example, e-bikes represent a transformative mode of transportation that bridges the gap between traditional bicycles and motorized vehicles. Their electric assist capabilities significantly extend the comfortable travel range for users, often beyond 3 miles, making them a practical alternative to single-occupancy vehicle trips. With typical speeds reaching up to

Benefits of Bicycle and Pedestrian Use

Health benefits aside, there are important contributions that pedestrians and bicycle facilities and the people who use them make to the transportation system, including:

- Relieving congestion;
- Improving air quality;
- Providing a transportation choice for those who cannot afford a car or cannot drive; and
- Providing access to/from the bus to origins/destinations.

20 mph. However, e-bikes require thoughtful integration into transportation planning, including considerations for infrastructure design, safety regulations, and multimodal connectivity, see *Integration of e-bikes in public transportation study* for a systematic review on e-bikes. E-bike and other modes (like skateboarders and in-line skates) are often allowed to be on the surface streets in restricted areas such as downtowns, although they are not considered safe with medium to high-speed traffic. Otherwise, they are allowed to use sidewalks.

Walking currently accounts for about 9 percent of the home-based and non-home-based trips within the RVMPO boundary. Upgrading pedestrian facilities is expected to raise pedestrian mode share trips. Upgrading of pedestrian facilities will include the infill of missing sidewalk links, and changes in subdivision layout, to provide for non-roadway pedestrian links between subdivisions and neighborhood commercial areas and schools.

The RTP recommends development of integrated bicycle and pedestrian networks to make it more convenient for people to bike and walk. The bicycle and pedestrian system depicted here is aimed at increasing the "pedestrian mode share" that is, the slice of the total travel pie, being handled by non-motorized modes of travel. Journey-to-work trips are particularly important because many occur during times of peak traffic during the morning and afternoons, although work trips account for only about 3 percent within the RVMPO boundary.

People may make decisions based on their environment or community. Home, work, school and community can provide either barriers to or opportunities for an active lifestyle. For example, a person may choose not to walk to the store or work because of a lack of sidewalks. When new sidewalks go in that are well-connected at each end, walking increases. Communities, homes, and workplaces each shape health decisions. With fewer options for physical activity and healthy eating, it becomes more difficult for people to make good choices. The result is an increasing incidence of obesity and diabetes. Promoting healthy lifestyles to prevent obesity in a community involves the creation of a healthy environment. The role of transportation is to provide safe, easy, affordable access to destinations. Planning for "active transportation" has taken on a prominent role in the State of Oregon as well as regional planning. Jackson County has developed an Active Transportation Plan for the RVMPO area which was adopted in April of 2021.

BICYCLE FACILITIES

The region's bicycle system reflects a two-pronged approach. First are integrated bicycle systems. Second are stand-alone dedicated bike-and-pedestrian ways, most notably the Bear Creek Greenway; and more recently the Rogue River Greenway, planned to connect the existing Bear Creek Greenway near Central Point to the City of Rogue River. Ultimately, the Rogue River Greenway is to connect to Grants Pass.

Integrated Bike lanes – Communities have been actively striping bike lanes on existing streets that are wide enough to accommodate them, and inclusion of bike lanes on arterial and collector streets is required under Oregon law as indicated in the Transportation Planning Rule (TPR). Consistent with the TPR, the RVMPO's RTP Goal 1 is for the design, development, and support of a balanced interconnected multi-modal transportation system.

All streets in the metropolitan area should be designed to accommodate cyclists safely. A bikeway network that provides a higher level of service for bicyclists should be implemented along major travel corridors to encourage bicycle use. The RTP includes projects along collector and arterial streets within the RVMPO boundaries.

Bicycle improvements may also include roadway widening to accommodate on-street bike lanes, or some locations where parking or travel lanes are changed to bike lanes. Bicycle parking is particularly important if bicycling is to become a viable mode of transportation and carry the expected percentage of trips specified in the plan. Bicycle parking needs include short-term parking for customers or visitors and all-day parking for employees or students. Bicycle parking requirements can be specified in the municipal code as a percentage of automobile parking. For some uses, relatively little bicycle parking needs to be provided, but it is rarely justified to have no bicycle parking at all. The code can also specify locations that make parking areas safe, convenient, and secure. For example, it is preferable for bicycle parking to be located in high-visibility areas near often-used public entrances of buildings.

Separate Facilities – Separate bicycle and pedestrian facilities have the merit of providing a quieter, cleaner, safer and more rural atmosphere for users. The Bear Creek Greenway within the RVMPO, provides a link between Ashland and Central Point, with good and frequent connections to local streets, means that both short-distance and long-distance users can benefit from a true alternative to sharing the highway and street system for much of their activity.

Greenways provide natural routes for multi-use paths. Because they often follow creek drainages, the potential exists to connect paths with the greenway path system.

Bear Creek Greenway Multi-Use Path

These paths provide an alternative to bicycle and pedestrian systems associated with the street system.

Some bicycle commuters have said they do not use some sections of the Greenway due to the need to travel at slow speeds to address safety concerns while sharing the path with those traveling at lower speeds. These commuters generally travel on surface streets, particularly Hwy 99, which currently does not have a complete system of bicycle lanes.

The need should be further explored for bicycle lanes along the Hwy 99 corridor, east-west greenways, and surface street routes that connect to the Bear Creek Greenway. Until these facilities exist, commuting by bicycle will remain at levels that some cyclists feel are insufficient.

PEDESTRIAN FACILITIES

The Oregon Transportation Planning Rule (TPR) requires sidewalks along all collector and arterial streets within an urban growth boundary. Streets and public spaces can be designed to promote pedestrian use, with important pedestrian-friendly amenities including street trees, park strips, on-street parking, adequate unobstructed sidewalk width pedestrian-scale lighting, and locating buildings near the street. Enhanced crosswalk facilities such as islands, medians and lighting beacons can also improve the pedestrian's safety.

Sidewalk System Continuity – Most local governments already require new developments to include sidewalks and walkways. Where such provisions are not required, this requirement should be adopted. Sidewalks are also generally provided with most major street improvement projects. One issue, which should be made a priority, is to develop a systematic approach to filling gaps in the sidewalk system. To accomplish this, an annual allocation for construction is recommended. The highest priority for sidewalk construction should be given to locations near schools, public facilities, and heavily used transit corridors. Safety should be a prime consideration in evaluation and design.

Transit-Related Bicycle and Pedestrian Issues – The provision of sidewalks is vitally important to transit, too. Pedestrian access to transit stops can be the determining factor as to whether or not an individual chooses a trip via transit or automobile Current efforts at providing both pedestrian and bicyclist access to transit could be significantly expanded by providing better walkways to commercial centers and providing walkways from subdivisions to bus stops on arterials. Providing bicycle racks and lockers at transit stations, and bicycle racks on buses are strategies to encourage and promote the use of bicycles and transit for commuting.

Americans with Disabilities Act (ADA) - People with disabilities may use crutches or wheelchairs, use a walker, or have no visible sign of disability but suffer from heart disease, emphysema or other illness that limits how far and how easily they can walk. The ADA requires attention to the special mobility needs of this population. At the same time, pedestrians are the most physically vulnerable users of the transportation system, and safety is a significant issue in making the system accessible to these modes.

ACTIVE TRANSPORTATION NEEDS

The Active Transportation Plan identifies key findings on the existing facilities, gaps and deficiencies on the current regional system for both bike and pedestrian facilities. Map 5.41 and Map 5.4.2 illustrate the existing facilities for people walking and biking as well as the network gaps and deficiencies. Table 1 showcase bike and pedestrian facilities with gaps across the regional system. Please note, a gap is a roadway segment that does not provide any facility for people walking or biking; a deficiency is a roadway segment that provides a facility that is inadequate based on width or condition.

TABLE 1 ACTIVE TRANSPORTATION FACILITIES

	System wide	Regional Routes	Connector Routes
Bike Facilities Gap	3.2%	1.5%	1.8%
Pedestrians Facilities Gap	3.1%	1.5%	1.6%

System-wide, bike facilities have a gap of 3.2% and pedestrian facilities have a gap of 3.1%. For regional routes, bike facilities have a gap of 1.5% and pedestrian facilities have a gap of 1.5%. Connector routes have bike facilities with a gap of 1.8% and pedestrian facilities with a gap of 1.6%. Please note, the Rogue Valley Active Transportation Plan talks about the regional long-range needs and strategies to addressing them.

SAFETY

The maintenance of bike paths can have a significant impact on bicycle safety as previously noted. Another major issue for bicycle safety is motorists and cyclists not following the rules of the road. A common driver error is failing to yield to bicycles. Bicyclists riding the wrong way (against the traffic) are the leading cause of crashes in which the cyclist is at fault because it makes them less visible to drivers.

Traffic Calming Application: Center Island

While only 15 to 35 percent of bicycle crashes involve motor vehicles, most pedestrian crashes are collisions with cars. Most vehicle/pedestrian crashes occur as pedestrians are attempting to cross roadways. Speed is an important factor in the severity of car and pedestrian crashes. Reduced traffic speeds prevent pedestrian deaths. One method for reducing traffic speeds and thereby increasing bicycle and pedestrian safety is traffic calming. Methods of traffic calming include street redesign techniques to allow safer pedestrian and cycling activity and slow down the flow of traffic. Such measures include: pedestrian bulb-outs, center islands, chicanes, speed humps, and narrow traffic lanes.

In addition, bike and pedestrian safety can influence planning for other modes. For instance, enhancing bicycle and pedestrian facilities around schools could reduce the number of motor vehicle trips.

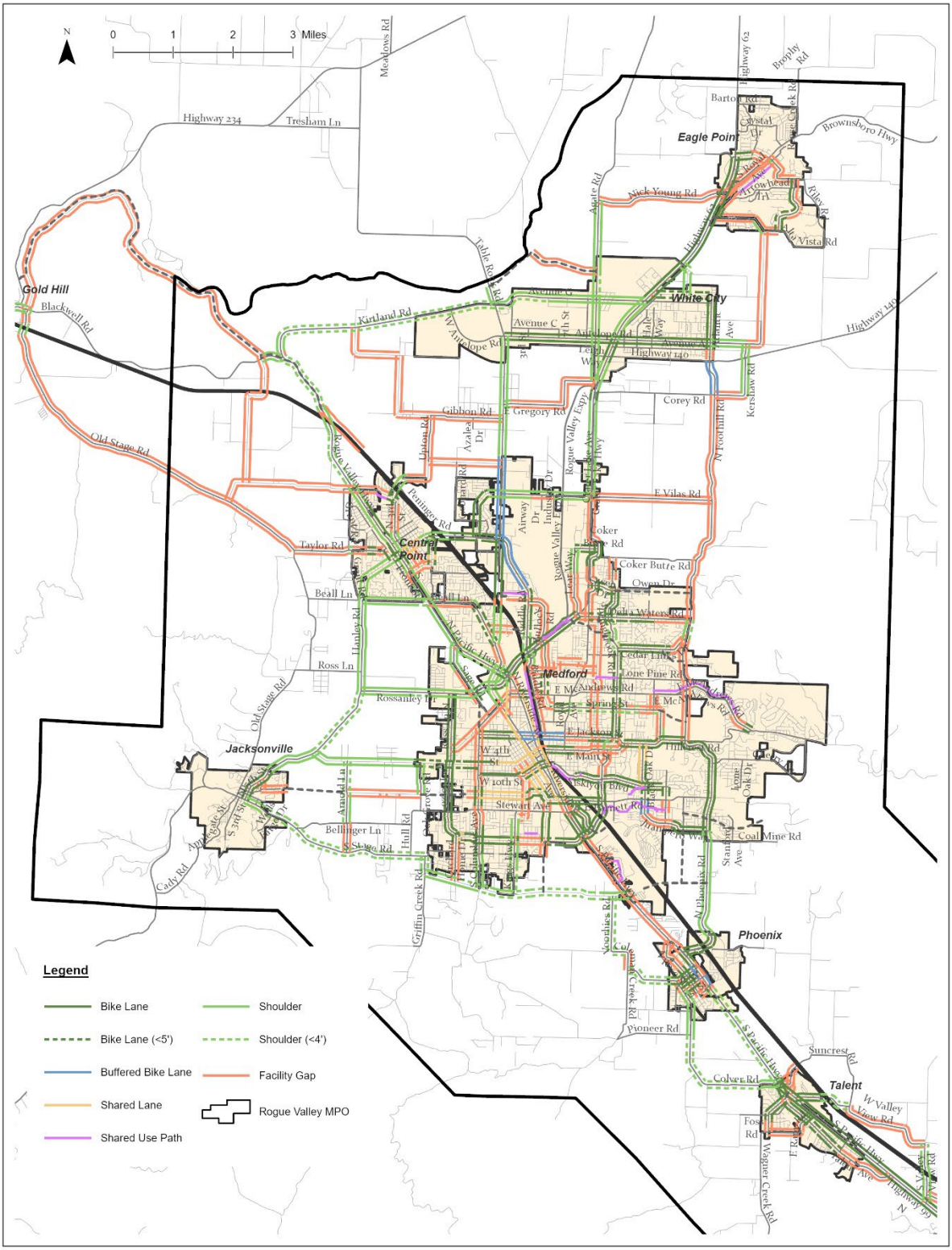
Facility Operations

Provision of the basic infrastructure is a necessary, but not a sufficient condition, of enthusiastic and growing non-motorized vehicle use. Good design and provision of amenities such as restrooms are important. However, equally important is good operation of the system. Users have complained that a lack of a sense of security was the greatest deterrent to greater Greenway use. Safe operations also require that pavement be kept in good repair and free of bulging root systems (a common problem in some sections) or potholes, since slender bicycle tires are much more at risk for catching a hole or obstruction and causing a spill than are wider automotive tires encountering similar obstacles on the highway. Surface street operations also need to be enhanced.

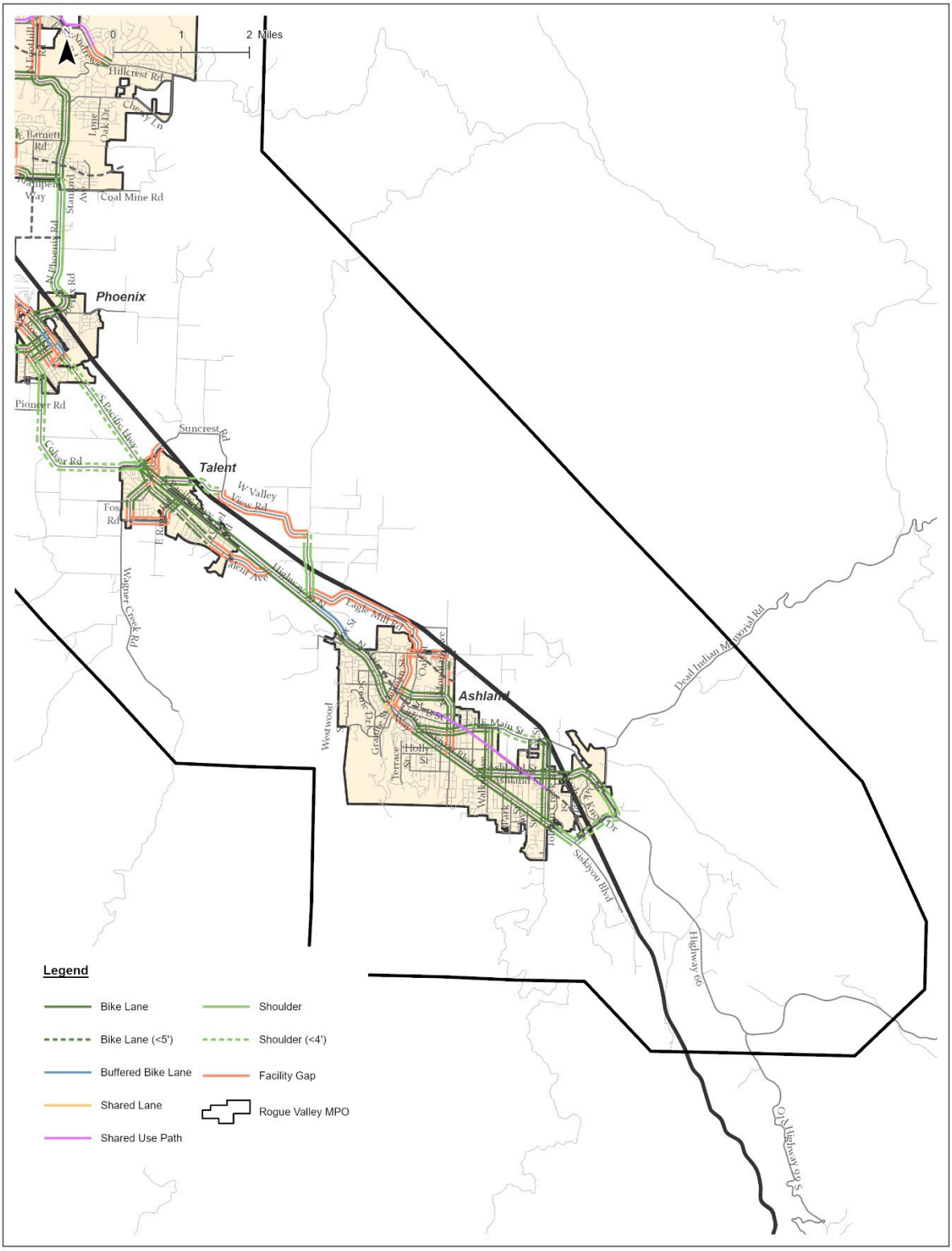
Funding for Bicycle and Pedestrian Projects

RVMPO Congestion Mitigation and Air Quality (CMAQ) funds is an important source of funding for bike/pedestrian projects in the region including the Bear Creek Greenway and, more recently, the beginning stages of the Rogue River Greenway. Additionally, state and local funds are used to add sidewalks and bike lanes to existing streets. These projects can be significant not only for the added blocks and miles of facilities, but because they fill gaps in the network and contribute to creating uninterrupted, safe routes for pedestrians and bicyclists.

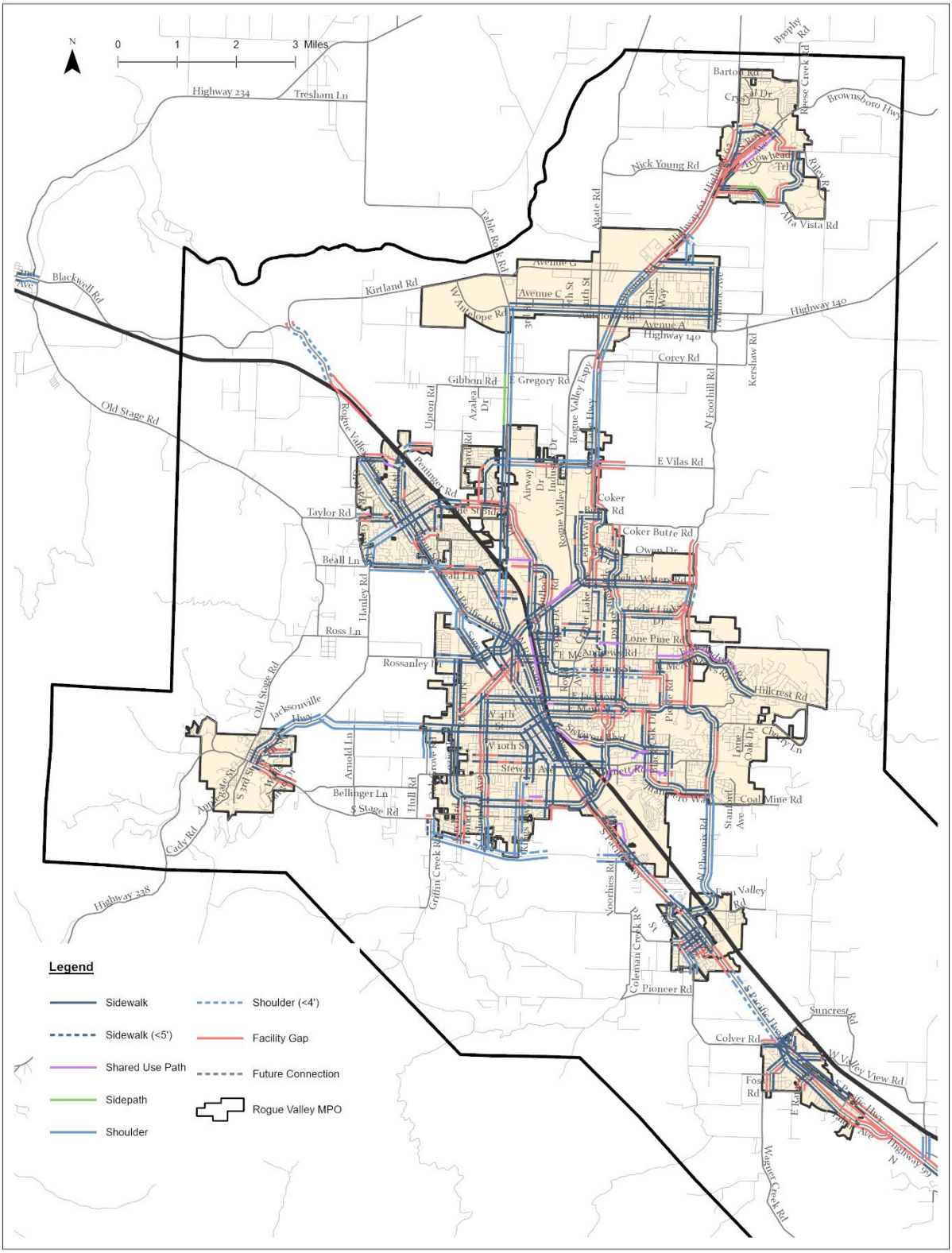
Traffic Calming Application: Sidewalk Bulb-out



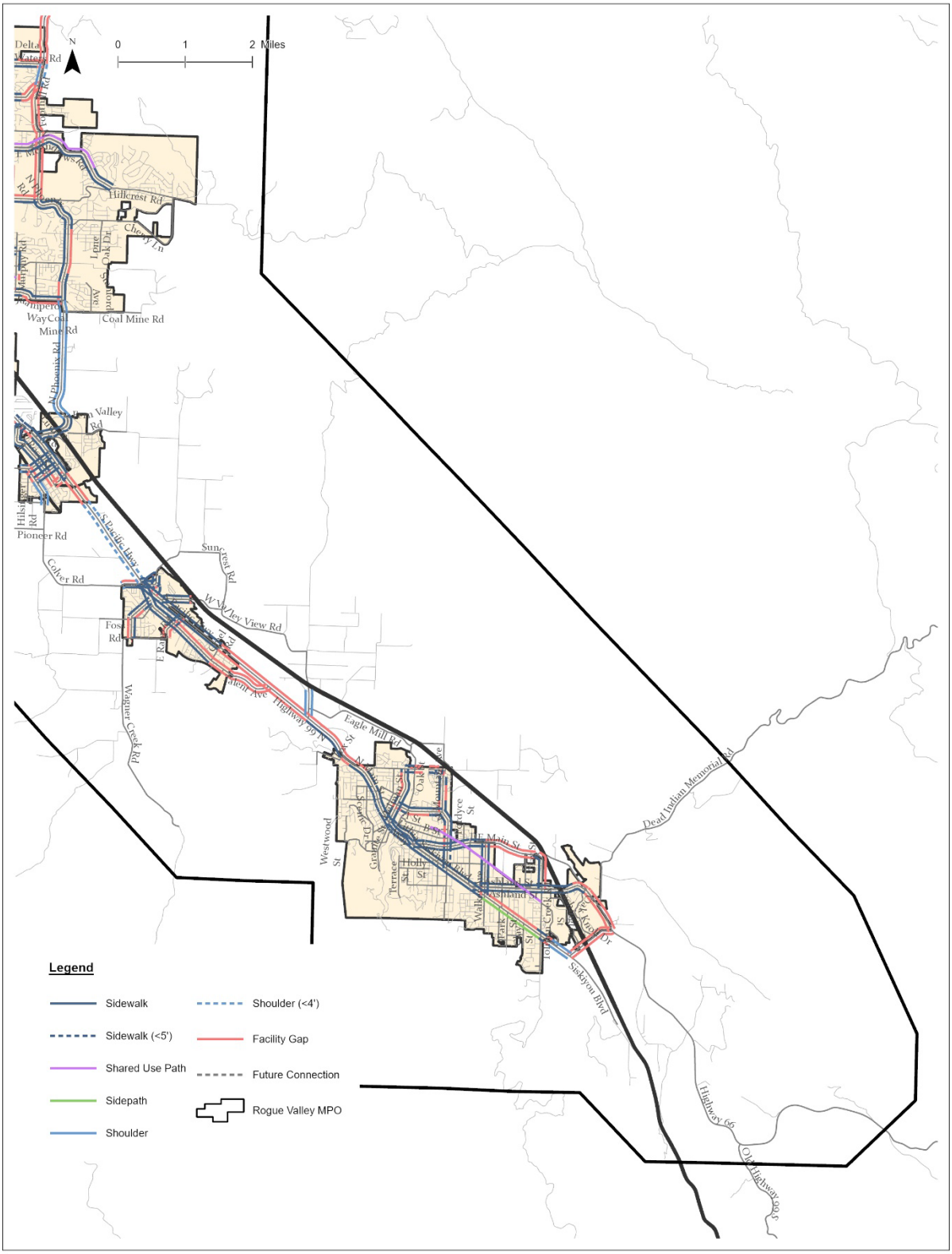
Map 5-4-1-A: Bicycle Facilities on Arterials/Collectors and Multi-Use Paths



Map 5-4-1-B: Bicycle Facilities on Arterials/Collectors and Multi-Use Paths



Map 5-4-2-A: Pedestrian Facilities on Arterials/Collectors and Multi-Use Paths



Map 5-4-2-B: Pedestrian Facilities on Arterials/Collectors and Multi-Use Paths

5.5 Parking

INTRODUCTION

Oregon Transportation Planning Rule (TPR), (), is part of an overall strategy to streamline parking management and support urban development goals. The TPR requires cities and certain counties to adopt comprehensive plans and land use regulations that implement specific provisions related to parking. The parking rules apply to cities within metropolitan areas and portions of counties within an urban growth boundary where the population is 5,000 or more.

Special Transportation Areas (STA) are highway segments in the Oregon Highway Plan (OHP) located on a state highway within an urban growth boundary with speeds typically 25 miles per hour or lower. STAs are designated to create more compact communities and to provide access to and circulation amongst community activities, businesses and residences. STAs encourage on-street parking, structured parking, or shared, general purpose parking lots which are located behind or to the side of buildings.

OHP Urban Business Areas (UBA) are District, Regional, or Statewide highway segments with existing areas of commercial activity or future nodes or various types of commercial activity within urban growth boundaries or urban unincorporated community boundaries. UBAs can be in areas with posted speeds greater than 35 miles per hour but interests would need to be balanced through a management plan completed with the UBA designation. Businesses and buildings are set back from the highway and separated by parking lots. UBAs encourage visible access from the highway directly to parking and drive-through facilities and limited or no on-street parking.

OHP Commercial Centers are large, regional centers or nodes with limited access to the state highway. Commercial Centers are located within an urban growth boundary adjacent to a Statewide, Regional, or District Highway and linked to the highway by a

public road. Commercial Centers share parking and can reduce parking to accommodate multimodal elements where alternate modes are available.

The Oregon Transportation Planning Rule (TPR), (OAR 660-012-0000), is part of an overall strategy to streamline parking management and support urban development goals. The TPR requires cities and certain counties to adopt comprehensive plans and land use regulations that implement specific provisions related to parking. The parking rules apply to cities within metropolitan areas and portions of counties within an urban growth boundary where the population is 5,000 or more and the area is serviced with urban water and sanitary services.

Parking Mandates

Cities and counties must remove parking mandates as directed under OAR 660-012-0400. Alternatively, they can amend their comprehensive plans and land use regulations to implement other specified provisions. Cities and counties that adopt land use regulations that do not include parking mandates are exempt from OAR 660-012-0425 through 660-012-0450.

- 660-012-0425 Reducing the Burden of Parking Mandates
- 660-012-0430 Reduction of Parking Mandates for Development Types
- 660-012-0435 Parking Reform in Climate-Friendly Areas
- 660-012-0440 Parking Reform Near Transit Corridors
- 660-012-0445 Parking Management Alternative Approaches
- 660-012-0450 Parking Management in More Populous Communities

Parking Fees

Establishment of parking fees is not a policy of the RVMPO, but fees can be useful in some jurisdictions. Fees imposed on developers for each parking space are an indirect way of reducing the amount of parking provided by new developments. Fees can be levied on the developer, the tenant, or the end-user. These are fees for either the use or provision of each parking space. Fees levied on the developer may lead to smaller parking lots due to monetary considerations when building the project. Fees on the tenant may encourage them to seek out retail or office space in areas with smaller lots, thus putting market pressure on developers to build with less parking. Fees on end-users may result in different modal choices, bringing down parking demand and leaving land open for in-fill development or smaller parking facilities. Fees are an indirect strategy and may be difficult or impossible to implement.

Redesignation of Existing Parking

Changing existing general-use parking spaces to special-use parking can be used to promote the use of alternative modes. General parking provided on-street or in lots could be reclassified as preferential parking for carpools, or the handicapped. Preferential parking, especially close to building entrances, for carpooling or vanpooling is a common way of helping to promote these as alternatives to driving alone. Carpool parking need not be limited to parking lots. On-street parking spaces, including metered spaces, may be restricted to carpools. Typically, monthly permits are obtained and displayed when parked in a reserved carpool space in a lot or on the street.

In areas where easy access to free or low-cost parking has always been readily available, restrictions on parking may be poorly received by the public. Widespread conversion of general-use parking spaces to reserved parking for carpools or other restricted uses may lead to a high level of parking violations. This may place an undue burden on agencies for the enforcement of parking regulations at the expense of other activities.

Management of Roadway Space

There is considerable competition for use of the paved roadway space: through lanes and turn lanes for motor vehicles, bicycle lanes, on-street parking spaces, loading zones, and bus stops. Management of the roadway space and the allocation for these uses can have a measurable impact on the amount of parking within the RVMPO boundary. Changing parking spaces to travel lanes can help improve traffic flow and promote the use of alternative transportation modes.

Bike Lanes

In many locations throughout the RVMPO boundary, adding bicycle lanes is accomplished by parking removal and re-striping of the street, rather than by widening the roadway.

Turn Lanes

Re-striping for turn lanes is a transportation system management strategy that can be used to increase the capacity of intersections. In many cases, queuing distances at stop signs or traffic signals will require that **no-parking zones be extended for more than 100 feet from the intersection.** This could require removal of parking, which is sometimes permitted as close as 20 feet from a crosswalk at an intersection.

No-Parking Zones

Designating larger no-parking zones to increase sight distances at intersections is already implied in the vehicle code. Parking is not permitted within 50 feet of a stop sign, yield sign, or other traffic control device where such parking hides it from view. A blanket prohibition on parking within 50 feet of a corner would have a measurable impact on the number of parking spaces and would have other benefits related to sight distance.

STREET STANDARDS

Adopting new street standards for residential streets could include reducing street width to the extent that on-street parking would be permitted only on one side or eliminated.

PARKING OPTIMIZATION

There are techniques that can be used to make better use of parking, which may make it easier for residents, businesses, and employees to "live with" the parking reduction requirements of the TPR. However, optimizing the use of parking may defeat the other goal of the TPR, namely the reduction in per capita vehicle miles of travel. This is because the easy availability of free or low-cost parking remains a significant factor in the individual's choice of transportation mode for trips to work, shopping, etc.

SHARED PARKING

Shared parking is the use of one or more parking facilities between developments with similar or different land uses. Each land use experiences varying parking demand depending on the time of day and the month of the year. It is possible for different land uses to pool their parking resources to take advantage of different peak use times.

Traditionally, parking lots have been sized to accommodate at least 90 percent of peak hour and peak month usage and serve a single development. For the most part, these lots are operating at a level considerably less than this amount. Shared parking schemes allow these uses to share parking facilities by taking advantage of different business peak parking times.

For example, a series of buildings may include such land uses as restaurants, theaters, offices, and retail – all of which have varying peak use times. A restaurant generally experiences parking peaks from 6 to 8 p.m., while offices typically peak around 10 a.m. and again around 2 p.m. on weekdays. Some retail establishments have their peak usage on weekends. Theaters often peak from 8 to 10 p.m. Without a shared parking plan, these uses would develop parking to serve each of their individual peaks. This generally results in each lot being heavily used while the other lots operate at far less than capacity. Depending upon the combination of uses, a shared parking plan may allow some developments to realize a parking reduction of 10-15 percent without a significant reduction in the availability of parking at any one time. This is possible due to the different peak periods for parking.

Some of the major obstacles to implementing shared parking schemes are the codes of local jurisdictions themselves. Quite often, parking codes are written to express parking minimums as opposed to maximums. Although Medford does allow shared parking, not all agencies do. In some cases, the implementation of shared parking strategies may require changes to the minimum parking requirements contained in the parking policies of the metropolitan area jurisdictions.

Other issues surrounding shared parking are liability, insurance and the need for reciprocal access agreements allowing patrons of one establishment to cross land owned by another.

Parking Management

Parking management and parking management associations (PMAs) are mechanisms that can facilitate shared parking among non-adjacent land uses by providing off-site central parking facilities. These facilities can be large parking structures or surface lots. Parking management can employ a wide range of techniques that will result in the efficient use of existing parking facilities. These include facilities like short-term on-street parking, medium-term nearby lot parking, High Occupancy Vehicle (HOV) priority parking, and long-term parking.

PMAs are entities responsible for conducting this management and providing access to resources that will ease the burden on the parking supply. Often PMAs are non-profit groups supported by retail or business district associations. PMAs can incorporate such programs as providing bus passes or tokens in lieu of parking validation, delivery services, shuttle buses from remote lots, clear and consistent signage for parking facilities, etc.

An effective PMA benefits its members and its district by functionally increasing the parking supply for all uses and creating a parking plan that provides adequate parking for the area in a compact and coherent way. A PMA increases the efficiency of the use of land for parking, which helps reduce wasted space previously dedicated to underutilized parking. This, in turn, frees up land for further development. In the end, a successful PMA can create an area where parking is easier and more convenient, while using less land.

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5.6 Transportation Options

INTRODUCTION

The Oregon Transportation Plan (OTP) is the long-range transportation system plan for the State of Oregon. Adopted by the Oregon Transportation Commission (OTC) in 2023, the plan guides investment, programs, and processes for Oregon's entire transportation system through the year 2050.

The Oregon Transportation Plan policies are applied or refined via specific modal and topic plans that guide transportation system development and investment. The modal and topic plans provide policy guidance for local, regional, and state transportation planning.

Modal plans focus on specific modes of transportation.

- Oregon Highway Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Freight Plan
- Oregon Public Transportation Plan
- Oregon State Rail Plan
- Oregon Aviation Plan

Topic plans address specific transportation related topics.

- Oregon Transportation Safety Plan
- Oregon Transportation Options Plan
- Statewide Transportation Strategy for Greenhouse Gas Reduction.

Oregon's Transportation Options Plan (OTOP) is a topic plan developed to reduce reliance on single-occupancy vehicles (SOV) and expand transportation access. The Oregon Transportation Options Plan includes a vision and set of goals, policies, and strategies to guide state, regional, and local partner investment and policy direction for transportation options programs.

The goal is to reduce Single-Occupant-Vehicle (SOV) trips and vehicle miles traveled (VMT) by encouraging use of other transportation modes. It seeks to achieve these changes through better non-SOV facilities and educational programs to make the use of these

transportation modes more attractive than driving alone. TO programs therefore includes ridesharing, trip reduction and also transit, cycling and walking. TO programs are important due to the lack of adequate funds and space to maintain and expand road infrastructure nationwide to support increased traffic demand on roadways. The traffic capacity of existing roads is quickly filling up and the auto encourages sprawl that requires extra facilities and more VMT per household. The automobile is the largest producer of harmful emissions, and the largest consumer of petroleum-based fuels. TO can benefit society at a very reasonable cost compared to the cost of continuing on an SOV-focused system.

The region's Transportation Options (TO) program is an activity of Rogue Valley Transportation District. RVTD's Way To Go program promotes alternatives to driving alone such as bicycling, walking, public transit, ridesharing (carpooling and vanpooling), teleworking and compressed work weeks. The program encourages travelers to choose alternative modes of transportation to reduce auto trips, congestion, and pollution. RVTD's Transportation Options saves money, enhances physical health, reduces stress and can be fun for the family.

The world class Bear Creek Greenway connects Ashland, Talent, Phoenix, Medford and Central Point. The 18-mile paved, multi-use trail draws bicyclists, skaters, runners, and walkers not only for transportation but also recreation with access to multiple parks, playgrounds and local neighborhood restaurants or coffee shops.

Get There is a free, easy to use, online ride matching and trip logging tool. Using Get There's ride matching function, you can set up and manage your own carpool or join existing carpools to work, school, shopping, play or more. Finding a carpool partner has never been easier. RVTD will set up a network within Get There just for your worksite for free. This allows employees to find carpool matches with other company employees. Also, free promotions, marketing materials, and incentives can be provided.

Even before the COVID-19 pandemic, the number of organizations providing flexible work programs had been increasing. Flexible work arrangements are a very attractive incentive for employees. A flexible location could include working from home or working from an alternative location. A flexible schedule might include adjusting the traditional 9am – 5pm workday while continuing to work eight hours per day. It could also include working four 10-hour shifts instead of the usual five, 8-hour shifts. Potential benefits include increased productivity, improved recruiting and retention, overhead cost savings and a reduced carbon footprint.

RVTD's Commute Solutions provides organizations with commute services at their worksite. Services include employee surveying, transportation fairs, employee commuter kits, an on-site audit, employee transportation coordinator and/or staff training, emergency ride home programs and buss pass programs.

Urban areas with populations over 25,000 are required by the Oregon Transportation Planning Rule to address Transportation Options in their Transportation System Plans. For these reasons, TO strategies are an integral part of the transportation planning being pursued in the Rogue Valley's Regional Transportation Plan. It is among the policy

strategies in RTP Goal 6, which calls for using a variety of strategies to reduce reliance on single-occupant vehicles.

PURPOSE

The purpose of TO is to reduce the number of single-occupant vehicles (SOVs) using the road system while offering travel options. TO employs a variety of improvements – both structural changes such as parking areas for carpoolers, and bike lanes, as well as policy initiatives such as staggered work schedules in order to increase the capacity of the transportation system without the expense and inconvenience of major highway expansion. If implemented on an area-wide basis and actively supported by agencies, businesses, and residents, TO strategies may be able to reduce or delay the need for street improvements, save travelers some money, reduce energy consumption and improve air quality.

These benefits become increasingly important as the region continues to develop and both the land and the funding for roadway construction grow scarcer. The Federal Highway Administration (FHA) predicts that strategies to manage demand will be more critical to transportation operations than strategies to increase capacity (supply) of transportation facilities. The inability to easily and quickly add new infrastructure, coupled with the growth in passenger and freight travel, are forcing metropolitan areas to pay more attention to managing demands.

HOW TO WORKS

The current transportation system in much of the US is built around the automobile with wide streets, high speeds, sprawling development, and a lack of pedestrian, bicycling and transit-supporting infrastructure. TO seeks to revitalize urban centers and assist rural areas to become friendlier to the pedestrian and bicyclist, making the auto less attractive for transportation needs. TO often relies on both incentives, such as bus pass programs, and disincentives such as SOV parking surcharges. The RVMPO Policy Committee has expressed a preference for incentives rather than disincentives. Efforts have been made to encourage major trip generators such as universities and major employers to take the initiative in developing TO programs. Experience elsewhere, however, indicates that employers need encouragement and incentives to adopt TO measures affecting the work commute – a major target of TO programs.

Stakeholders in the transportation system may not see the true costs of an auto-based society and observe many actions resulting in the majority of transportation funding being dedicated toward expanding and improving the road system.

The affected public needs to continue efforts to mobilize their elected officials to provide adequate transportation facilities and services for pedestrians, cyclists and transit service. Stakeholders also need to become part of a critical mass to show that non-SOV modes have interest, feasibility and merit.

An illustration of a comprehensive TO approach comes from Ashland, where an examination of long-term growth projections and travel demand led to a determination

that an area-wide TO policy, combined with a set of Transportation System Management (TSM) measures (TSM is discussed in Chapter 5.1), would yield an overall street system that operates within capacity. TO measures considered in Ashland's analysis included:

1. Improved pedestrian and bicycle system connectivity, access and circulation;

2. Enhanced transit coverage and service;

3. Employer-based transit subsidy (e.g. university student pass program).

TO strategies are aimed at minimizing SOV travel or encouraging travel by a transportation mode other than a single-occupant automobile. A community or an employer could take a number of approaches to accomplish this. First, a community could attempt to decrease peak traffic demand, either by shifting person trips from the peak hour of traffic demand, or by eliminating person trips. (Note: Person-trips represent the number of trips made by an individual, while vehicle trips account for multiple person trips depending upon the number of people traveling in the vehicle. Second, for the person trips that are necessary during the peak hours of traffic demand, a community may encourage alternatives to SOVs).

There is a difference between TO outreach strategies for the employers and for the public. Employers can undertake a variety of marketing or promotional activities to support their employees not using a SOV, such as flyers, trip-reduction programs, incentives, and using the other modes themselves as a role model.

By contrast, not being organized around a workplace, the general population needs to be attracted into non-SOV travel with public outreach through special events such as Car Free Day. They can also take advantage of transportation-efficient mortgages, the real estate profit of having greenways nearby, and feeling secure about their kids walking to school on a sidewalk. Reaching this population relies on general marketing such as brochures, commercials, etc. and being available to be a personal consultant if needed. RVTD provides free Travel Training to individuals and groups to teach basic transit riding skills and to be a safe bicyclist and pedestrian.

Bicycling and walking transportation options are most applicable for short trips, while ridesharing and transit may be preferable for intermediate and long trips. Telework may be used as a trip alternative regardless of the distance. Finally, a community may reduce traffic demand on its transportation system by decreasing the distances traveled by vehicle trips. Some methods for reducing trip lengths include transit-oriented designs and compact, mixed-use developments. There is an important inter-relationship between the transportation options and land use.

EXAMPLES

The following are examples of policies and programs that can support TO.

Alternative Work Arrangements – Local governments and major employers (greater than 50 employees) encourage work arrangements providing an alternative to the 8-to-5 work schedule. These arrangements may include employee flextime programs, staggered work hours and compressed work weeks.

Employee Flex-Time Programs – One opportunity employers have to affect total trip demand is through influencing their own employees' peak versus off-peak travel behavior. A flexible schedule may allow employees to match their work hours with transit schedules, make carpool arrangements, or merely avoid peak congestion times. Active promotion of alternative schedules might slightly decrease total peak hour traffic. Flextime is most useful in offices, particularly for administrative and information workers. It may not be as applicable for non-office employers since their employees often have to work hours that are not during the peak hour of traffic demand anyway (e.g., retail employers), or because their work requires continuous communication between workers. In addition, flextime may be difficult for small employers to implement.

Staggered Work Hours – Staggered work hours is a policy of established starting and finishing times for different groups of employees. Unlike flextime, the employer, not the employee, determines the staggered work hours. Like flextime, this tool has greater applicability to employees of large offices, since many non-office employees already work staggered work hours, or work in an interdependent manner. Currently, some metropolitan area employers have staggered work hours due to the nature of their business. To have a significant impact on peak period traffic, however, a change in work hours would need to be much more widespread than it is today.

Government agencies could take a lead by establishing a standard work schedule that differs from the typical 8 a.m.-5 p.m. schedule. For example, employees can be encouraged to work a 7-to-4 or 9-to-6 day work schedule. This is often done for the street and parks crews in public works situations because of summer hours and weather conditions. It might also be established for other employees although some agencies and local governments have encountered opposition from employee groups claiming they should have additional compensation for unusual work hours. Staggered work hours have to be considered in light of the need to have service desk hours that meet the needs of residents but could actually increase the opportunities for resident contact.

Compressed Work Week – Compressed workweeks involve employees working fewer days and more hours per day. One common form of this policy is the 4-day/40-hour week where the employee works four 10-hour days. A second common form is the 9-day/80 hour schedule, in which the employee works 9 days and 80 hours over a two-week period. With the 4/40 schedule, the employee gets one business day off each week; with the 9/80 schedule, the employee gets one business day off each two weeks.

Because of the extended hours, both policies usually shift at least one leg of a work trip per working day (either the arriving or departing leg) out of the peak hours. The 4/40 policy additionally eliminates an entire work trip every five business days (1/5 of the work trips).

The 9/80 policy eliminates an entire work trip every 10 business days (1/10 of the work trips). One of the problems with a compressed work schedule is the potential for increases in non-work trips during the "off day." Increases in non-work travel may offset reductions in work-related driving. Such trips, however, are often taken during non-peak periods and can be expected to provide benefits by reducing peak hour congestion and by improving air quality.

Telecommuting – Telecommuting is another way employers can reduce total trip demand. Telecommuting or teleworking is work done away from the worksite with the assistance of telecommunications technologies, serving to reduce trips to and from the worksite. Phones, pagers, faxes, emails, computers, and the Internet are all teleworking tools. Telecommuting for one or two days per week could save significant trip miles and still allow the benefits of working at the central work site. Telecommuting arrangements also may involve more than one employee, e.g., when an employer provides a satellite work center connected to the principal work center. Another telecommuting alternative is a neighborhood work center operated by more than one employer, or by an agency. Recent advances in communications technology should greatly enhance telecommuting options.

Due to the distance and volume of trips between Medford and Ashland, trips between these two cities may be the easiest to replace with telecommuting. Southern Oregon University in Ashland would be a logical site for a telecommuting center if sufficient demand exists among Medford employers. Similarly, Rogue Community College might be able to service telecommute trips between Grants Pass and Medford.

Ridesharing – Ridesharing includes two principal categories: carpooling and vanpooling. Carpooling uses an employee's private vehicle to carry other people to work or other destination, either by using one car and sharing expenses, or by rotating driving responsibilities and vehicles. Vanpooling involves the use of a passenger van consistently driven by one or more of the participating employees, with the costs partially paid for by the other riders through monthly fares. A common feature of vanpooling is that the van is often owned by the employer, a public agency (such as a transit district), or a private, non-profit corporation set up for that purpose. Otherwise, a lease agreement can be set up.

Ridesharing can be influenced by special treatment at the workplace. Participation can be increased by employer actions that make ride sharing more convenient, such as providing guaranteed ride home services, preferential car/vanpool parking, and area-wide and employer-based commuter matching services.

Guaranteed Ride Home (GRH) – A guaranteed ride home often makes ride sharing more attractive. Surveys have shown that many employees drive to work because they feel they need their automobile during the day or because they may work late. In some cases, they need their automobile for work trips or errands or want it available for emergencies. Therefore, provision of daytime and emergency transportation, by allowing use of a company vehicle or employer-sponsored free taxi, can encourage ride sharing. RVTD began a GRH program in 2004 and it can be used by any employer that adopts TO strategies. Employers must verify the ride was taken as a GRH with RVTD and then the employee pays for the ride. RVTD reimburses the employee up to 30 miles in distance four times each year.

Preferential Parking – Preferential carpool and vanpool parking is another simple, inexpensive way for an employer to encourage employees to rideshare by increasing the ease of access to the workplace. Ideally preferential carpool and vanpool parking spaces are provided close to the building entrance to provide convenient access to the building, particularly during inclement weather conditions. Adequate enforcement strategies need to be in place so that the spaces are not filled with SOV.

Ride-matching – Commuter matching services, whether area-wide or employer-based, help commuters find others with similar locations and schedules. An employer-based matching service offers the advantage of a shared destination but presents the disadvantage of limiting the pool of potential riders. A carpool matching service can be one-time or continuous. For the study area, the Rogue Valley Transportation District serves as the carpooling agency and performs a variety of services to support and encourage the use of carpools, including matching of potential riders. They lease a website created by the City of Portland (www.CarpoolMatchNW.org) and offered for free to participating counties.

Support for TO – Oregon State, County and City policies and goals include provisions to embrace TO measures. Health officials, real estate professionals, insurance companies, credit agencies, environmental stewards, people under the age of 16, people with disabilities, low-income populations can all benefit from TO measures.

RVTD TO Program - RVTD has had a TO program in place since 1993. Current TO activities include Alternative Transportation education programs that reach several hundred elementary students during the school year.

- Public outreach to promote TO and non-SOV transportation modes;
- Employer bus-pass programs- RVTD now has over 20 such programs within the RVMPO area.
- Free assistance with carpools, vanpools, telework, and trip-reduction incentives;
- Free employer trip-reduction analysis;
- On site transportation fairs for employers;
- Distribution of free materials in the community such as pedestrian and cycling reflectors, brochures, water bottles, bicycle helmets;
- Government outreach to educate officials about TO measures, attending meetings to promote the use of TO measures, and reviewing planning documents and site design for TO-supportive policies and infrastructure;
- Supporting parking construction mitigation- reducing the need for parking expansion with TO measures;
- Bicycle parking review and site design;

- Trip Reduction Incentive Programs- Creating and assisting with building and maintaining a Trip Reduction program that tracks employees' trips and rewards those who use non-SOV modes;

- Coordination of events to raise awareness of efficient transportation such as Car Free Day, May is Bike Month, Safe Routes to School; and

- Robust Travel Training programs using the Guy Wallman Mobility Training Center in downtown Medford. This facility opened in 2024 and features a full-size bus RVTD repurposed for the Center.

- Marketing of TO through general advertising in various media.

EDUCATING THE PUBLIC

Education and marketing are important parts of any TO program. Education can be an incentive or disincentive that causes positive transportation behavior changes. Education and marketing complement any incentive/disincentive programs in place by increasing awareness and understanding of those programs. Education can be hands-on such as supporting a bus/bike-buddy program or it can be through traditional media such as newspaper, radio and TV advertisement, flyers and brochures, transportation exhibits, attending public meetings and giving testimony to public officials. Education that would promote using alternative modes of transportation would consist of highlighting the health and economic benefits, the environmental benefits as well as the facilities that a person can use. Marketing that would make driving a car less attractive could show the true cost of owning a car, the environmental impact, how it increases sprawl and dependence on foreign oil, to name a few. Although education and marketing are basic building blocks to a successful program, they can only supply so much initiative for using alternative transportation. An example would be that many people know what times to catch a bus and where the bus stop is from successful education and marketing but they cannot use it because their work schedule runs after service hours, or possibly there is not connected sidewalk access from their work to the bus stop and they feel unsafe.

FACILITY AND SERVICE REQUIREMENTS

TO addresses travel behavior – the choices people make – and seeks to establish conditions under which people will change a long-established habit of driving themselves to destinations. Providing the right kinds of facilities and services are crucial to the success of many of the policy changes and programs described in the preceding section. Several of those strategies are closely tied to land use planning and the provision of adequate pedestrian/bicycle facilities and transit services and modifying parking requirements. Another example is that TO could include constructing of High Occupancy Vehicle (HOV) or "diamond" lanes or an exclusive busway.

Specific actions related to parking are included in the Parking Chapter. Strategies aimed at improving pedestrian and bicycle facilities are discussed separately in the Bicycle and Pedestrian chapter. Transit service improvements are discussed in the Transit System Chapter. One key to the success of several TO strategies is the establishment of park-and-ride facilities. These facilities increase efficiency of the transportation system, reduce energy consumption and provide options for the single-occupant vehicle trip. Park-and-ride facilities increase the effectiveness of transit service by expanding the area from which a transit draws riders. Patrons living beyond walking distance of an established transit stop

can drive or bike to the park-and-ride and use transit or meet carpool partners, instead of driving alone or cycling long distances to their destination. Having free easy-to-access, secure and safe, easy to understand layouts, and direct pedestrian and bicyclist connections make the use of park-and-ride lots desirable.

Park-and-rides are frequently located near freeway interchanges or at transit stations and may be either shared-use, such as at a church or Transit Oriented Development (TOD) center, or exclusive-use. Shared-use facilities are generally designated and maintained through agreements reached between the local transit operator and nearby businesses, churches, or other entities.

The expansion of transit is a key TO strategy element; however, RVTD service expansion is limited by funding. Nonetheless, strong public support for expanded bus service (nights, weekends, greater frequency, and expanded routes) is high.

Public opinion also has indicated that SOV use continues to be the desirable option at least in part because of the relative lack of serious highway congestion and safety problems in the region. In short, driving isn't difficult enough to force people to look for alternatives. While that attitude speaks well of our roads, it indicates that success with TO measures will be difficult. A challenge for the region in the short term will be to set the conditions in place now to support greater transit use in the future – when more drivers will be looking for easier traveling alternatives. Those conditions include reserving space for High-Occupancy Vehicle (HOV), Bus Rapid Transit (BRT) or carpool lanes, and park-and-ride areas, as well as securing funds to expand transit service for those who need it.

OUTLOOK

TO relies on efficient land use planning, education, and making the use of walking, cycling, carpooling and transit attractive. The 25-year outlook for TO should focus on how the cities in the RVMPO can begin having incentives for developers to make compact development accessible for pedestrians and bicyclists, and on how education can promote the use of these facilities. Cities could also consider adopting ordinances that require TO programming at major trip-generator sites that will increase congestion such as providing all employees or residents with a bus pass or offering parking cash-out incentives. By engaging in these activities driving a car will become less and less attractive as an option. Transit is only one component of TO; pedestrians and cyclists need to be part of the program also.

Home-to-work and return trips comprise about one-fifth of total daily trips, and about half of the peak period traffic. Although all other types of trips are potential targets for TO alternatives, the effect is likely to be considerably less because the trips are not as regularly scheduled (e.g., shopping or business trips), often already have a higher vehicle occupancy (e.g., school trips), and sometimes involve the transfer of goods (e.g., shopping trips). Therefore, TO strategies recommended for the metropolitan area focus primarily on home-to-work and return trips. Strategies include establishing alternative work arrangements, promoting telecommuting and ride sharing, and, possibly, adopting a trip reduction ordinance.

Informal public survey activities have shown that transit could become an alternative to driving to and from work, easing the most serious of the region's traffic congestion problems if transit service were improved in key areas. These improvements include greater bus frequency, availability of evening service, and availability of park-and-ride facilities, which also would support carpooling. As the region grows, these improvements will become more economically viable.

POLICY ISSUES AND ACTIONS

There are several actions that can be taken to further the aims of TO. They include:

- Identifying, encouraging and assisting role models who use alternative transportation. This can be done through awards, incentives and events.

- Encouraging developers to build high-density, multi-use buildings.

- Adopting maximum parking space requirements and an option to decrease parking further with the use of TO measures such as having attractive bicycle and pedestrian facilities, and carpool spaces within ¼ mile of transit service.

- Partnering with city government to encourage employers with more than 50 employees, or multi-family developments with more than 50 units, to adopt TO strategies.

- Prioritizing all city and county TSP bicycle and pedestrian construction projects to be completed in the earlier phases of this Plan.

- Encouraging developments with a large footprint to have a bicycle and pedestrian circulation plan. Securing funding for street aesthetics such as street furniture, landscaping, lighting, and creating dispersed tiny public places.

- Supporting the use of transit among major employers by encouraging the purchase of individual or subsidized group transit passes, having a bus shelter added nearby or other actions to reduce commuting trips;

- Encouraging development of discount transit fare programs, shuttle services, and bicycle parking by event sponsors; and

- Engaging in public, government and employer outreach to raise awareness about the use of TO strategies, including actively marketing to groups that have the greatest potential for reducing SOV trips.

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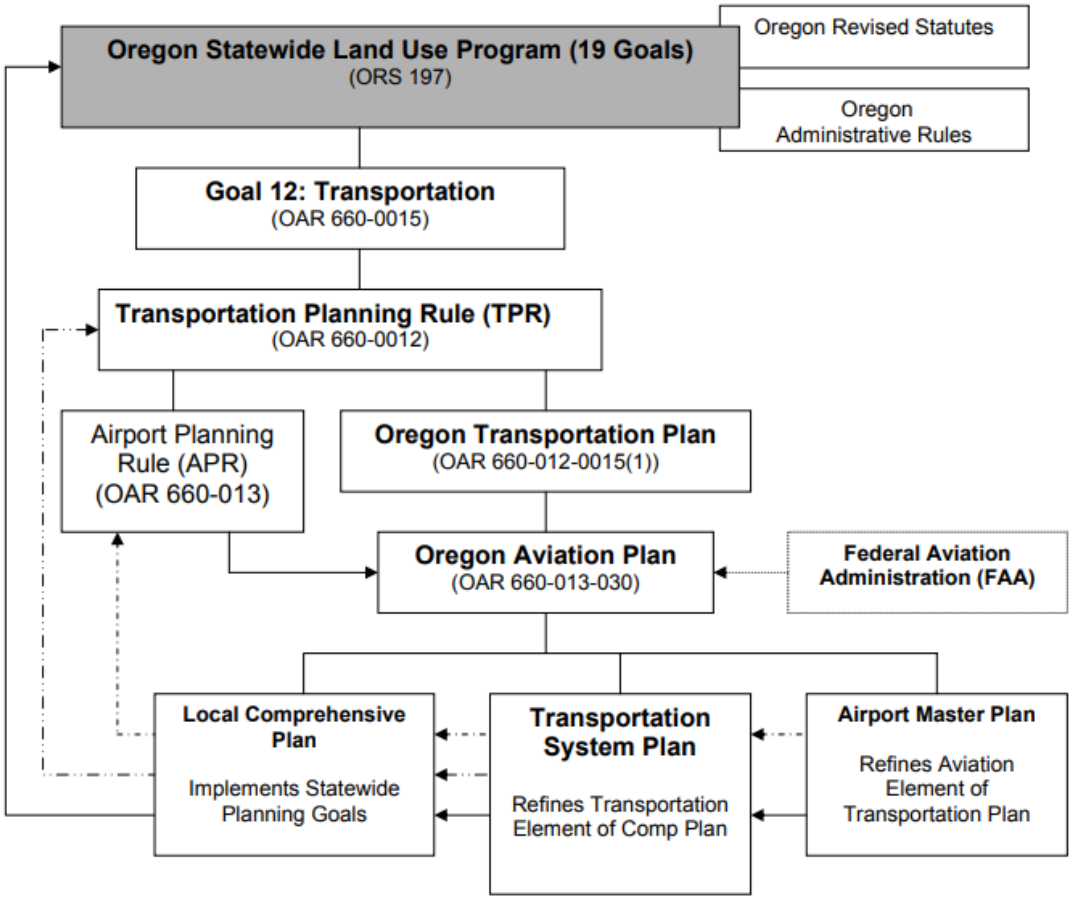
5.7 Air, Rail, Waterways, and Pipelines

PLANNING

City and county comprehensive plans must include a transportation element that addresses state requirements for air, rail, water and pipelines. Through periodic review, comprehensive plans are updated to ensure that they continue to meet applicable statutes, administrative rules, and current laws and policies of the state of Oregon.

A transportation system plan must consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian according to Oregon's Statewide Planning Goals. The Transportation Planning Rule (TPR) (OAR 660-012 and OAR 660-013) implements Statewide Planning Goal 12: Transportation. The TPR specifies what must be addressed and included in a transportation system plan.

Graphic 5.7.1 – Oregon's Airport Related Planning Documents



PUBLIC AIR FACILITIES

The Rogue Valley International-Medford Airport (MFR) is located north of the I-5/Highway 62 interchange on 905 acres adjacent to the city of Medford, Oregon's central business district. The Airport supports numerous local businesses and industries, contributing

significantly to the regional economy. In 2024, over 1 million passengers arrived at or departed from MFR, making it the third busiest airport in Oregon, after Portland and Eugene. The MFR top destinations were the Seattle-Tacoma-Bellevue, Washington zone and the Los Angeles-Long Beach-Anaheim, California zone.

The MFR is managed by an Airport Advisory Committee/Director System. The Airport Advisory Committee is comprised of nine members appointed by the Jackson County Board of Commissioners. The goal of the committee is to act as an advisory board to the County Commissioners working through the Airport Director on matters of public concern.

Table 5.7.1 – MFR Passenger Aircraft Operations

Year	Enplanements	Air Carrier			Air Taxi/Commuter			Total
		Ops.	LF	S/D	Ops.	LF	S/D	Ops.
2008	300,370	5,750	64%	76	18,332	70%	36	24,082
2013	310,932	6,392	83%	81	10,796	85%	40	17,188
2018	480,271	12,826	74%	86	8,073	82%	50	20,899
2020	528,649	15,780	81%	89	6,488	80%	50	22,268
2025	672,000	17,712	81%	91	6,060	0%	0	23,772
2030	797,000	17,882	82%	106	6,060	0%	0	23,942
2035	915,000	19,058	83%	116	6,060	0%	0	25,118
2040	1,000,000	19,030	83%	127	6,060	0%	0	25,090
CAGR	3.2%	0.9%	0.1%	1.8%	-0.3%	-99.9%	-99.9%	0.6%

Ops: Operations, LF: Load Factor, S/D: Seats/Departure, CAGR: Compound Annual Growth Rate '20-'40
Source: 2018 MFR records

The Ashland Municipal Airport, also known as Sumner Parker Field, is a general aviation facility and was established in 1965. The city owns all of the land and buildings on the airport with the exception of the privately owned hangars at the northeast edge of the field and the Sky Research Hangar built in 2000. The airport has 34 hangars, 120 tie-down spaces and supports about 85 based aircraft.

Management decisions for the Airport and related facilities receive oversight and recommendations through the Airport Commission, and staff work is completed through the Public Works Administrative Division. Skinner Aviation, the airport's Fixed Base Operator

(FBO) is responsible for administering tie-downs and hangar rents, and fuel flowage fees through an operation lease with the city.

Private Air Facilities

Burrill Airport is a private Airport located 7 miles north of Medford within the RVMPO boundary. There are no other private airports or air strips that exist within the RVMPO boundary. There are several other private airstrips within 20 miles of the RVMPO boundary.

Rail

The Oregon State Rail Plan is an element of the Oregon Transportation Plan and was last revised in 2020. The State of Oregon's vision for the rail network is one of a safe, efficient and commercially viable rail system that services its business, travelers and communities through private resources leveraged, as needed, by strategic public investments. An update to the Oregon State Rail Plan is currently underway.

Burlington Northern and Sante Fe Railway (BNSF), Union Pacific (UP) and 23 Short lines own 90% of the railroad lines in the State of Oregon. Publicly owned rail lines, owned by city, county or ports, make up the remaining 10%. Any improvements to the rail line must be approved by the owner.

Freight rail

The Central Oregon and Pacific Railroad (CORP) is a non-Class 1 railroad that operates between Northern California and Eugene, Oregon. CORP is generally maintained at a Federal Railroad Association (FRA) Class 2 standard, capable of handling 286,000-pound (286k) railcars.

Genesse & Wyoming Incorporated owns CORP which is the fourth largest railroad in terms of mileage in Oregon with 247 route miles. Genesse & Wyoming Incorporated also owns the Portland & Western Railroad and Willamette & Pacific Railroad. All told, this amounts to 59 percent of total non-Class I railroad mileage and 74.4 percent of 2017's non-class I revenue. In 2017, CORP ran 23,484 carloads which represented $16,306,093 in revenue or $66,094 in revenue per mile.

The Rogue Valley Terminal Railroad (RVT) is a 14-mile short line railroad that connects the industrial park in White City, Oregon to CORP. The connection facilitates the movement of goods over CORP to larger rail networks including Union Pacific Railroad at Eugene or to the Yreka Western Railroad at Montague, California via the Siskiyou Summit.

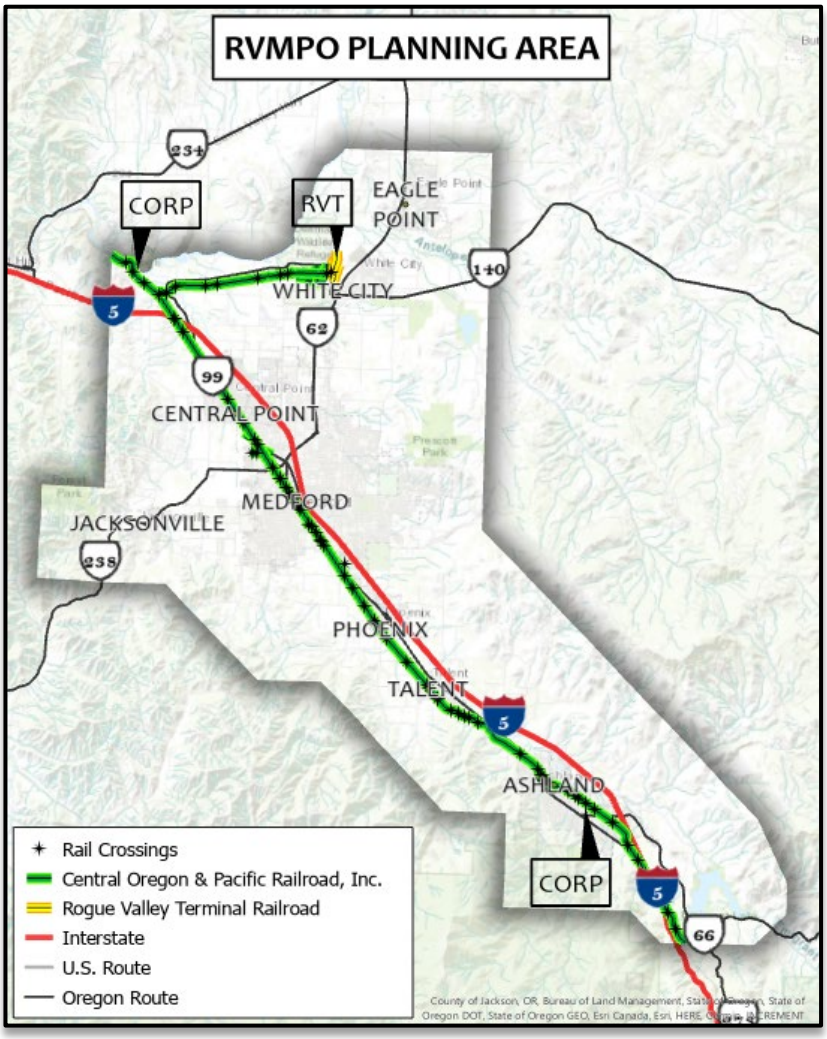
The Oregon State Rail Plan highlights several key projects aimed at modernizing and improving the RVT. One significant project involves upgrading the track to handle high capacity 286k rail cars. This includes replacing the old rail with modern 115-pound rail, replacing deteriorated wood ties, and installing new ballast.

The Siskiyou rail line extends the CORP service south over the Siskiyou Summit to Weed, California. The Siskiyou line had been shut down for seven years prior to reopening in 2015.

A $13-million Siskiyou Summit Railroad Revitalization project upgraded a 65 mile stretch of the CORP mainline to handle the taller high-capacity industry standard 286k rail cars.

The rail line improvements restored a critical transportation link and provided major opportunities for local shippers in southern Oregon and Northern California. CORP transports a variety of goods essential to the region's economy including timber and related products, agricultural products for both local consumption and export, as well as automobiles and construction materials.

Figure 5.7.2: Southwest Oregon Rail Lines



PASSENGER RAIL

There is no passenger rail service within the Planning Area. The nearest Amtrak train station is located in Klamath Falls, approximately 80 miles from Medford. Amtrak (Amtrak Cascades and Coast Starlight services) stops in Eugene and travels both north to Vancouver, British Columbia, and south to San Diego, California (Coast Starlight train only). Currently, both Greyhound and Southwest POINT shuttle provide service from Medford to the Amtrak station in Klamath Falls.

From 2001 to 2007, the RVMPO commissioned a number of studies examining commuter rail service using the CORP line between Ashland and Central Point, including an extension to Grants Pass. Additionally, in 2010, ODOT had published the Intercity Passenger Rail Assessment that included examining the feasibility of Eugene to Ashland intercity passenger rail service using the CORP line. The conclusions of all studies noted challenges primarily related to costs vs. estimated passenger numbers, as well as delays associated with CORP priority for freight with construction of a new rail line being cost prohibitive.

More recently, passenger rail service to the MPO is discussed in the Oregon State Rail Plan (2014), which notes that out of travel markets not currently served by passenger rail, Southern Oregon (specifically, MRMPO to/from RVMPO) has good potential given its high percentage of interregional travel. This is based on data analyzed from the Oregon Household Activity Survey.

At-Grade Rail Crossings

The majority of the rail crossings in the Planning Area are at-grade, with the exception of the following:

- I-5 south of Ashland
- Ashland Street at Clay Street
- Water Street at Van Ness Avenue
- Jackson Road at Highway 99
- Highway 99 at Jackson Road
- McAndrews at Oak Street
- Rossanley Drive near Central Avenue
- I-5 north of Central Point

At-grade crossings can cause conflicts between trains and vehicles, pedestrians, and bicyclists, as well as delays for roadway users, especially during peak traffic periods.

Waterways

The Rogue River is the only navigable waterway within Planning Area boundaries. Within the Planning Area, the river is used for active and passive recreation. The river is currently not used for commercial navigation.

PIPELINES

The Rogue Valley is served by one pipeline, a natural gas line managed locally by Avista Corporation. While national security risks prevent Avista from providing detail about the location of the facility, the pipeline originally extended from Portland to Medford. A subsequent project connected Medford to a line that crosses central Oregon, permitting a loop system to exist. The value of completing a loop system was confirmed when the original line was disabled by an explosion near Wolf Creek, yet service to the Rogue Valley remained uninterrupted.

5.8 Performance Measures and Targets

Introduction

When Congress passed the transportation bill called Moving Ahead with Progress in the 21st Century (MAP-21) in 2012 they included the requirement that all State DOTs and MPOs include performance-based planning practices in their ongoing planning efforts. This approach was reiterated with the signing into law of the Fix America's Surface Transportation (FAST Act). Performance-based planning was to be incorporated into addressing eight critical areas:

- 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
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System, and
- Transit

The Oregon Highway Plan addresses the FHWA performance requirements for National Highway Performance, Congestion Mitigation and Air Quality, and National Freight Movement. The Oregon Department of Transportation (ODOT) has established 2 - and 4 - year targets for highway infrastructure performance measures. The FHWA performance measures and their respective targets involve the utilization of data that is collected and monitored by the State of Oregon for reporting on the Federal requirements.

Targets are established by ODOT at the beginning of each 4-year performance period with progress reported every 2 years. The period of performance for the measures and targets below covers the years 2022 through 2025. The targets and discussion of the basis for targets, progress, and planned activities are available in the most recent ODOT biennial performance report available at FHWA's Transportation Performance Management website (https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=Oregon).

Highway Infrastructure Performance Measures & Condition

ODOT worked with Oregon's MPOs to develop the performance-based targets for the State of Oregon and the MPOs to refer to or use as their own. The following tables indicate the State of Oregon, and by RVMPO Policy Committee decision, the RVMPO's targets for the aforementioned Performance Measures.

The data sources for the following tables are the Oregon 2022 Biennial Performance Report and the 2022, 2023 HPMS Data Submittal. The data reflect the condition/performance at the time of collection. Therefore, data in the tables below are labeled with the year of the condition/performance not the year of the report.

Table 5.8.1 Pavement Condition

Pavement Condition			
FAST ACT (FHWA) Performance Measures	2022 Performance Baseline	2023 (2 yr) Performance Target	2025 (4 yr) Performance Target
1. Percentage of pavements of the Interstate System in Good condition	57.7%	30.0%	30.0%
2. Percentage of pavements of the Interstate System in Poor condition	0.2%	2.5%	2.5%
3. Percentage of pavements of the non-Interstate NHS in Good condition	33.5%	20.0%	20.0%
4. Percentage of pavements of the non-Interstate NHS in Poor condition.	2.9%	10.0%	10.0%

Table 5.8.2 – Bridge Condition

Bridge Condition			
FAST ACT (FHWA) Performance Measures	2022 Performance Baseline	2023 (2 yr) Performance Target	2025 (4 yr) Performance Target
5. Percentage of NHS bridges in good condition	57.7%	30.0%	30.0%
6. Percentage of NHS bridges in poor condition	0.2%	2.5%	2.5%

Table 5.8.3 – System Performance

National Highway System Performance			
FAST ACT (FHWA) Performance Measures	2022 Performance Baseline	2023 (2 yr) Performance Target	2025 (4 yr) Performance Target
7. Percent of the person-miles traveled on the interstate that are reliable (Interstate Travel Time Reliability measure)	87.4%	78.0%	78.0%
8. Percent of the person-miles traveled on the Interstate that are reliable (Non-interstate Travel Time Reliability measure)	91.2%	78.0%	78.0%

Table 5.8.4 – Freight Movement

Freight Movement on Interstate System			
FAST ACT (FHWA) Performance Measures	2022 Performance Baseline	2023 (2 yr) Performance Target	2025 (4 yr) Performance Target
9. Truck Travel Time Reliability (TTR) Index (Freight Reliability Measure)	1.31	1.45	1.45

On-road Mobile Source Emissions Reductions

Total Emission Reduction Measure is the 2-year and 4-year cumulative estimated emission reductions for all CMAQ funded projects of each applicable criteria pollutant (ozone (03), carbon monoxide (CO), and particulate matter (PM2.5 and PM10)) and precursor (volatile organic compounds (VOC) and oxides of nitrogen (Nox)) for which the area is designated nonattainment or maintenance (23 CFR 490.807). The CMAQ Public Access System (PAS) and associated annual CMAQ project reporting process make available searchable CMAQ project information from 1992 to present.

In the following table.

- The 2021 baseline presents the cumulative 4-year emissions reductions in the baseline period from Fiscal Year (FY) 2018 through FY2021 as provided by the state DOT in the Baseline Performance Period Report.
- The 2023 actual presents the cumulative 2-year emissions reductions from FY2022-FY2023 as provided in the CMAQ Public Access System.
- The 2023 target presents the state-selected target of expected cumulative 2-year emissions reductions from the midperiod performance period FY2022-FY2023
- The 2025 actual presents the cumulative 4-year emissions reductions from FY2022-FY2025 as provided in the CMAQ Public Access System
- The 2025 target presents the state-selected target of expected cumulative 4-year emissions reductions from the full performance period FY2022-FY025.

Table 5.8.5 – On-road Mobile Source Emissions

Emission Reductions through CMAQ Projects						
		2021	**2022**	**2023**	**2024**	**2025**
$PM_{2.5}$	**Condition/Performance**	**0.016**	**--**	--	--	--
	Targets	**--**	**--**	**0.000**	**--**	**0.000**
PM_{10}	**Condition/Performance**	**679.444**	**--**	**--**	**--**	**--**
	Targets	**--**	**--**	**557.510**	**--**	**1115.030**
NO_x	**Condition/Performance**	**0.488**	**--**	**--**	**--**	**--**
	Targets	**--**	**--**	**0.000**	**--**	**0.000**
CO	**Condition/Performance**	**102.368**	**--**	**--**	**--**	**--**
	Target	**--**	**--**	**46.130**	**--**	**92.250**

HIGHWAY SAFETY

The Oregon Transportation Committee (OTC) adopted the 2021 State Highway Safety Plan (SHSP or Transportation Safety Action Plan) in September 2021, as recommended by the Oregon Transportation Safety Committee (OTSC). The 2024 Highway Safety Improvement Program (HSIP) performance goal was established using the procedure outlined in the TSAP and was collectively agreed upon by a diverse working group. The goals are grounded in crash data from 2017 – 2021. While the preferred strategy was to establish a target that showcases enhanced performance, the continuing upward trend in fatalities led to the decision that the 2024 target would maintain consistent performance, aligning with 2023 target. The Oregon Transportation Safety Action Plan is currently being updated and is expected to be adopted in the summer of 2026.

Table 5.8.6 – State Highway Safety

Highway Safety Improvement Program Safety Measures and Targets							
Measures and Targets		**2019**	**2020**	**2021**	**2022**	**2023**	**2024**
Number of Fatalities	Annual	493	507	599	601		
	5-Year Avg		487.8	508.0	540.4		
	Target (5-Yr Avg)				444	488.0	488.0
Fatality Rate (per 100 million VMT)	Annual	1.38	1.57	1.63	1.64		
	5-Year Avg		1.372	1.426	1.516		
	Target (5-Yr Avg)				1.460	1.370	1.370
Number of Serious Injuries	Annual	1,904	1,590	2,499	3,145		
	5-Year Avg		1,783.4	1,888.6	2,164.8		
	Target (5-Yr Avg)				1,722.0	1,783.0	1,783.0
Rate of Serious Injuries (Per 100 million VMT)	Annual	5.32	4.92	6.78	8.60		
	5-Year Avg		4.998	5.280	6.040		
	Target (5-Yr Avg)				4.980	4.990	4.990
Number of Non-Motorized Fatalities & Serious Injuries	Annual	253	261	285	365		
	5-Year Avg		258.8	259.8	282.6		
	Target (5-Yr Avg)				254.0	259.0	259.0

TRANSIT

The Rogue Valley Transportation Authority is the transit agency in the RVMPO area. As such they are responsible for developing performance measure targets and the MPO is required to integrate, either directly or by reference the transit providers "…goals, objectives, performance measures, and targets …" into the planning process. Table 5.8.7 below are the targets as set by RVTD.

Table 5.8.7 – Public Transportation Agency Safety Action Plan

Safety Action Plan Performance Targets					
Mode of Transit Service	**Fatalities**	**Injuries**	**Safety Events**	**System Reliability**	**Mileage Increment**
Fixed Route Bus	0.00	0.528	0.528	7,200	100,000
Demand Response	0.00	0.00	0.00	63,000	50,000

The RVMPO considers the development and support of a balanced multi-modal transportation system that addresses both current and anticipated future needs a critical goal. The MPOs project selection process incorporates the goals and objectives of its RTP into the criteria for selecting projects. These goals and objectives are consistent with the performance-based targets set by the State.

STATE OF OREGON TRANSPORTATION PLANNING

The State of Oregon Transportation Planning Rule (TPR), OAR 660-012, has additional requirements related to performance tracking and setting performance standards. Separate from the FHWA performance measures and targets, OAR 660-012, Transportation Planning, and OAR 660-044, Metropolitan Greenhouse Gas Reduction Targets, require a performance-based approach to Transportation System Plan (TSP) development for cities and counties within the RVMPO.

- OAR 660-012-0900, Reporting
- OAR 660-012-0905, Land Use and Transportation Performance Measures
- OAR 060-012-0910, Land Use and Transportation Performance Targets
- OAR 660-012-0915, Review of Reports
- OAR 660-044, Metropolitan Greenhouse Gas Reduction Targets

CHAPTER 6
AIR QUALITY

INTRODUCTION

This chapter describes the status of the air pollutants that affect the Rogue Valley, and how the RVMPO's RTP complies with the federal air quality regulations for transportation conformity.

To receive transportation funding or approvals from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), state and local transportation agencies with plans, programs or projects in nonattainment or maintenance areas must demonstrate that they meet the transportation conformity requirements of the federal Clean Air Act, as implemented in specific federal and state transportation conformity rules. To meet the requirements, Metropolitan Planning Organizations (MPOs) must show that the anticipated emissions resulting from implementation of transportation plans, programs and projects are consistent with and conform to the purpose of the State Implementation Plans (SIPs) for air quality. A SIP is a plan mandated by the Clean Air Act and developed by the state that contains procedures to monitor, control, maintain and enforce compliance with the National Ambient Air Quality Standards (NAAQS). SIPs are required to be developed once a region has violated the standards.

Within the RVMPO area, demonstration of conformity for the particulate (PM_{10}) plan within the entire RVMPO planning area. The RVMPO is required to show through analysis that through the horizon of the plan (to 2050) and with the growth the plan forecasts, the standards and requirements of the SIPs will be maintained. Due to the Medford CO maintenance area's demonstrated maintenance of NAAQS for a period of twenty consecutive years, the regulatory requirement for transportation conformity determinations, as stipulated in 40 CFR Part 93, is no longer applicable for CO.

The full analysis is contained in a separate document, The Rogue Valley Metropolitan Planning Organization Air Quality Conformity Determination (AQCD). The AQCD document describes the current status of the two pollutants the RVMPO must report on, the state and federal legal requirements and how the RVMPO met those requirements.

6.1 AIR QUALITY CONFORMITY

An Air Quality Conformity Determination (AQCD) is required whenever the Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP) is updated, or every four years, whichever comes first. Currently, the RVMPO is awaiting the Conformity Determination after the necessary inter-agency consultation has been completed and all comments accommodated.

In the Rogue Valley Metropolitan Planning Organization area, the conformity document must show that through the horizon of the plan and program air quality requirements for particulate matter (PM_{10}) will be met. Specifically:

> **Carbon Monoxide**—On September 19, 2016, US-EPA approved a CO maintenance plan, known as a "limited maintenance plan" (LMP) for the Medford area. This limited maintenance plan has a 2025 horizon year. Because of the approved LMP, the RVMPO no longer must complete a regional emissions analysis for the Medford area for CO pursuant to 40 CFR 93.109(e). Due to the Medford CO maintenance area's demonstrated maintenance of NAAQS for a period of twenty consecutive years, the regulatory requirement for transportation conformity determinations, as stipulated in 40 CFR Part 93, is no longer applicable for CO.
>
> **PM_{10}—**EPA approved the Medford-Ashland PM10 Maintenance Plan effective on August 18, 2006 (71-FR 35163) from nonattainment to attainment. The transportation conformity requirements under 40 CFR 93.109(b) continue to apply for PM_{10}.
>
> The Medford-Ashland PM10 area will reach the end of the 20-year PM_{10} maintenance period on August 18, 2026. At the end of the 20-year maintenance period (August 18, 2026), the RVMPO will no longer be required to do conformity analyses for the RTP and TIP (assuming the area continues to meet the PM_{10} NAAQS).

Analysis by the RVMPO found that through the horizon of the RTP (2050), and in intervening years, the PM_{10} emissions from transportation will not exceed emission budgets, as shown in Table 6.1.1 below.

Actions to be Taken

The RVMPO Policy Committee, as the policy board for the federally designated Metropolitan Planning Organization in the urbanized area that includes Medford and Ashland, must formally adopt the findings described in this report. Then USDOT and the federal Environmental Protection Agency confer on the analysis. Ultimately, USDOT will make a conformity determination based on this document. At that time, the RVMPO's 2025-2050 plan will go into effect.

Basis of the Analysis

The analysis uses computer models to project the amounts of PM_{10} anticipated in the respective control areas from on-road transportation. The region's travel demand model, developed jointly by RVMPO and ODOT, estimates the amount of vehicle travel anticipated, expressed as vehicle miles traveled (VMT). Emission factors are generated using an EPA-approved model. From these calculations, future emissions are estimated. The model considers several key factors that can change over time including population and employment growth, land-use changes, changes to the transportation system and motor vehicle technology.

Details of the Air Quality Conformity Determination

This report shows that with the implementation of the 2050 RTP all current federal and state requirements for on-road transportation emissions within the planning area will be met. For the Medford UGB area, this means that for the entire Medford-Ashland Air Quality Maintenance Area, an area within the RVMPO planning area, PM_{10} emissions from on-road transportation will not exceed the budget set by ODEQ and approved by EPA in 2006. This means that transportation projects will not impede the area in continuing to meet air quality requirements.

STATUS OF AIR POLLUTANTS

The Medford Urban Growth Boundary (UGB) is a maintenance area for carbon monoxide (Medford CO maintenance area) and the Medford-Ashland Air Quality Maintenance Area is a maintenance area for particulate matter of less than 10 microns (PM_{10}). See Map 6-1 on page 6-7 for more detail. Air quality for all other criteria pollutants meets the NAAQS and demonstration of conformity for these pollutants is not required. Rogue Valley Council of Governments (RVCOG) is the responsible agency for CO and PM_{10} conformity for state purposes.

STATUS OF CO

EPA approved the Medford CO maintenance plan (State Implementation Plan or SIP), with a daily transportation emissions budget effective Sept. 23, 2002. The boundary of the Medford CO maintenance area is the Medford Urban Growth Boundary, as shown on Map 6-1. The CO SIP also mandates a motor vehicle Inspection and Maintenance (I&M) program covering the entire Medford-Ashland Air Quality Maintenance Area (AQMA). All gasoline-powered motor vehicles registered to owners living within the Medford-Ashland AQMA must have vehicle emissions and on-board diagnostic systems tested biennially. There has not been a violation of the CO NAAQS in the maintenance area since 1991. While these data show that CO levels are in compliance with the NAAQS, demonstration of conformity relies upon compliance with the federal and state conformity regulations.

On September 19, 2016, US-EPA approved a CO maintenance plan, known as a "limited maintenance plan" (LMP) for the Medford area. This limited maintenance plan has a 2025 horizon year. Because of the approved LMP, the RVMPO no longer must complete a regional emissions analysis for the Medford area for CO pursuant to 40 CFR 93.109(e). Due to the Medford CO maintenance area's demonstrated maintenance of NAAQS for a period of twenty consecutive years, the regulatory requirement for transportation conformity determinations, as stipulated in 40 CFR Part 93, is no longer applicable for CO.

STATUS OF PM_{10}

EPA approved the PM_{10} maintenance plan (State Implementation Plan or SIP) for the Medford-Ashland AQMA effective Aug. 18, 2006. The plan establishes an annual transportation emissions budget. This conformity determination is for the RVMPO 2025 - 2050 Regional Transportation Plan (RTP). The Medford-Ashland PM10 area will reach the end of the 20-year PM10 maintenance period on August 18, 2026. At the end of the 20-year maintenance period (August 18, 2026), the RVMPO will no longer be required to do conformity analyses for the RTP and TIP (assuming the area continues to meet the PM_{10} NAAQS). The Medford-Ashland PM_{10} AQMA is shown on Map 6-1.

There have been no violations of the NAAQS for PM_{10} since 1993. As with CO conformity, demonstration of PM_{10} conformity relies on compliance with federal and state conformity regulations.

Conformity Findings

The AQCD for this plan shows that with the implementation of the RVMPO 2025-2050 Regional Transportation Plan current federal air quality standards for regional transportation conformity will continue to be met in Medford and in the Medford-Ashland Air Quality Maintenance Area.

CO Limited Maintenance Plan Conformity Criteria

On September 19, 2016, US-EPA approved a CO maintenance plan, known as a "limited maintenance plan" (LMP) for the Medford area. This limited maintenance plan has a 2025 horizon year. Because of the approved LMP, the Rogue Valley MPO no longer has to complete a regional emissions analysis for the Medford area for CO pursuant to 40 CFR 93.109(e).

However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply. This RTP and TIP conformity determination meets all applicable requirements under the conformity rule as described below.

40 CFR 93.104 *Frequency of conformity determinations*.

> *Conformity of transportation plans and TIPS must be determined no less frequently than every four years. Conformity of plan and TIP amendments, except for those that add or delete exempt projects, must be demonstrated prior to approval of the action. All FHWA/FTA projects must be found to conform or must be re-conformed following any significant status or scope change, before they are adopted, accepted, approved or funded.*

The conformity determination is for the RVMPO 2025 - 2050 Regional Transportation Plan (RTP). The next RTP update will occur in four years (September 2029).

40 CFR 93.105 *Consultation*

> *Interagency consultation procedures must be carried out in accord with OAR 340-252-0060 and the MPO's public involvement policies developed under 23 CFR Part 450.*

A draft of this document along with the project list (Appendix B) was circulated by the MPO to ODOT, US-EPA, and USDOT (FHWA and FTA) during interagency consultation. The air quality implications of each project were reviewed to determine which projects had the potential for hot spot requirements.

Public notice was provided on the MPO's web site and through emails to interested parties in the region. A public hearing was held at the policy committee review meeting, and the 30-day public comment period required by the MPO's Public Participation Plan was held.

The RVMPO Technical Advisory Committee (TAC), the standing committee for interagency consultation, reviewed the project list and subsequently reviewed the results of the public comment period and the interagency consultation. No comments were provided at the public hearing or were submitted during the public comment period.

The project sponsor is responsible for assuring the conformity of FHWA/FTA projects and regionally significant projects in the RTP or TIP for which hot spot analysis is required. The project sponsor is also responsible for distributing draft and final project environmental documents prepared by the project sponsor to other agencies. It is the responsibility of the project sponsor to consult with the affected transportation and air quality agencies prior to making a project level conformity determination. These activities occur during the project design planning phase.

40 CFR 93.108 *Transportation plans and TIPs must be fiscally constrained*.

Fiscal constraint is described and affirmed in the 2050 RTP.

For the Medford PM_{10} maintenance area, all non-exempt projects in the 2025-50 RTP within the Medford-Ashland Air Quality Maintenance Area were reviewed under the interagency consultation process.

PM_{10} Emissions Analysis

Analysis of future travel conditions shows that estimates of emissions of particulate matter (PM_{10}) within the Air Quality Maintenance Area are lower than permitted in corresponding state maintenance plans, which set emissions budgets. The table below shows emissions budgets and summarizes estimated particulate matter emissions.

As shown, RTP emissions in all applicable analysis years under both transit cases are well below the established motor vehicle PM_{10} emission budgets. Across all analysis scenarios, total motor vehicle PM_{10} emissions are less than 50% of the budgets.

Table 6.1.1: Estimates of Particulate

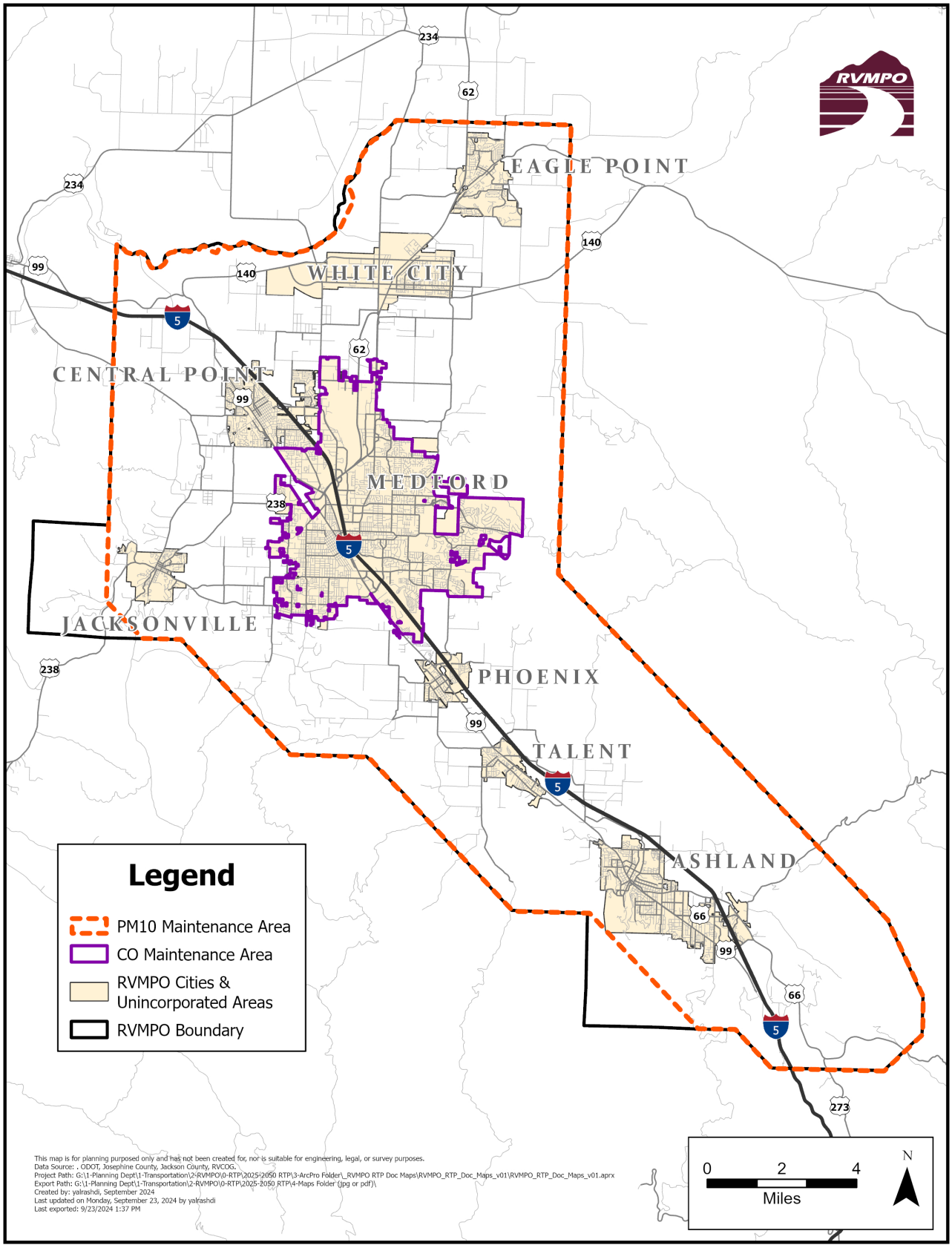
Table of Particulate Matter (PM_{10}) Emissions*

Analysis Year	2025	2031	2040	2050 No-Build (NB)	2050 RTP
PM_{10} Budget	3,754 tons/year	3,754 tons/year	3,754 tons/year	3,754 tons/year	3,754 tons/year
Estimated PM_{10} Emissions *With* Transit Service	1,433.7 tons/year	1,496.1 tons/year	1,592.7 tons/year	1,731.2 tons/year	1,720.1 tons/year
Estimated PM_{10} Emissions *Without* Transit Service	1,451.3 tons/year	1,506.7 tons/year	1,609.3 tons/year	1,739.2 tons/year	1,745.2 tons/year

**Emissions estimates from 2025-50 RTP adopted September 23, 2025*

Specifically, the analysis shows that the PM_{10} emission budget in the SIP will not be exceeded. The budget serves as a limit guaranteeing that if a region remains with the budget, Clean Air Act standards will be met.

The AQCD shows the extremes of what could transpire if transit services were reduced. Elimination of all transit is not expected, but RVTD does not have service reduction plans. For the air quality emissions analysis, the SOABM travel demand model was run with and without the transit service inputs. The "with transit" scenario envisions existing transit service funded through 2050. The second analysis estimated emissions without transit.



MAP 6 - 1 AIR QUALITY MAINTENACE AREA

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CHAPTER 7
ENVIRONMENTAL CONSIDERATIONS

INTRODUCTION

This chapter includes a discussion of potential environmental impacts, avoidance and mitigation activities at the policy and strategy level rather than from a project-specific level. This analysis is a specific requirement of the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), signed into law in 2021.

The chapter was developed in consultation with federal, state, tribal, wildlife, land management, and regulatory agencies, as shown on Table 7.1.1 on the next page.

7.1 ENVIRONMENTAL CONSIDERATIONS IN PLANNING

It is appropriate to begin considering the environmental consequences of any policy, project, and/or program that addresses transportation deficiencies. However, such consideration is not expected to be at the same level of detail as may be required by the National Environmental Policy Act (NEPA). It is important to note that a NEPA process is required for any transportation project having a federal nexus. A project has a federal nexus if it involves federal funding, a federal permit or approval, use of federal lands, or a federal program.

EARLY CONSIDERATION OF ENVIRONMENTAL CONSEQUENCES

A common principle of environmental laws and regulations is a stepped process that focuses on:

- Avoiding impacts to resources,
- Minimizing those impacts that are unavoidable, and
- If impacts are not avoidable, mitigating for those impacts.

If these processes can be considered at a regional level, projects may be able to advance through required environmental processes more quickly than projects whose impacts must be evaluated and considered independently.

ENVIRONMENTAL IMPACTS

Environmental mitigation activities are defined in IIJA as strategies, policies, programs, actions and activities that over time will serve to minimize or compensate for the impacts to or disruption of elements of the human and natural environment associated with the implementation of the Regional Transportation Plan (RTP).

IIJA requires that metropolitan planning organizations, as part of the consultation process, discuss types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. These activities should also be developed in consultation with Federal, State and tribal wildlife, land management and regulatory agencies 23 U.S.C. 134(i)(2)(D).

To fulfill this requirement, a comparison of projects in the RTP to historic and environmentally sensitive areas was conducted to determine the environmental impacts and potential mitigation activities that could be implemented in areas where a project intersects a resource area.

The IIJA requires a discussion of potential mitigation activities for each environmental resource affected by the RTP. These activities will be considered if the project, at the time of implementation, produces any effect on the environment.

This RTP includes projects that are expected to receive federal funds including regionally significant projects for air quality. In addition, other environmental laws and regulations are applicable to projects regardless of the funding source. This chapter will outline the applicability of those laws and regulations as related to expected funding.

Table 7.1.1: RTP Environmental Considerations Agency Consultation

State Agencies	Native American	Federal Agencies
OR Department of Environmental Quality (DEQ)	Confederated Tribes of the Siletz Indians	U.S. Department of Transportation, Federal Highway Administration (FHWA)
OR Department of Fish and Wildlife (ODFW)	Confederated Tribes of the Grand Ronde	U.S. Environmental Protection Agency (EPA)
OR Department of Land and Conservation (DLCD)	Tolowa Dee-Ni Nation	U.S. Army Corps of Engineers (USACE)
OR State Historic Preservation Office (SHPO)	Cow Creek Band of Umpqua Tribe of Indians	U.S. Department of Commerce, National Marine Fisheries Service (NMFS)
OR Department of State Lands (DSL)	Coquille Indian Tribe	U.S. Department of Transportation Federal Transit Administration (FTA)
OR Department of Transportation (ODOT)		U.S. Fish and Wildlife Service (USFWS)

INVENTORY AND MAPPING

The RVMPO inventoried historic and natural resources within the MPO planning boundary. This work was coordinated with the appropriate federal, state, tribal, wildlife, land management and regulatory agencies.

The RVMPO collaborated with partners to identify and obtain the most current, complete and accurate data possible from which to develop the inventory in these chapters. Data used in the project includes data used to develop the Rogue Basin Partnership's (RBP) Action Plan, data collected by RVCOG as part of a National Academies Strategic Highway Research Program and other sources.

Data was incorporated into GIS to create maps that illustrate important environmental areas. Inventory and resource data are included in the discussion sections of this chapter; all maps appear in numerical order at the end of the chapter.

Environmental Considerations Maps 7.1 through 7.7 provide information pertaining to:

- Prime Agricultural Soils, Orchards, and Vineyards
- Wetlands, floodplains, vernal pools and mitigation sites
- Wildlife movements
- Animal collision hotspots and collision locations
- Impaired water bodies, fish-passage barriers (dams, culverts), ODFW priority barriers.
- Historical Places

Details about the selected maps appear below, with more in depth discussion of issues surrounding environmental features in the sections that follow. Map pages begin on Page 7-25.

Prime Agricultural Soils, Orchards, and Vineyards, MAP 7 - 1 – These are the RTP projects that are located on agricultural soils (irrigated soils classes 1-4). This soil information is derived from U. S. Department of Agriculture (USDA) soils data, which categorize soils into eight capability classes.

Wetlands, Floodplain and Vernal Pools, MAP 7 - 2 – Illustrates those RTP projects that intersect the National Wetlands Inventory, Local Wetlands Inventories, Vernal Pools, and FEMA's Special Flood Hazard Areas.

Wildlife Movements, MAP 7 - 3 – This map illustrates RTP projects that overlap with ODFW wildlife movement data, which are key movement areas for wildlife, emphasizing areas that cross paved roads.

Animal Collision Data, MAP 7 - 4 – Animal and vehicle collision locations (data from ODFW 2016). The map shows the point locations of where documented animal and vehicle collisions occurred.

Fish Passage Barriers, Salmonid Habitat, Total Maximum Daily Load (TMDL):

- **Water Quality Limited Streams MAP 7 - 5 –** Identifies fish passage barriers from ODEF. Salmonid habitat (Department of State Lands), and TMDL approved streams (water quality limited streams, DEQ). **Fish Passage Barriers, MAP 7 - 6 –** This map identifies ODFW's updated priority fish passage barriers for the MPO.

HISTORICAL PLACES, MAP 7 - 7 – The National Parks Service National Register of Historic Places and the Medford, Ashland and Jacksonville National Historic Districts are mapped with the RTP projects.

USE OF ENVIRONMENTAL INFORMATION

The RVMPO maintains a GIS geodatabase of environmental data that can be used to identify and document potentially affected environmental resources. This information can then be used to identify opportunities to avoid or minimize environmental impacts of any alternative transportation solutions being considered, modify alternatives being considered, or potentially eliminate alternatives with unacceptable or greater environmental consequences.

In addition, the RVMPO and RVCOG have actively worked on projects to identify locations with ecological and historical significance, and overlay the information with planned transportation projects.

Documentation – Environmental information and/or analyses used in the planning process, and environmental impact avoidance or minimization actions taken, should be thoroughly documented. This will allow information to be used again, or incorporated as evidence of mitigation, resulting in effective and expedited environmental review.

Evaluation of Impacts - The evaluation of the impacts a roadway project has on natural areas and historic resources shall take into account (in accordance with 23 CFR Part 777.7):

1. The importance of the impacted wetlands and natural habitats

2. The extent of roadway impacts on the wetlands and natural habitats

3. Actions necessary to comply with the Clean Water Act, Section 404; the Endangered Species Act of 1973; and other relevant Federal statutes (e.g., TMDLs, National Pollutant Discharge Elimination System (NPDES) Stormwater Phase II)

4. Evaluation of the importance of the impacted wetlands and natural habitats shall consider:

    a. Wetland and natural habitat functional capacity

    b. Relative importance of these functions to the total wetland or natural habitat resource of the area

    c. Other factors such as uniqueness, aesthetics, or cultural values; and

    d. Input from the appropriate resource management agencies through interagency coordination.

5. A determination of the highway impact should focus on both the short and long-term effects of the project on wetland or natural habitat functional capacity.

AVOIDANCE, MINIMIZATION, MITIGATION

The RVMPO, utilizing GIS, species accounts, soil types and other relevant data, seeks to avoid environmental impacts. Where impacts cannot be avoided, efforts will be made to minimize impacts. Any remaining impacts will then be mitigated. Additionally, the RVMPO works with other agencies to provide greater benefits to the environment regionally. Additional discussion of avoidance, minimization and mitigation appears in subsequent sections addressing specific resources.

The Rogue Valley Council of Governments has a Natural Resource Department that coordinates and facilitates resource projects within the region. Subsequently, this internal knowledge of natural resources, combined with regional collaboration, will lead to improved avoidance measures and natural resource mitigation activities.

Where impacts cannot be avoided, minimization and mitigation is the attempt to offset potential adverse effects of human activity on the environment. Mitigation is the last step of the avoidance and minimization process. The National Environmental Policy Act regulations define mitigation (40 CFR 1508.1(y)) as follows:

"Measures that avoid, minimize, or compensate for adverse effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a connection to those adverse effects. Mitigation includes, in general order of priority:

(1) Avoiding the adverse effect altogether by not taking a certain action or parts of an action.

(2) Minimizing the adverse effect by limiting the degree or magnitude of the action and its implementation.

(3) Rectifying the adverse effect by repairing, rehabilitating, or restoring the affected environment.

(4) Reducing or eliminating the adverse effect over time by preservation and maintenance operations during the life of the action.

(5) Compensating for the adverse effect by replacing or providing substitute resources or environments."

WETLANDS AND NATURAL HABITATS

The RVMPO encourages progressive approaches to wetlands and natural habitat mitigation. These approaches include the development of conservation and mitigation banking agreements or the purchase of intact natural areas. Conservation and mitigation banks differ to some degree. A mitigation bank could refer to mitigation of any habitat, although they are typically referring to wetland mitigation per federal guidance for Compensatory Mitigation for Losses of Aquatic Resources, Federal Register / Volume 73, Number 70, Thursday, April 10, 2008 / Rules and Regulations, Army Corps of Engineers (COR), 33 CFR Parts 325 & 332, Environmental Protection Agency (EPA), 40 CFR Part 230.

Whereas conservation banks are oriented toward endangered, threatened and other at-risk species; habitats are selected and managed based upon the needs of those specific species. Roadway projects are linear, often resulting in many small, incremental impacts. Subsequently, on-site mitigation sometimes results in isolated wetlands and natural habitat that might not provide benefits commensurate with costs and time required to establish wetland and natural habitat functions. Wetland or habitat banks can provide more wetland or habitat values and benefits per acre; consequently, the increased habitat benefits result in greater benefits to fauna, and often result in increased biodiversity. It is noteworthy that the mitigation area needs to receive sufficient management to ensure their functions will be sustained in perpetuity. In some cases, it may be mutually beneficial, both in preserving the environment and creating an effective transportation system, to preserve the same or similar habitats in relatively close proximity to the habitats being impacted. The RVMPO recognizes that the Rogue Valley provides valuable habitat along the Pacific flyway, one of four flyways nationwide for migratory birds. Therefore, the RVMPO will strive to lessen impacts to habitats upon which species are dependent.

Additionally, efforts will be made to establish and maintain regional collaboration, both in identifying potential mitigation areas and ensuring their management in perpetuity.

Reducing Impacts – There are a number of actions that can be taken to minimize the impact of roadway projects on wetlands or natural habitats (23 CFR Part 777.9).

- Avoidance and minimization of impacts to wetlands or natural habitats through realignment and special design, construction features, or other measures.

- Compensatory mitigation alternatives, either inside or outside of the right-of-way. This includes, but is not limited to, such measures as on-site mitigation, when that alternative is determined to be the preferred approach by the appropriate regulatory agency; improvement of existing degraded or historic wetlands or natural habitats through restoration or enhancement on or off site; creation of new wetlands; and under certain circumstances, preservation of existing wetlands or natural habitats on or off site. Restoration of wetlands is generally preferable to enhancement or creation of new wetlands.

- Improvements to existing wetlands or natural habitats. Such activities may include, but are not limited to, construction or modification of water level control structures or ditches, establishment of natural vegetation, re-contouring of a site, installation or removal of irrigation, drainage, or other water distribution systems, integrated pest management, installation of fencing, monitoring, and other measures to protect, enhance, or restore the wetland or natural habitat character of a site.

- Mitigation Banks- The RVMPO encourages the use of mitigation banks, or other habitat preservation measures, to offset habitat impacts. Banks will be approved in accordance with the Federal Guidance for Compensatory Mitigation for Losses of Aquatic Resources, Federal Register / Volume 73, Number 70, Thursday, April 10, 2008 / Rules and Regulations, Army Corps of Engineers (COR), 33 CFR Parts 325 & 332, Environmental Protection Agency (EPA), 40 CFR Part 230, or other agreement between appropriate agencies. Where feasible, the MPO will attempt to collectively conserve habitat areas that provide greater environmental benefits. Mitigation and conservation areas are shown on MAP 7 - 2.

MITIGATION BANK AREAS IN THE RVMPO

IIJA requires MPOs to provide a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. This section of the chapter provides an overview of the potential areas to carry out mitigation activities.

Wildlands Rogue Valley Vernal Pool

Wildlands Rogue Valley Vernal Pool Bank – A private vernal pool mitigation bank was developed near Eagle Point and approved in 2012. Wildlands, Inc. discussed conservation easement options with Southern Oregon Land Conservancy (SOLC) and private landowners in the area as part of the development. Phase One of bank is 131 acres. Later phases will be developed adding approximately 110 acres.

ODOT Vernal Pool Bank – Oregon Department of Transportation (ODOT) has a vernal pool / wetland mitigation bank near Central Point which is used for ODOT projects. ODOT began an extensive search for prospective vernal pool complex bank sites in 2005. Several prospective sites were viewed in the field by staff from ODOT, the U.S. Fish and Wildlife Service (USFWS), the Oregon Department of Fish and Wildlife (ODFW), the U.S. Army Corps of Engineers (Corps), the Oregon Department of State Lands (DSL), the Oregon Department of Environmental Quality (DEQ), the National Marine Fisheries Service (NMFS), and the U.S. Environmental Protection Agency (EPA).

Preference for the selected site was supported by all agencies based on the presence of a large parcel of high-quality vernal pool complex habitat and the adjacent The Nature Conservancy (TNC) Whetstone Preserve, which contributes to the sustainability and viability of the Bank site.

The ODOT Bank is located near the intersection of Newland and Truax Roads, in White City, Jackson County, Oregon MAP 7 - 2.Originally the Bank consisted of the two parcels that comprise 80.23 acres and located west of and directly adjacent to the Nature Conservancy's Whetstone Savanna Preserve (a registered Oregon Natural Heritage Resource) and are of similar character. In 2014, ODOT completed the purchase of four additional parcels (116 acres) adjacent and to the west and north of the original Bank parcels to serve as Individual Permittee Responsible Mitigation for ODOT's Highway 62: Interstate 5 to Dutton Road Project.

The adjacent preserve's acreage is approximately 116 acres of which roughly 13 acres is high functioning. The remaining 100 plus acres will be enhanced and restored to high functioning habitat. In 2014, approximately 14 acres of the property was restored, with additional phases of restoration slated for 2015 through 2017. Cumulatively, upon completion of restoration activities, approximately 196 acres of contiguous high functioning vernal pool complex will be protected and under management to sustain wetland functions and values.

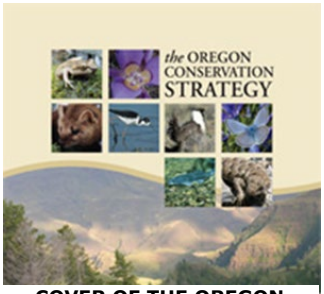
WILDLIFE HABITAT

The Oregon Department of Fish and Wildlife's (ODFW) follows a conservation strategy that focuses on habitat restoration and maintenance to address the needs of game and nongame species.

The strategy highlights specific actions that can conserve Oregon's fish and wildlife when the chances of success are greatest before they become sensitive or endangered.

The strategy provides information about species and habitats in every region in Oregon and the issues affecting their present and future health. This information is included in the RTP for the purposes of:

- Landowners and land managers who want to improve conditions for at-risk wildlife;
- Agencies and organizations interested in making conservation investments more effective and efficient; and
- Oregonians who want a better understanding of the conservation issues of concern in their area.



COVER OF THE OREGON CONSERVATION STRATEGY GUIDE

To check out more information on the ODFW Conservation Strategy for Oregon please visit Oregon Conservation Strategy.

Conservation Strategy for Oregon – Klamath Mountains Ecoregion – The RVMPO is situated within the Klamath Mountains ecoregion which covers much of southwestern Oregon, including the Umpqua Mountains, Siskiyou Mountains and interior valleys and foothills between these and the Cascade Range. Several popular and scenic rivers run through the ecoregion, including: the Umpqua, Rogue, Illinois, and Applegate. Within the ecoregion, there are wide ranges in elevation, topography, geology, and climate. The elevation ranges from about 600 to more than 7400 feet, from steep mountains and canyons to gentle foothills and flat valley bottoms. This variation along with the varied marine influence support a climate that ranges from the lush, rainy western portion of the ecoregion to the dry, warmer interior valleys and cold, snowy mountains.

The Klamath Mountains ecoregion boasts a high rate of species diversity, including many species found only locally. In fact, the Klamath-Siskiyou region was included in the World Wildlife Fund's assessment of the 200 locations most important for species diversity world-wide. The region is particularly rich in plant species, including many

pockets of endemic communities and some of the most diverse plant communities in the world. For example, there are more kinds of cone-bearing trees found in the Klamath Mountains ecoregion than anywhere else in North America. In all, there are about 4,000 native plants in Oregon, and about half of these are found in the Klamath Mountains ecoregion.

The ecoregion is noted as an Area of Global Botanical Significance (one of only seven in North America) and world "Centre of Plant Diversity" by the World Conservation Union. The ecoregion boasts many unique invertebrates, although many of these are not as well studied as their plant counterparts.

For more information on the Klamath Mountains Ecoregion click on the link below:

http://www.dfw.state.or.us/conservationstrategy/docs/ecoregions/KlamathMtnsEcoSheet.pdf

Habitat Conservation Opportunities

Conservation Opportunity Areas (COAs) are landscapes where broad fish and wildlife conservation goals would be best met. COAs were developed to guide voluntary, non-regulatory actions. There are three (3) COAs located within the RVMPO planning area. They are described below.

North Medford Area – This unique area provides important habitat for species living at lower elevations (valley) and includes the Denman Wildlife Area, Upper and Lower Table Rocks, Agate Desert Preserve, and the Whetstone Savannah Preserve.

This area contains many endemic, rare plants and is important for migrating and nesting waterfowl.

Key habitats are: aquatic; grasslands and oak savanna; riparian; and wetlands.

Key species are: horned lark; purple Martin; upland birds; waterfowl; Coho salmon; fall Chinook salmon; summer and winter steelhead; fairy shrimp;

Identified in other planning efforts:

- Oregon Biodiversity Project Conservation Opportunity Areas
- Oregon's Important Bird Areas (Denman WA, Table Rocks, Whetstone Savanna)
- The Nature Conservancy Ecoregional Assessment

Antelope Creek Area – This area encompasses the foothills east of Medford. The low elevation site provides a diversity of habitats for both terrestrial and aquatic species.

Key species are: fall Chinook salmon; winter steelhead; common king snake.

This area has been identified in other planning efforts including:

- American Fisheries Society Aquatic Diversity Areas
- Oregon Biodiversity Project Conservation Opportunity Areas
- The Nature Conservancy Ecoregional Assessment
- The Oregon Plan Core Salmon Areas

Siskiyou Crest-Soda Mountain – Located on the edge of three ecoregions, The Cascade-Siskiyou National Monument within this opportunity area was established for its "spectacular biological diversity."

The area provides habitat for a large number of species on the edge of their range, forming rare communities and species interactions.

Key habitats are aquatic; grasslands and oak savanna; late successional mixed conifer forests; pine-oak woodlands; and wetlands. Recommended conservation action calls for working to restore fire regime to historical and natural range of variation.

Key species are: Siskiyou Mountains salamander; blue-gray gnatcatcher; great gray owl; northern spotted owl; willow flycatcher; Jenny Creek sucker; and fisher.

Identified in other planning efforts:

- American Fisheries Society Aquatic Diversity Areas
- Oregon's Important Bird Areas (Siskiyou Peak, Cascade-Siskiyou National Monument)
- The Nature Conservancy Eco-regional Assessment (Siskiyou Crest site, Soda Mountain site)

BARRIERS TO WILDLIFE MOVEMENT

Barriers to fish and wildlife movement are a key conservation issue for the RVMPO. Roads, dams and other structures act as barriers to the movement of fish and wildlife. These barriers reduce total habitat, create challenges to animal dispersal and reproduction and make wildlife more vulnerable to injury and death.

EXAMPLE OF WILDLIFE PASSAGEWAY UNDER A HIGHWAY IN NORTH DAKOTA

ODFW is working with the Oregon Department of Transportation, county transportation departments, and other partners to identify and reduce fish passage barriers and areas where wildlife mortality on highways occurs. ODFW's fish passage rules can be found here: https://dfw.state.or.us/fish/passage/index.asp (OAR Chapter 635 Division 412).

ODFW notes that stream crossing designs must meet fish passage criteria in order to provide fish passage for Oregon's native migratory fish species. Barriers to migration are a big challenge to recovery for the fish species in Bear Creek. Numerous tributaries have significant barriers near their confluence with Bear Creek. Restoration of native fish populations will lag if fish are not able to utilize the habitat available in the watershed, including urban stream areas.

During a project near a stream, it may be possible to utilize equipment and personnel to do smaller scale restoration projects on the nearby waterbody, such as adding some minor retrofits to improve fish passage. This can be scoped with ODFW pre-project.

ODOT is a partner in the Oregon Wildlife Movement Strategy, which is an interagency partnership to inventory and prioritize wildlife movement barriers on the state highway system. ODOT's Geo-Environmental Section is developing a Wildlife Collision Prevention Plan that addresses Federal Highway Administration and Oregon Department of Fish and Wildlife concerns for animal-vehicle collisions on the state highway system.

ADDRESSING IMPAIRED WATER RESOURCES

The Rogue Valley, like many regions in the United States, has experienced development and modification of the natural landscape. Subsequently, modifications of the natural landscape have led to water resource impacts. Surface waters and associated vegetation have been altered, leaving bodies of water with impairments, including increased temperatures, elevated levels of bacteria, and decreased dissolved oxygen levels and other concerns.

As a result of combined impairments to water bodies across the nation, the Clean Water Act was established, including a system for identifying and working to repair impaired water bodies. The system for identifying impaired water bodies is known as the 303(d) list and requires states to identify impaired waters within their state. The list identifies both the body of water and what impairments it has. The states are then required to prioritize their impaired water bodies and develop action plans, known as total maximum daily loads (TMDLs), to improve water quality of the listed systems.

TMDLs for the streams within the RVMPO (Bear Creek and Rogue River Basins) that meet the requirements of Section 303(d) of the Federal 1972 Clear Water Act have been approved.

Table 7.1.2: Rogue River Basin Streams Located within the Rogue Valley MPO with Approved TMDL Plans

Stream Segments (All listed streams are by river mile (RM), unless otherwise stated)	Parameters Covered in 2008 TMDL		
	Bacteria		**Temperature**
	E. coli	Fecal Coliform	
Antelope Creek (RM: 0 to 19.7)	S, FWS		S
Lake Creek (RM: 0 to 7.8)	S, FWS		S
Little Butte Creek (RM: 0 to 16.7)	S, FWS	S, FWS	S
Nichols Branch (RM: 0 to 2.7)	S, FWS		
North Fork Little Butte Creek (RM: 0 to 6.5)	FWS		S
South Fork Little Butte Creek(RM: 0 to 16.4)	S		S

Key: S=summer, FWS=fall/winter/spring

Source: Rogue Basin TMDL, ODEQ, Dec. 22, 2008

MAP 7 - 5 illustrates TMDL water bodies and dams; Tables 7.1.2 and 7.1.3 list TMDL stream segments within the RVMPO (Bear Creek and Rogue River Basins) along with their identified impairments. See Table 7.1.4 for a list of fish, wildlife and plant species including their status at the local, state or federal levels. (For example, State Species of Concern or Federally Threatened.)

Table 7.1.3: Bear Creek Basin Streams within the RVMPO with Approved TMDL Plans

Stream Segments (All listed streams are from mouth to headwaters, unless otherwise stated)	Parameters Covered in 2007 TMDL					Parameters Covered in 1992 TMDL					
	Bacteria	Temperature	Sediments	Flow	Habitat	DO	Nutrient [P]	pH	Toxics	Chlorophyll(a)	Periphyton
Ashland Creek (Mouth to Ashland City)	Y										
Ashland Creek (Mouth to Ashland STP)							I		I		
Baldy Creek		S									
Bear Creek (Mouth to Neil Creek)	Y	S		*	*	Y	I	Y	I	S	Y
Butler Creek	FWS	S									
Carter Creek		S									
Coleman Creek	Y	S									
Crooked Creek	Y	S									
Emigrant Creek (mouth to dam)		S						Y			
Emigrant Crk (dam to Green Mtn. Crk)		S									
Griffin Creek	Y	S									
Hobart Creek		S									
Jackson Creek	Y	S									
Larson Creek	Y	S									
Lazy Creek	Y										
Lone Pine Creek		S									
Meyer Creek	Y	S									
Neil Creek (mouth to I-5)		S									
Payne Creek	Y										
Reeder Reservoir			Y								Y
Tyler Creek		S									
Walker Creek		S									
Wagner Crk (Horn Gulch to headwaters)		S									

Key: Y=year round; S=summer (June 1-September 30); I=Irrigation Season (May1-November 30); FWS=fall/winter/spring (October 1-May 31); *=Status change.

Note: sediment and habitat modification are considered a source of pollution but not a pollutant, and therefore are not parameters covered in the 2004 TMDL.

Source: Rogue Basin TMDL – ODEQ, December 22, 2008

STORMWATER MONITOR WATER

is the flow of water created by impermeable surfaces, such as roads, highways, bridges, sidewalks and parking lots. There are additional forms of development that contribute to stormwater runoff, such as commercial and residential buildings. Ultimately, the combinations of these impervious surfaces prevent water from infiltrating and percolating through the soils and into the groundwater (groundwater recharge). Consequently, water that used to be available through groundwater, as well as seeps, which may be needed by streams and other surface waters during the summer months may no longer be available. Therefore, a variety of interrelated impacts can occur.

A consequence of decreasing groundwater is a decrease in the amount of water available to surface waters, such as through seeps or springs. Typically, during the warmer months when water levels are lower, seeps may be needed to augment stream flows in order to prevent surface waters (e.g., streams) from becoming shallow and warmer. Surface waters that do not receive appropriate inflow from seeps or springs may not properly function. Subsequently, the lower volumes of surface water led to temperature increases which result in changes to aquatic and terrestrial species.

Impervious surfaces also lead to increased flows during months with high precipitation. Precipitation runs off and flows downhill (path of least resistance) and ends up in a receiving water body. It is noteworthy that increased runoff causes increased flow rates (seasonal peaks) which in turn cause scour and erosion, often resulting in modifications to the shape of the stream channel. For example, months with a lot of rain create peak flows in stream systems from the increased water being conveyed to them as a result of an increase in impervious surfaces. Consequently, stream channels can scour, and banks can erode resulting in the channel being altered and subsequent changes to habitats and composition of species.

As stormwater runoff flows over ground surfaces, it can pick up debris, chemicals, dirt, and other pollutants and flow into a storm sewer system or directly to a lake, stream, river, wetland, or coastal water. Anything that enters a storm drain untreated is discharged into the water bodies. Pollutants commonly found in stormwater include nutrients (nitrogen and phosphorus), oil, bacteria, fertilizers, and metals (e.g., copper, lead, and zinc from automobile brake pads).

Impacts to aquatic and terrestrial habitats and associated fish and wildlife can result from roads and other impervious surfaces. Erosion and scour that changes a stream channel will modify flow, vegetation and temperature, and subsequently favor species adapted to the newly created conditions. In addition, pollutants draining from roads and parking lots can contribute to impaired water quality and degraded wildlife habitat. In relation to fish and aquatic species, these pollutants are a source of potent adverse effects to the biotic ecosystem, even at ambient levels. They are known to accumulate in the prey and tissues of juvenile salmon where they cause a variety of lethal and sub lethal effects including disrupted behavior, reduced olfactory function, immune suppression, reduced growth, disrupted smoltification, hormone disruption, disrupted reproduction, cellular damage, and physical and developmental abnormalities (National Oceanic and Atmospheric Administration (NOAA) Fisheries

2015). Therefore, care in the design of the transportation system is important. Stormwater discharge is regulated under the Clean Water Act, Section 402. Projects will need to meet the requirements of any local programs (e.g., NPDES Phase II) and design manuals (e.g. Rogue Valley Stormwater Water Quality Design Manual).

HISTORIC AND ARCHEOLOGICAL CONSIDERATIONS

Protection of historic and archeological resources must be considered as part of the decision-making process for transportation projects. MAP 7 - 7 illustrates and provides additional information regarding national historic sites, districts and roads.

Numerous laws and regulations call for preservation and/or enhancement of cultural resources. These include the Department of Transportation (DOT) Act of 1966, the Federal-Aid Highway Act of 1968, the National Environmental Policy Act of 1969, the National Historic Preservation Act of 1966, the Archeological Resource Protection Act of 1979 and the Surface Transportation and Uniform Relocation Assistance Act of 1987. In addition, regulations by the Council on Environmental Quality (40 CFR, Part 1500-1508) and the Advisory Council on Historic Preservation (ACHP) (36 CFR, Part 800) have been promulgated to assure that effects on historic properties are considered in the development of federal undertakings. Historic properties are any historic district, site, building, structure or object included in, or eligible for inclusion in, the National Register of Historic Places.

Transportation officials are required to make a good faith effort to identify historic properties that may be affected by a transportation project. A discussion of the effects on historic properties must be included in the environmental documentation. This discussion is to be commensurate with the importance of the historic properties as well as the magnitude of the project's impacts on those properties.

The primary provisions related to historic preservation for transportation projects are Section 106 of the National Historic Preservation Act and Section 4(f) of the DOT Act. These provisions are applicable to actions that require federal approval or are undertaken with federal funds.

Section 106 of the National Historic Preservation Act of 1966 (NHPA) as amended through 2000 requires federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on the undertaking. The historic preservation review and consultation process mandated by Section 106 is outlined in regulations issued by ACHP. Revised regulations, "Protection of Historic Properties" (36 CFR Part 800), became effective January 11, 2001, and were further amended in August 2004.

Federal agencies are responsible for initiating Section 106 review, most of which takes place between the agency and state and tribal officials. Appointed by the governor, the State Historic Preservation Officer (SHPO) coordinates the state's historic preservation program and consults with agencies during Section 106 review. Agencies also consult with officials of federally recognized Indian tribes when tribal lands or historic properties of significance to such tribes are involved. Some tribes have officially designated Tribal Historic Preservation Officers (THPOs), who function as a SHPO on tribal lands, while others designate representatives to consult with agencies as needed.

At this time, only the Confederated Tribes of the Grande Ronde have a THPO. The MPO will consult with the Confederated Tribes of Grande Ronde; Confederated Tribes of Siletz; and Cow Creek Band of Umpqua Indians for each Regional Transportation Plan update. The appropriate Tribe to consult will be determined based upon historic and current information provided.

According to the Advisory Council on Historic Preservation, Section 106 review and consultation requires federal agencies to do the following:

- Determine if Section 106 of the NHPA applies to a given project and, if so, initiate consultation;
- Gather information to decide which properties in the project area are listed in or eligible for the National Register Historic Places;
- Determine how historic properties might be affected;
- Explore alternatives to avoid or reduce harm to historic properties; and
- Reach agreement with the SHPO/THPO (and the ACHP in some cases) on measures to resolve any adverse effects to historic properties.

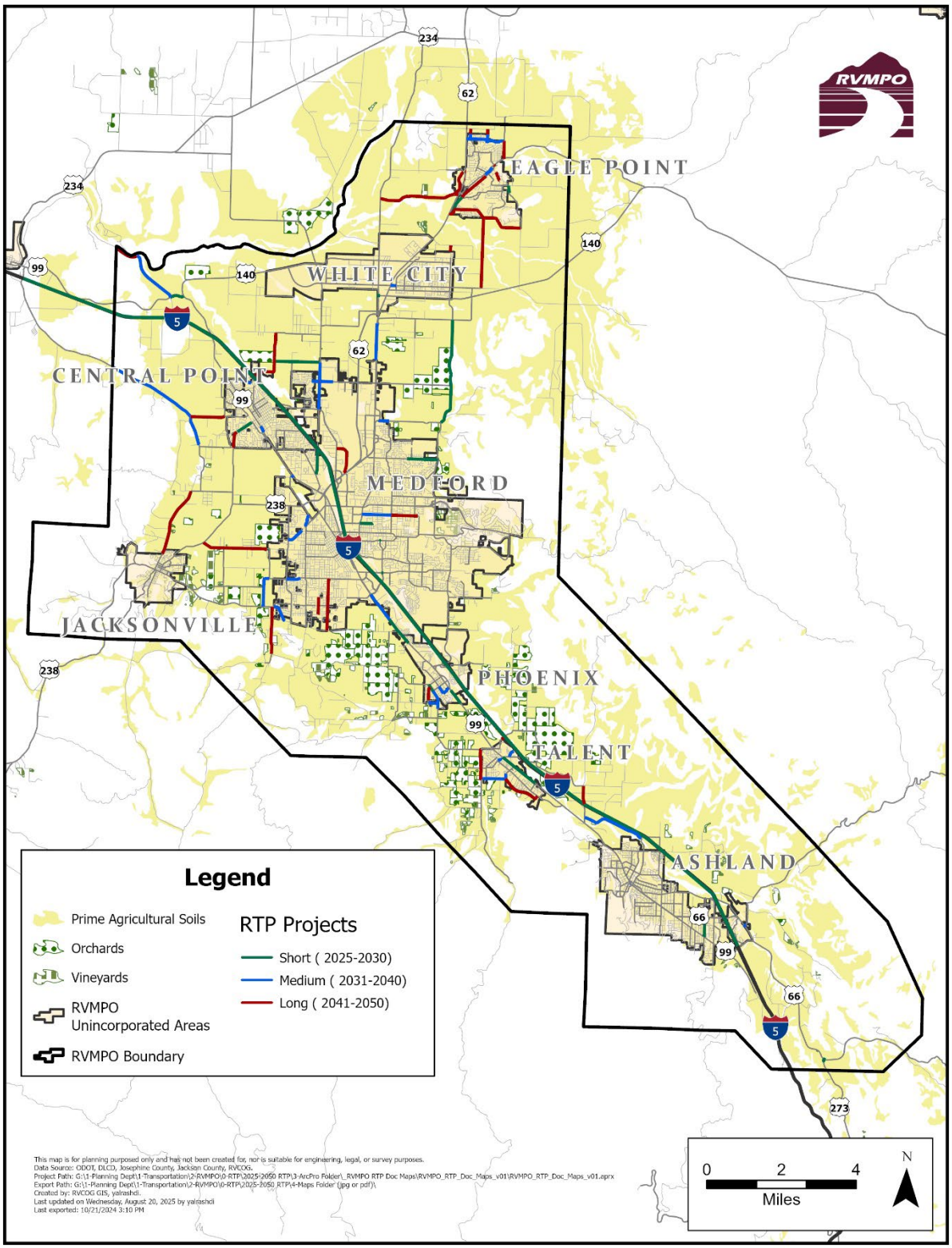
Another protection to park and wildlife areas is provided by Section 4(f) of the U.S. Department of Transportation Act of 1966. This environmental regulation applies to projects that receive Department of Transportation (FHWA or FTA) funds. Section 4(f) (recodified in 49 USC 303, but still known as Section 4(f)) includes provisions prohibiting federal transportation agencies from using land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or any land from an historic site of national, state, or local significance unless:

- There is no feasible and prudent alternative to the use of land, and
- The action includes all possible planning to minimize harm to the property resulting from use.

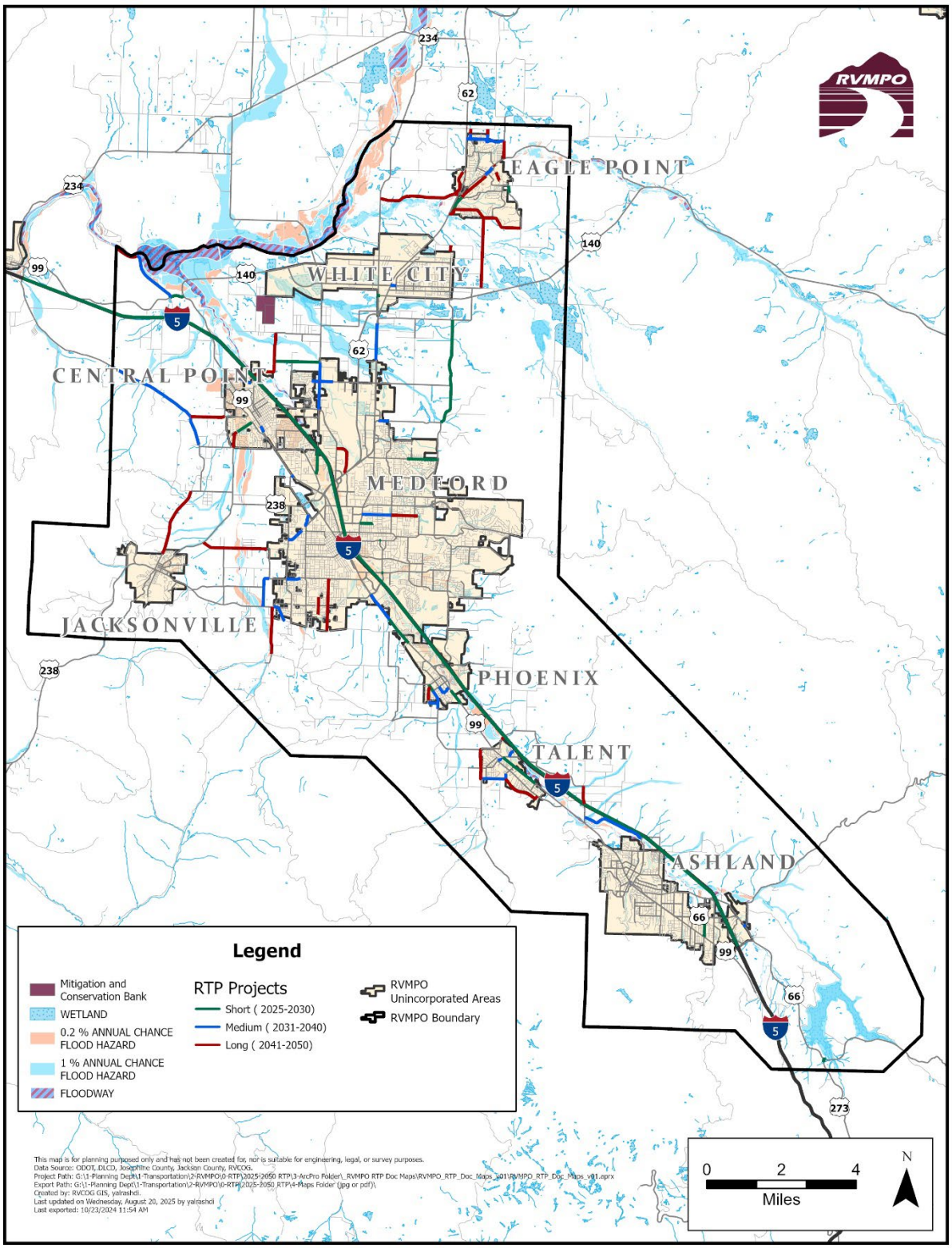
In assessing the environmental effects of an action through the National Environmental Policy Act process, FHWA includes an evaluation of the use of land protected under Section 4(f). The environmental regulations for applying Section 4(f) to transportation project development can be found at 23 CFR 771.135. For other detailed guidance on applying the requirements of Section 4(f), the FHWA wrote the Section 4(f) Policy

Paper, which discusses such topics as the history of Section 4(f), alternatives analysis, mitigation, and how Section 4(f) relates to other statutes and regulations which protect the same types of resources, including Section 106 of the National Historic Preservation Act.

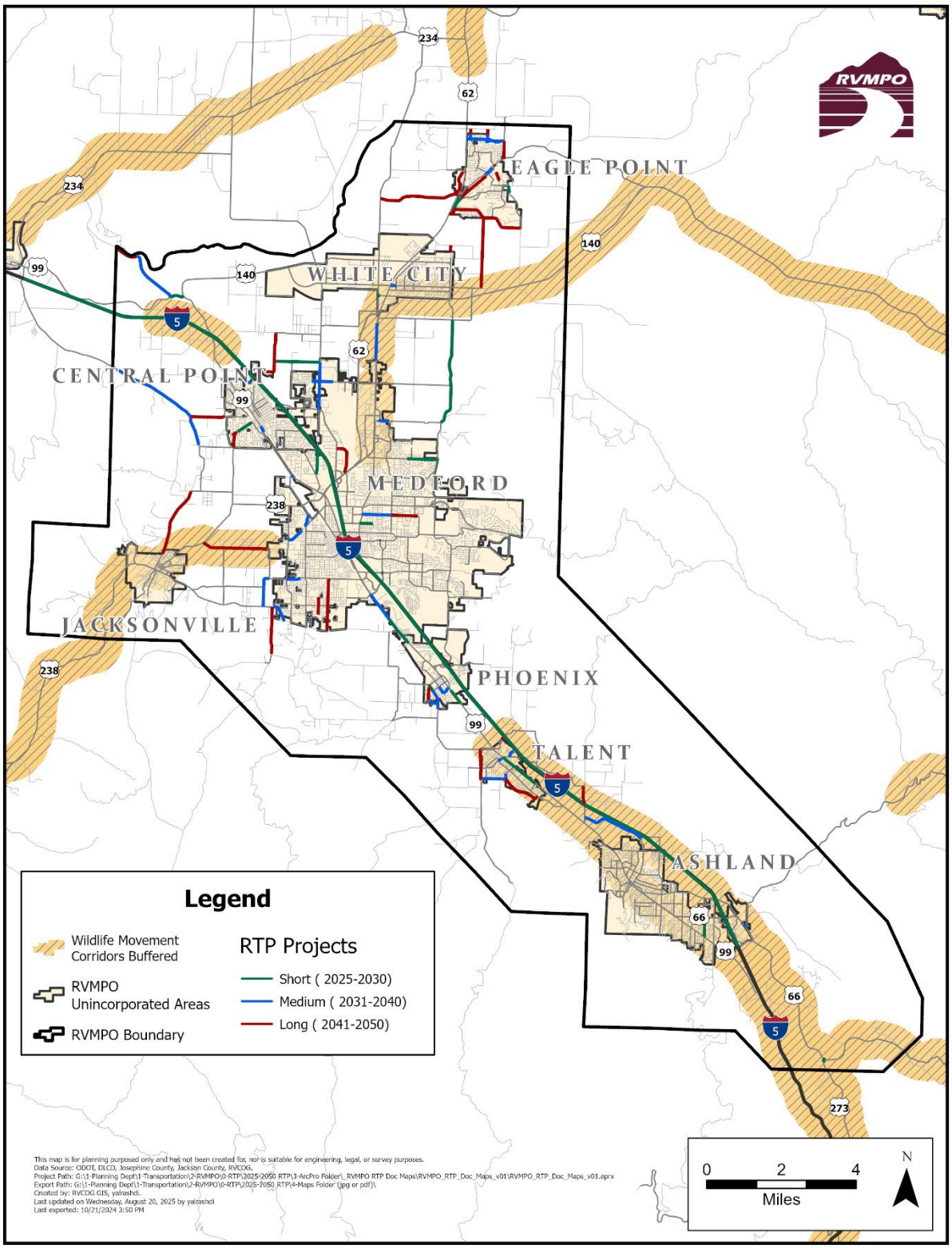
In order for FHWA field offices to make key determinations on projects having minor impacts or a net benefit on areas protected by Section 4(f), the agency issued several Nationwide Section 4(f) Programmatic Statements. Section 4(f) is considered by the preservation community to be one of the most effective tools in the protection of historic properties. But its stringent standards and interpretations by various court rulings have had the transportation community seeking revisions to provide more flexibility in implementing the law.



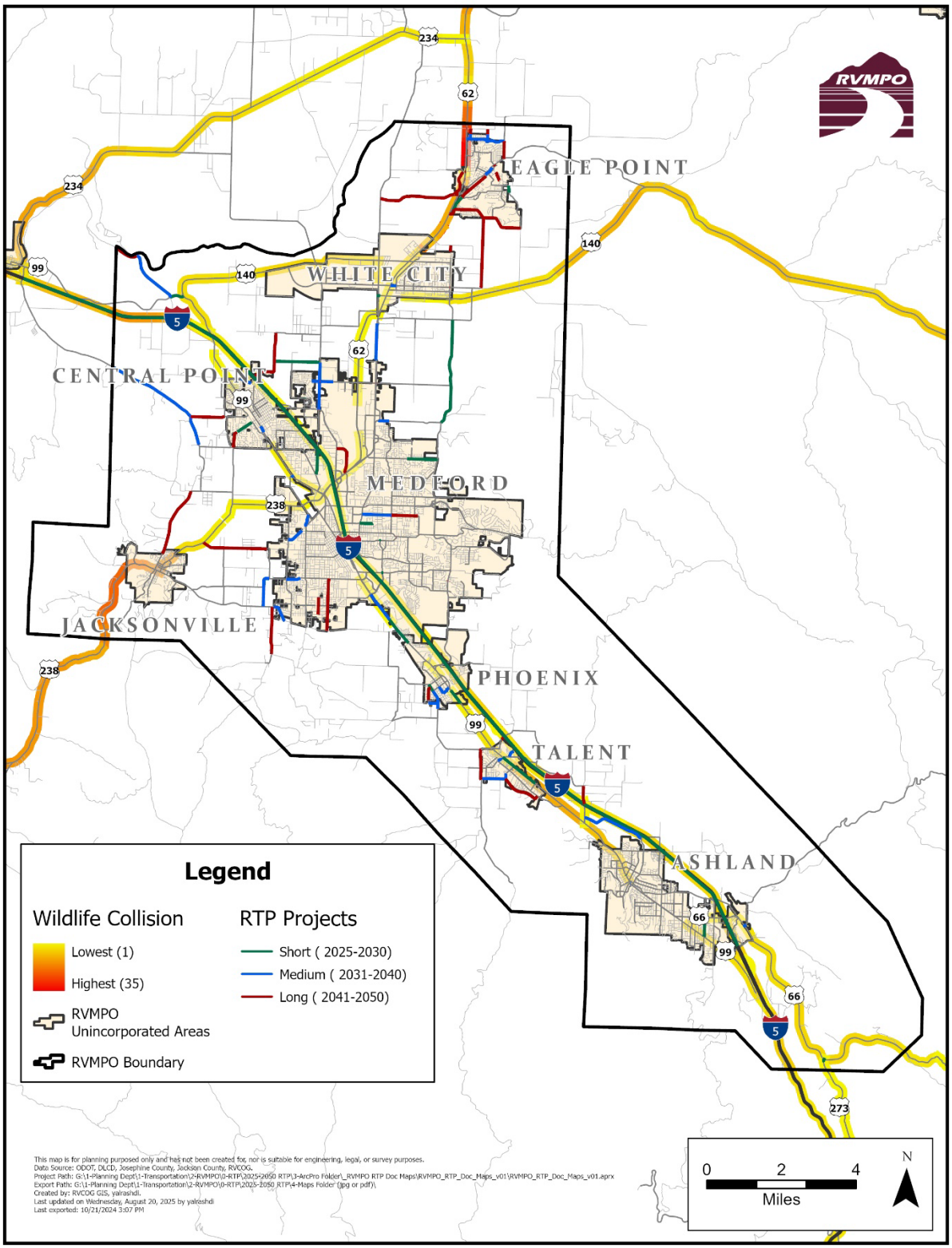
MAP 7 - 1 PRIME AGRICULTURAL SOILS, ORCHARDS, AND VINEYARDS



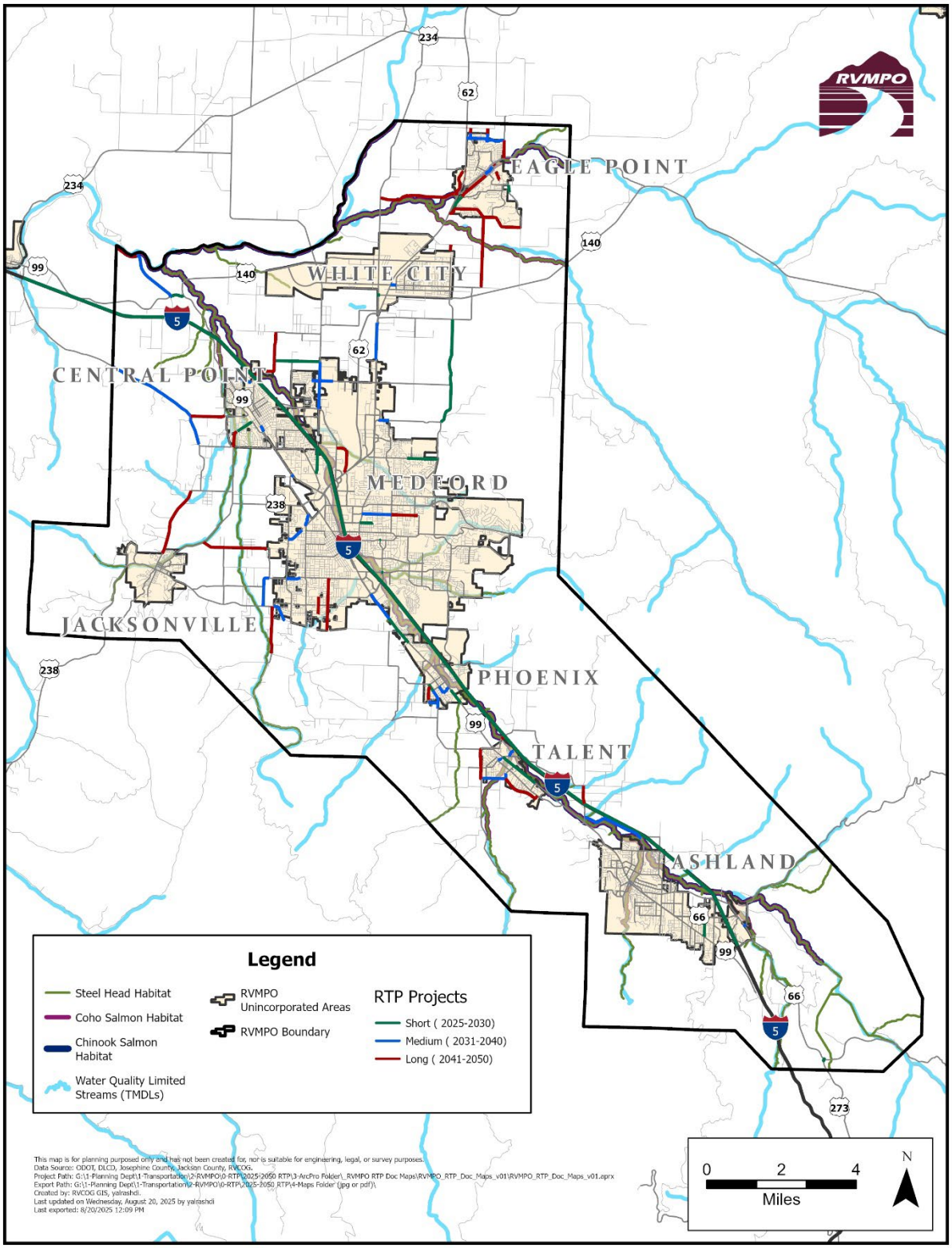
MAP 7 - 2 WETLANDS AND FLOODPLAIN



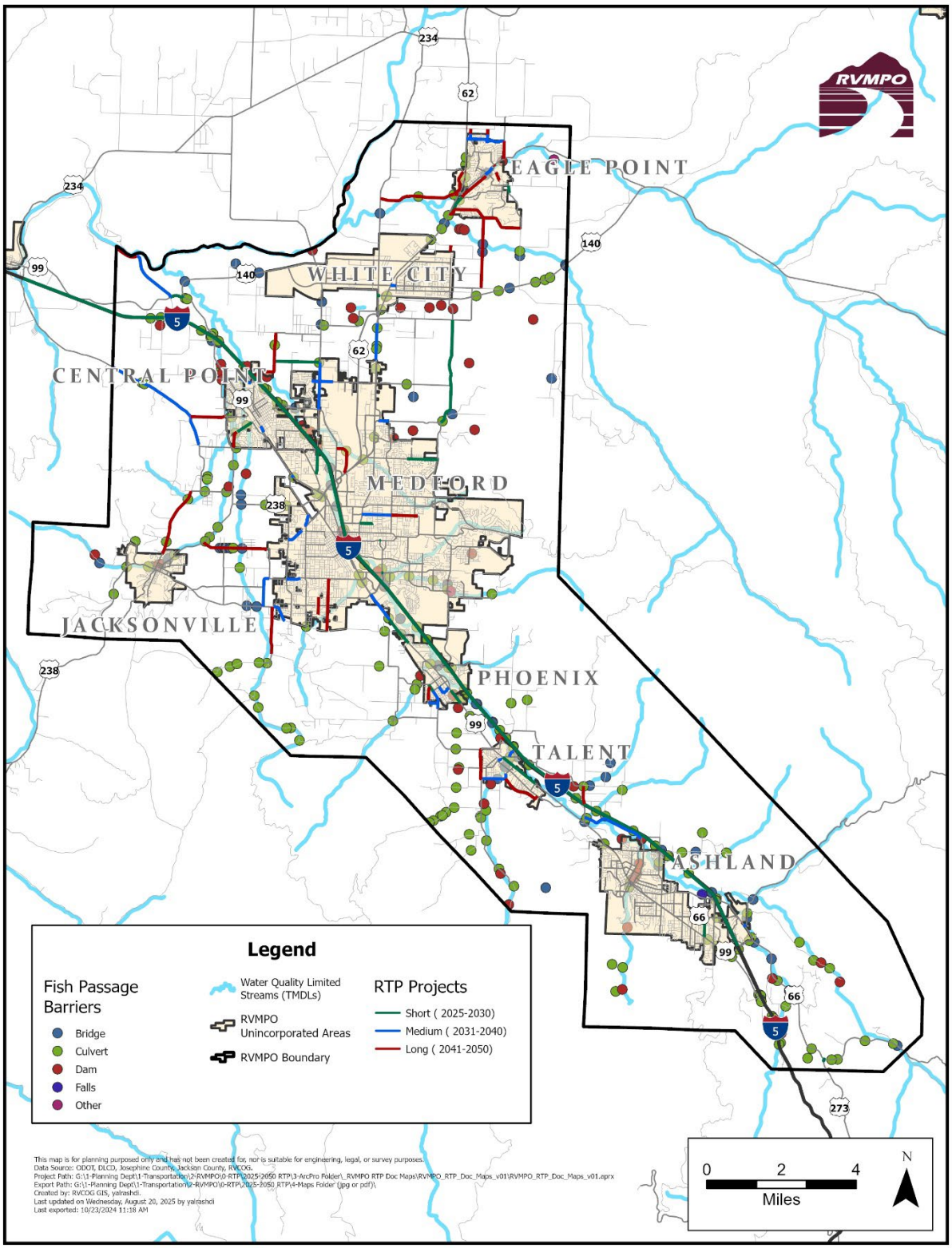
MAP 7 - 3 WILDLIFE MOVEMENTS



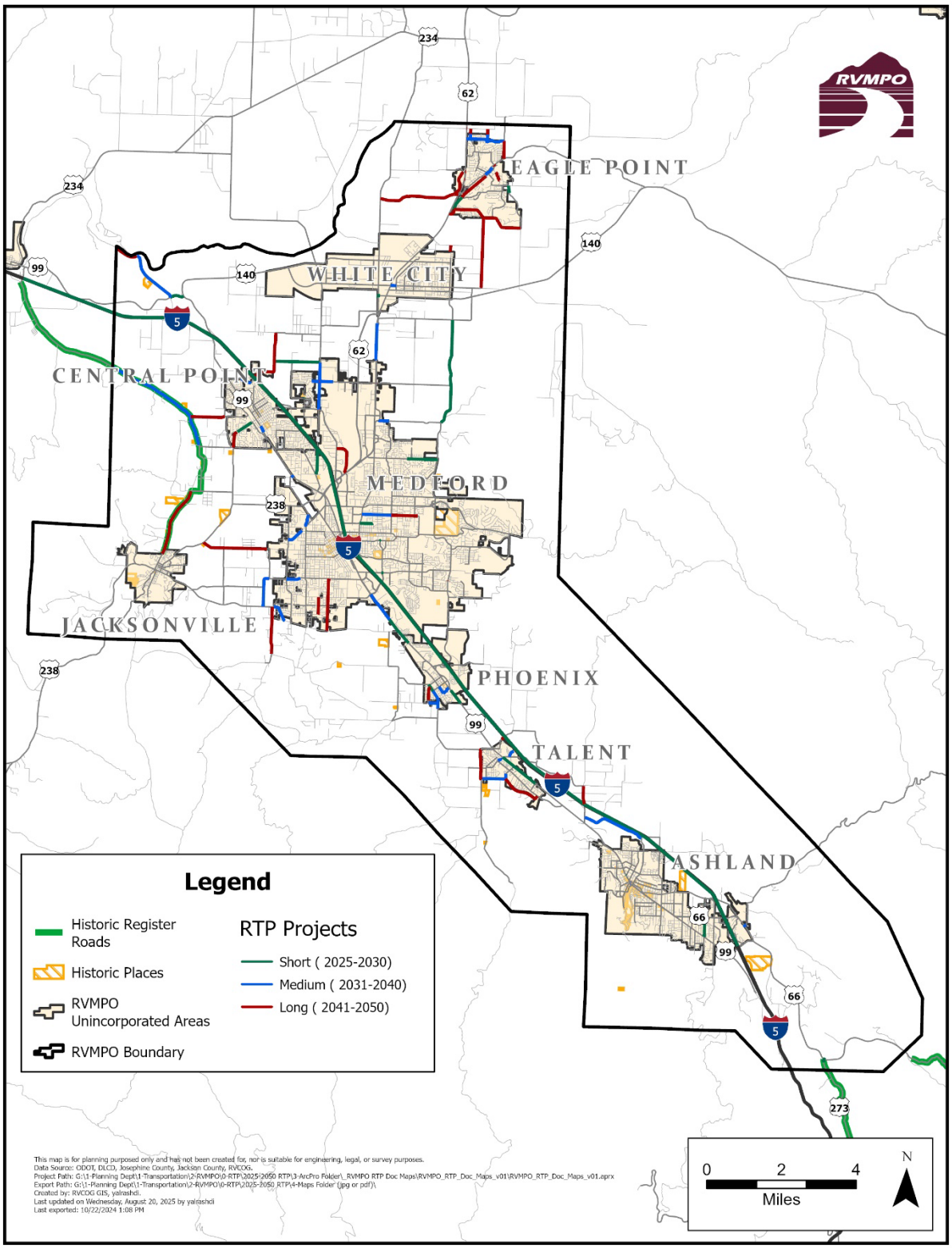
MAP 7 - 4 ANIMAL COLLISION



MAP 7 - 5 FISH HABITAT



MAP 7 - 6 FISH PASSAGE BARRIERS



MAP 7 - 7 HISTORICAL PLACES

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CHAPTER 8
PLAN IMPLEMENTATION

INTRODUCTION

This chapter demonstrates how the goals and policies in Chapter 2 are implemented through procedures and criteria that the RVMPO uses to identify projects. The three parts of this chapter include: how and why projects are listed in the RTP, the criteria and considerations used by the RVMPO to fund projects, and the RTP Project List by jurisdiction.

8.1 PROJECTS INCLUDED IN AN RTP

Requirements for metropolitan plans are described in Federal Highway Administration rules, 23 CFR Part 450.324. The RTP must show through a horizon of at least 20 years the capital investment, and operations and management strategies planned to lead to an integrated multimodal transportation system. Funding for all projects shown in the plan must be identified, or there must be a reasonable expectation for funding. Funding expectations for this plan were developed in consultation with ODOT, USDOT, and the member jurisdictions. The estimates are the best available at the time but are likely to change – especially in the long-range years, 2025-2050. Details about the financial planning process are available in *Chapter 9 Financial Plan*.

Federal transportation planning regulations specify the types of projects to be included in the Regional Transportation Plan (RTP). They include:

- New transportation facilities that include major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors that should function as an integrated metropolitan transportation system

TRANSPORTATION SYSTEM PLANS

In Oregon, transportation planning begins in the local jurisdictions through the state-required Transportation System Plans. These plans identify local goals, existing and future system deficiencies and needs, and describe the projects that will be undertaken to address those needs, generally over a 20-year period. Public input is a key component of the TSP process and TSP's reflect the kind of transportation system the public believes the region should have. As a result, the RVMPO has followed a policy of drawing projects for the RTP from the local TSPs. Not all transportation projects planned within the region by Jackson County and the seven RVMPO cities are contained in this plan, however. Numerous local improvements are planned and implemented solely by the jurisdiction.

U.S. Clean Air Act

The Clean Air Act further defines the projects that must be included in MPO plans and in the analysis for transportation conformity, 40 CFR Part 93. Because the RVMPO area is designated by the Environmental Protection Agency (EPA) as an "attainment and maintenance area" for carbon monoxide and particulates (see details in *Chapter 6 Air Quality* and in the Air Quality Conformity Determination, published separately), the Clean Air Act requirements must be met in this plan.

Generally, these are the projects that are part of a regional travel demand modeling process (which excludes most local streets). At a minimum, regionally significant projects are those on principal arterials. Other projects may be included based on interagency consultation conducted for the Air Quality Conformity Determination, described in Chapter 6 and the Air Quality Conformity Determination for this plan (published separately).

U.S Clean Air Act and the RTP

The RVMPO's long-range plan, as well as the short-range project program – the Transportation Improvement Program ("TIP") – must be found by the U.S. Department of Transportation to conform to the Clean Air Act in order to go into effect.

The Clean Air Act requires that plans include all regionally significant projects, 40 CFR 93.101, and defines regionally significant as being on a facility that serves regional transportation needs, such as access to an area outside the region, major activity centers in the region, major developments and planned developments (malls, sports complexes, etc.)

8.2 Project Selection Criteria

Introduction

This section of the chapter describes the evaluation criteria for the MPOs funding programs. Additional general background information about these two programs is in *Chapter 9 Financial Plan*. There are two project funding sources over which the RVMPO has discretion, both are federal and funded through the Highway Trust Fund. They are the Surface Transportation Block Grant (STBG) and the Congestion Mitigation and Air Quality (CMAQ) programs. The other funding source is the State Gas Tax Funds of Oregon. State Gas Tax funds are far more flexible than federal funds and may be utilized by the local jurisdictions without a funding match requirement.

The RVMPO has developed criteria for evaluating and scoring Transportation Improvement Program (TIP) applications for these funds as a way of implementing RTP goals and policies. The intent is for the project selection process to treat all applications and jurisdictions fairly and provide the greatest possible public benefit.

2027-2030 Funding

Please note that in the State of Oregon and with the passage of HB2101, small MPOs no longer receive STBG funds. Instead, they receive State Gas Tax Funds. These funds are far more flexible than federal funds and may be utilized by the local jurisdictions without a funding match requirement. Additionally, the state bill sunsets in 2027, and there is some level of uncertainty as to what type of funding will be available to small MPO's subsequent to the bill expiring.

In December of 2024, the RVMPO Policy Committee approved a split of State Gas Tax Funds between the local jurisdictions to be used in the 2027-2030 TIP. The approved proposal states that the smaller MPO jurisdictions (Jacksonville, Phoenix, and Talent) receive a $50,000 base amount per year, and the remaining funds are allocated to the remaining jurisdictions (Eagle Point, Central Point, Medford, Ashland, and Jackson County) and split by population per year.

Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program (STBG) is the more flexible of the two fund sources and can be used on a wide variety of projects. As noted in the criteria below, the RVMPO dedicates $566,240 of the local allocation of STBG funds to the Rogue Valley Transportation District (RVTD) for enhanced transit service.

CONGESTION MITIGATION & AIR QUALITY PROGRAM

Air quality concerns in the Rogue Valley region and interest in reducing pollutants associated with transportation or on-road sources has qualified the region within the Medford-Ashland Air Quality Maintenance Area (AQMA) for funds from the CMAQ program. Congress first authorized the program in 1991 for surface transportation related projects that contribute to air quality improvements as well as reducing congestion. Along with other measures, the CMAQ program has been designed to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive and multimodal approach to addressing transportation problems. Currently, the distribution of funds to each AQMA is based on statewide formula developed in 2006 by ODOT. The Rogue Valley Region has federally monitored programs in place to limit carbon monoxide and particulates (PM_{10}).

SELECTING PROJECTS FOR IMPLEMENTATION

The evaluation criteria are drawn from the goals in the RTP, the organizational goals adopted by the Policy Committee and requirements of the current transportation act. The entire process is intended to help implement the organizational goal: "Strategically use RVMPO funding to pursue RVMPO goals."

Goals and requirements are grouped into four broad performance categories: mobility, community vitality and livability, transportation options and resource conservation. A total of 21 project evaluation criteria exist, each with guidelines on how they are to be measured in project evaluation.

Table 8.2.1 Policy Foundation for RVMPO Project Selection

	RVMPO Goal	2025-2050 RTP Goals	Federal MPO Requirements
Mobility		Plan for, develop and maintain a balanced multi-modal transportation system to address existing and future needs.	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
		Develop, optimize, and coordinate current procedures for the safety and security of the transportation system.	Increase accessibility and mobility of people and freight.
			Increase the safety of the transportation system for motorized and non-motorized users.
			Increase the security of the transportation system for motorized and non-motorized users.
Community Vitality & Livability	Continue to work toward more fully integrating transportation and land use planning.	Use transportation investments to foster compact, livable and unique communities.	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.
		Evaluate and support regional transportation investments to foster economic opportunities locally and regionally.	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
Transportation Options	Increase integration and availability of transportation options.	Identify, develop and support diverse strategies to lessen dependence upon single-occupant vehicles.	
Resource Conservation	Incorporate environmental and energy conservation into the RVMPO planning process.	Identify, plan and develop transportation infrastructure which maximizes the efficient use for all users and modes.	Promote efficient system management and operation.
		Evaluate and support regional transportation investments to foster economic opportunities locally and regionally.	Emphasize the preservation of the existing transportation system.

Both staff and the RVMPO Technical Advisory Committee review the project funding criteria every three years in association with the TIP project funding solicitation process. It is expected, however, that the evaluation criteria may be updated outside of this timeframe, as necessary.

PROJECT DESCRIPTION

The RTP Project List includes a general description of each project based on the best available information. Project information will often be refined between a project's inclusion in this list and its construction.

The RTP projects list has considered many variables including: traffic volumes and turning movements, truck and bus routing, the location of intersecting streets and driveways, the available right-of-way, topographic constraints, accident history, utility conflicts, and impacts on property owners. Such information is typically refined during the planning, survey and engineering phase of a funded project , which often immediately precedes construction.

EVALUATION AND REVIEW

Evaluation procedures were developed by the RVMPO advisory committees and staff, and adopted by the Policy Committee. The process includes a uniform methodology to estimate costs so that committees can measure the comparative value of projects.

Projects are initially evaluated by staff. Staff results as well as applicant information and evaluation materials are posted on the RVMPO website and advertised for public comment. The Technical Advisory Committee (TAC) and Public Advisory Council (PAC) review all materials and make recommendations. The Policy Committee makes all final funding decisions.

8.3 RTP PROJECT LIST

This section lists all RTP projects by jurisdiction. It identifies all regional transportation actions anticipated to occur in the planning area through 2050, showing how the region will work toward meeting the goals and policies of the RTP. These projects provide facilities for motorists, buses, bicyclists and pedestrians and serve long-range needs for mobility and accessibility based on anticipated development.

Projects listed – referred to as Tier 1 projects – by no means represent of the transportation actions anticipated. Each jurisdiction will plan and carry out a multitude of local projects, which don't meet the criteria to be part of the RVMPO process. The local activities are based on the local Transportation System Plans (TSPs), which cities and the county develop as part of their state comprehensive planning obligations. The RVMPO projects are first identified in the local TSPs.

This plan identifies approximately $151 million dollars expected to be available to invest in the regional transportation system through 2050. Of that, transit provider Rogue Valley Transportation District plans on receiving just over $13 million for its activities. Details about the financial assumptions used to calculate these sums and financially constrain the projects in this Part are provided in Chapter 9: Financial Plan.

PROJECT TIMING

The project list on the following pages provides a brief description of the work to be done, estimated cost based on year of construction or implementation (inflation adjusted) and the timing.

Projects are scheduled by the following timeframes:

- Short Range – Between 2025and 2030
- Medium Range – Between 2031and 2040
- Long Range – Between 2041and 2050.

Project numbers shown in the left-hand column is internal tracking number for project identification within the RVMPO. As projects are implemented they are added to the RVMPO programming document, the Transportation Improvement Program (TIP) and forwarded into ODOT's Statewide Transportation Improvement Program (STIP) for authorization to proceed. At the TIP-STIP stage, projects receive a programming Key Number, which differs from RTP numbers. The key number is useful for tracking projects through implementation.

Maps showing project locations by RTP number are located at the end of this chapter.

RTP Projects List by Jurisdiction

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
				Ashland						
Short Range 2025-2030	NEW	**ASH-116**	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	$ 8,457,531	TRUE	Exempt - Table 2 - Bicycle & pedestrian facilities.	PM10
					Short Range (2025-2030) Total	**$ 7,190,217**	**$ 8,457,531**			
Medium Range 2031-2040	-	-	NO MID-RANGE PROJECTS	NO MID-RANGE PROJECTS	Medium	-				
					Medium Range (2031-2040) Total	**$ -**	**$ -**			
Long Range 2041-2050	-	-	NO LONG-RANGE PROJECTS	NO LONG-RANGE PROJECTS	Long	-	-			
					Long Range (2036-2045) Total	**$ -**	**$ -**			
						Total Cost	**$ 8,457,531**			

*Year Of Expenditure is 3.3%

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	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	$411,689	TRUE	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	$5,350,786	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
				Short Range (2025-2030) Total		**$ 4,899,000**	**$5,762,475**			
Medium Range 2031-2040	OLD	CP-004	OR 99: Traffic Calming Unit 3	Traffic Calming (300 ft)	Medium	$ 259,043	$358,405	TRUE	Exempt 93.126 Table 2 - Projects that correct, imprve, 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 sidwalks (urban upgrade - no new travel lanes) (700 ft)	Medium	$ 865,078	$1,196,902	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
				Medium Range (2031-2040) Total		**$ 1,124,121**	**$1,555,307**			
Long Range 2041-2050	OLD	CP-006	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	Long	$ 1,751,803	$3,353,449	TRUE	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	$6,291,649	TRUE	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
				Long Range (2041-2050) Total		**$ 5,038,488**	**$9,645,098**			
						Total Cost	**$ 16,962,880**			

*Year Of Expenditure is 3.3%

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	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	$529,315	TRUE	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	$382,283	TRUE	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
				Short Range (2025-2030) Total		**$ 775,000**	**$911,598**			
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	$ 2,000,000	$2,767,153	TRUE	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	$ 2,000,000	$2,767,153	TRUE	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	$ 1,000,000	$1,383,577	TRUE	Non-exempt	PM10
	OLD	EP-008	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 700 ft.	medium	$ 1,000,000	$1,383,577	TRUE	Non-exempt	PM10

Long Range 2041-2050	OLD	EP-009	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	$ 1,000,000	$1,914,284	TRUE	Non-exempt	PM10
	OLD	EP-010	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	$ 1,000,000	$1,914,284	TRUE	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	$2,871,426	TRUE	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	$ 2,000,000	$3,828,569	TRUE	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	$1,914,284	TRUE	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	$ 1,000,000	$1,914,284	TRUE	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	$ 2,000,000	$3,828,569	TRUE	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	$ 2,000,000	$3,828,569	TRUE	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	$1,052,856	TRUE	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	$4,785,711	TRUE	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	$ 2,000,000	$3,828,569	TRUE	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	Planning Phase - Realign Intersection	long	$ 50,000	$95,714	TRUE	Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	EP-021	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	$ 2,000,000	$3,828,569	TRUE	Exempt 93.126 Table 2 - Projeccts 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	$622,142	TRUE	Non-exempt	PM10
	OLD	EP-023	Hwy 62 @ Rolling Hills Dr	Signalization	long	$ 2,000,000	$3,828,569	TRUE	Exempt 93.127 Table 3 - Intersection Signalization at individual intersections	PM10
					Long Range (2041-2050) Total	**$ 20,925,000**	**$ 40,056,399**			
						Total Cost	**$ 49,269,457**			

*Year Of Expenditure is 3.3%

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	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	$1,882,009	TRUE	Exempt - Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW	**PHX-118**	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	$1,411,506	TRUE	Exempt - Table 3 - Intersection channelization projects.	PM10
				Short Range (2025-2030) Total		**$ 2,800,000**	**$3,293,515**			
Medium Range 2031-2040	OLD	PHX-002	Rose St, Oak to 1st	Install sideawalks - length: .218 miles	Medium	$346,500	$479,409	TRUE	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	$615,692	TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-004	Oak St. Rose to Main	Install sideawalks - length: .216 miles	Medium	$363,000	$502,238	TRUE	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	$345,894	TRUE	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW	**PHX-120**	UGB west of railroad between S. Stage Road and Houston Rd	New collector street and railroad crossing to serve industial/employment lands - length: 1.13 miles	Medium	$ 9,500,000	$13,143,978	NOT-MAPPABLE	Non-Exempt	PM10
				Medium Range (2031-2040) Total		**$10,904,500**	**$15,087,211**			
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	$1,473,999	TRUE	Exempt-93.126 Table 2 - Pavement resurfacing and/or rehabilitation, Bicycle and Pedestrian facilities	PM10
				Long Range (2041-2050) Total		**$ 770,000**	**$1,473,999**			
						Total Cost	**$ 19,854,725**			

*Year Of Expenditure is 3.3%

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
				Talent						
Short Range 2025-2030	-	-	NO SHORT RANGE PROJECTS	NO SHORT RANGE PROJECTS		-	-		-	
					Short Range (2025-2030) Total	**$ -**	**$ -**			
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 bicyle lanes, sidewalks) - no new travel lanes, approximately 3,500 feet	medium	$ 3,430,000	$4,745,668	TRUE	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	$1,010,011	TRUE	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	$1,217,547	TRUE	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
					Medium Range (2031-2040) Total	**$ 5,040,000**	**$ 6,973,226**			
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	$9,954,278	TRUE	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	$1,531,427	TRUE	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	$5,225,996	TRUE	Non-Exempt	PM10
					Long Range (2041-2050) Total	**$ 8,730,000**	**$ 16,711,701**			
							Total Cost	**$ 23,684,927**		

*Year Of Expenditure is 3.3%

PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
			Medford						
OLD	MED-172	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	$588,128	NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-174	Signal System Upgrades	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	Short	$ 1,000,000	$1,176,255	NOT-MAPPABLE	Exempt - ITS systems for congestion reduction	PM10/CO
OLD	MED-009	Biddle Road & Stevens Street	Replace/upgrade traffic signal	Short	$ 400,000	$470,502	TRUE	Exempt - 93.127, table 3 - Intersection signalization projects at individual intersections.	PM10/CO
OLD	MED-011	Foothill Road & Delta Waters Road	Install traffic signal when warranted (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	$ 400,000	$470,502	TRUE	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-013	Crater Lake Avenue & Brookhurst Street	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	Short	$ 400,000	$470,502	TRUE	Exempt 93.127 Table 3 - Intersection channelization	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	$ 1,818,348	$2,138,842	TRUE	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	$4,205,113	TRUE	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	**MED-090**	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	$ 2,108,577	$2,480,225	TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
NEW	**MED-092**	Highland Drive & East Main Street	Install traffic signal or roundabout when warranted	Short	$ 2,200,000	$2,587,762	TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
NEW	**MED-094**	Springbrook Road & Spring Street	Install traffic signal or roundabout when warranted	Short	$ 2,200,000	$2,587,762	TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
NEW	**MED-096**	Jackson St and Columbus Avenue	Install traffic signal or roundabout when warranted	Short	$ 2,200,000	$2,587,762	TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
			Short Range (2025-2030) Total		***$ 16,801,925***	***$ 19,763,355***			

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	$2,829,414	TRUE	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-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)	Medium	$ 36,700,000	$50,777,262	TRUE	Non-exempt	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	$6,011,640	TRUE	Non-exempt	PM10/CO
OLD	MED-018	12th Street & Riverside Avenue	Replace/upgrade traffic signal and increase vertical clearance	Medium	$ 400,000	$553,431	TRUE	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	$4,704,161	TRUE	Non-exempt	PM10/CO
OLD	MED-168	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	$3,458,942	NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-166	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	$1,383,577	NOT-MAPPABLE	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	$6,011,640	TRUE	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	$3,659,560	TRUE	Non-exempt	PM10/CO
NEW	**MED-98**	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	$6,239,931	TRUE	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	**MED-100**	Main Street & Lindley Street	Replace/upgrade Traffic Signal	Medium	$ 400,000	$553,431	TRUE	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
			Medium Range (2031-2040) Total		***$ 62,290,000***	***$ 86,182,989***			

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	$16,261,845	TRUE	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	$5,742,853	TRUE	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	$765,714	TRUE	Exempt 93.127 Table 3 - Intersection signalization at individual intersections	PM10/CO
OLD	MED-029	Crater Lake Avenue & East Vilas Road	Install traffic signal at re-aligned Crater Lake Ave	Long	$ 400,000	$765,714	TRUE	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	$9,571	TRUE	N/A	PM10/CO
OLD	MED-164	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	$2,392,855	NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
OLD	MED-162	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	$957,142	NOT-MAPPABLE	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
NEW	**MED-102**	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	$8,059,137	TRUE	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	**MED-104**	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	$1,330,428	TRUE	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	**MED-106**	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	$7,781,566	TRUE	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	**MED-108**	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	$5,503,567	TRUE	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	**MED-110**	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	$1,684,570	TRUE	Exempt - Table 3 - Intersection Channelization Projects	PM10/CO
NEW	**MED-112**	Hillcrest Road & Pierce Road	Install traffic signal or roundabout when warranted	Long	$ 2,200,000	$4,211,425	TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO
NEW	**MED-114**	Valley View Drive & Hillcrest Road	Install traffic signal or roundabout when warranted	Long	$ 2,200,000	$4,211,425	TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO
				Long Range (2041-2050) Total	**$ 31,175,000**	**$ 59,677,812**			
					Total Cost	**$ 165,624,156**			

*Year Of Expenditure is 3.3%

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
	Jackson County									
Short Range 25-2030	OLD	JCRV-002	Kirtland to Gold Ray	Rogue River Greenway extension - 0.31 miles	short	$ 500,000	$588,128	TRUE	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	$5,881,277	TRUE	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	$7,057,532	TRUE	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	$7,057,532	TRUE	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

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	$2,767,153	TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-011	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility - 1.25 miles	medium	$ 1,000,000	$1,383,577	TRUE	Exempt 93.126 Table 2 - bibycle 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	$12,452,190	TRUE	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	$5,534,306	TRUE	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	$4,150,730	TRUE	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	$691,788	TRUE	Exempt 93.126 Table 2 - bibycle 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	$691,788	TRUE	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	$2,767,153	TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	NEW	**JCRV-122**	Antelope Road, OR 62 to Division	Install enhanced pedestrian and bicycle facilities	Medium	$ 650,000	$899,325	TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10
					Medium Range (2031-2040) Total	**$ 22,650,000**	**$31,338,010**			

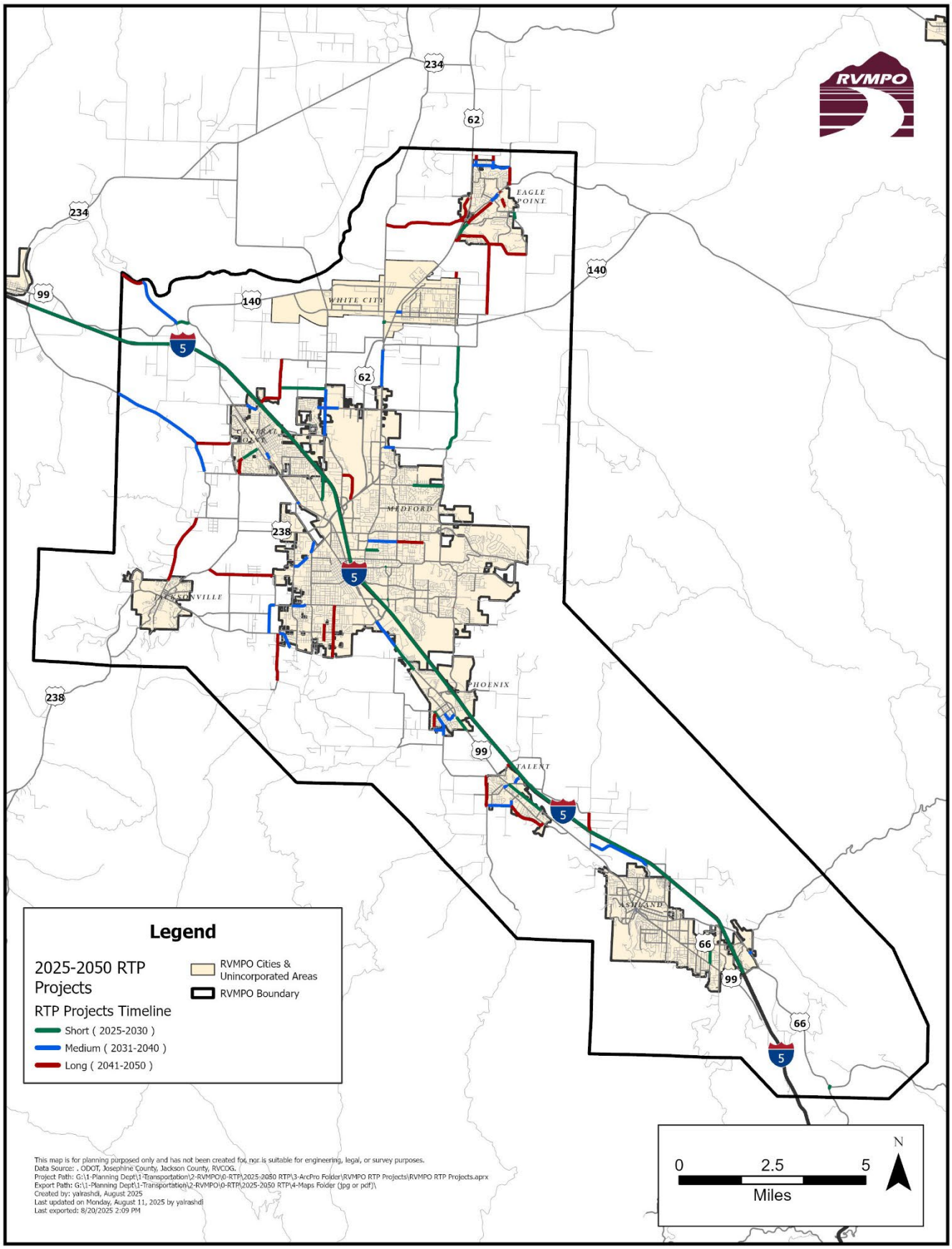
Long Range 2041-2050	OLD	JCRV-016	Upper River Rd., Gold Ray Rd to RVMPO Boundary	Rogue River Greenway extension - 0.4 miles	long	$ 1,500,000	$2,871,426	TRUE	Exempt 93.126 Table 2 - bibycle and pedestrian facilities	PM10
	OLD	JCRV-017	W Main St, Renault to Hanley	Improve (widen) to rural major collector standards with turn lanes and enhanced bike lanes (no new travel lanes) - 1.7 miles	long	$ 3,000,000	$5,742,853	TRUE	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	$7,657,137	TRUE	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	$2,871,426	TRUE	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 laned	long	$ 2,000,000	$3,828,569	TRUE	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	$3,828,569	TRUE	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	$5,742,853	TRUE	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	$957,142	TRUE	Exempt 93.126 Table 2 - bibycle 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	$9,571,421	TRUE	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	$957,142	TRUE	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	$5,742,853	TRUE	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	$11,485,706	TRUE	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	houlders to conform with Old Stage Road Corricor Plan - 1	long	$ 3,000,000	$5,742,853	TRUE	Exempt 93.126 Table 2 - Shoulder improvements	PM10
				Long Range (2041-2050) Total		**$ 35,000,000**	**$66,999,950**			
							Total Cost	**$ 118,922,429**		

*Year Of Expenditure is 3.3%

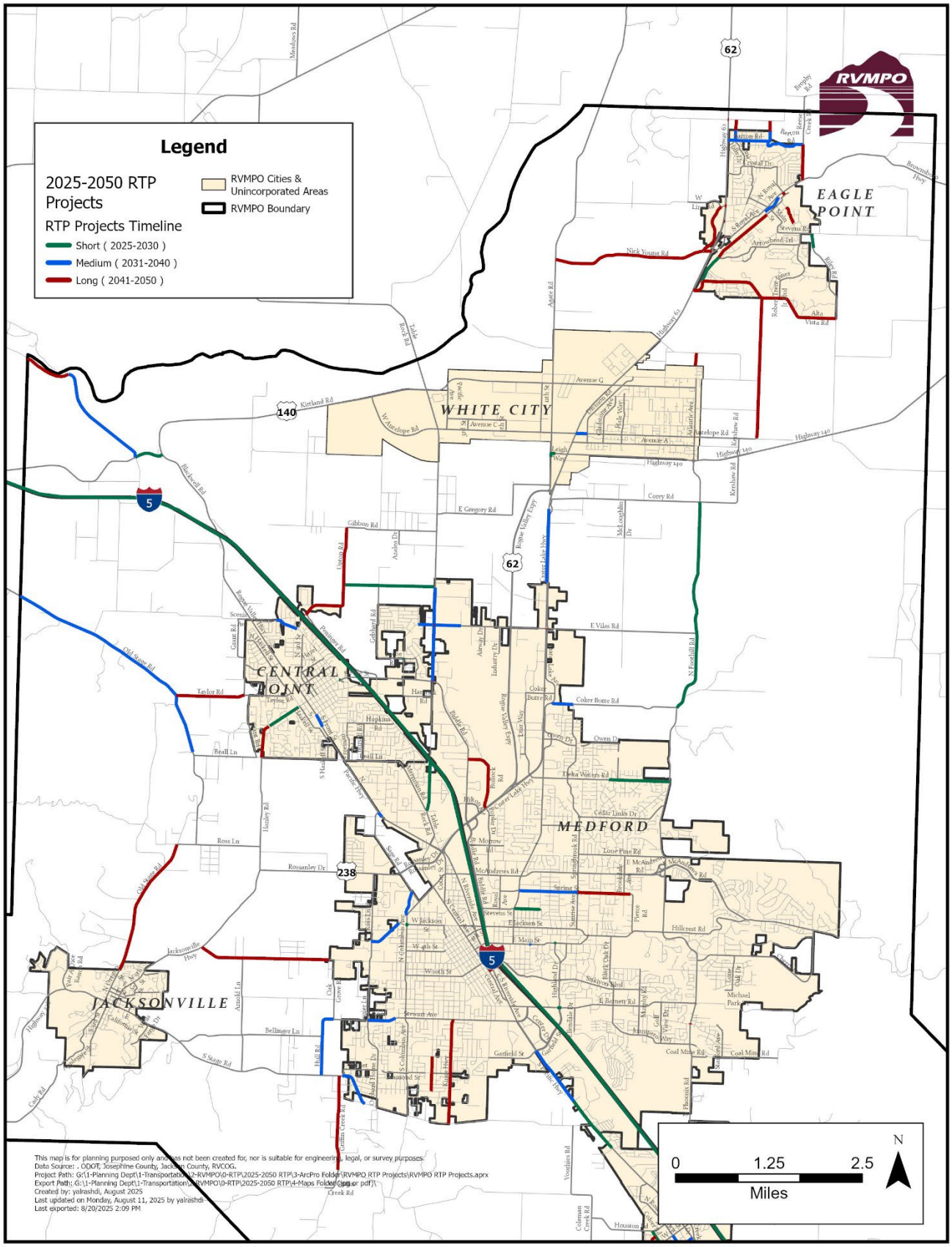
	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST		MAPPED	Conformity Status	Within PM10/CO Maintenance Areas
					ODOT					
Short Range 2025-2030	OLD	ODRV-006	I-5: Ashland to Gold Hill	Repair or replace culverts, address scour and road embankment problems near culverts	Short	$ 4,884,153		TRUE	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		TRUE	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		NOT-MAPPABLE	Exempt 93.126 Table 2 - Traffic control devices and opeating assistance other than signalization projects	N/A
	OLD	ODRV-016	OR99 at Laruel Street (Ashland)	Intersection improvemetents at OR 99 and Laurel Ave in Ashland.	Short	$ 1,444,000		TRUE	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		TRUE	N/A	PM10
	NEW	**ODRV-128**	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		NOT-MAPPABLE	Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
	NEW	**ODRV-134**	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		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	PM10/CO
	NEW	**ODRV-132**	I-5: Rock Slope Stabilization	Stabilize rocks so they will not fall on the roadway	Short	$ 1,777,821		NOT-MAPPABLE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	N/A
	NEW	**ODRV-136**	OR99: Sage to Willig Way	Sidewalk Infill PE Only	Short	$ 250,000		TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW	**ODRV-138**	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		TRUE	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	N/A
	NEW	**ODRV-140**	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		TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections	PM10
	NEW	**ODRV-142**	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		TRUE	Exempt - Table 3 - Intersection channelization projects.	PM10/CO
				Short Range (2025-2030) Total		**$ 53,327,521**	**$ 53,327,521**			

Medium Range 2031-2040	NEW	**ODRV-144**	OR-99: Matt Loop Street to Garfield	Add sidewalks and bike lanes; Upgrade Storm Drain; PE Only	Medium	$ 1,000,000		TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW	**ODRV-146**	OR-99: Sage to Willig	R/W & Construction Sidewalk Infill	Medium	$ 2,000,000		TRUE	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW	**ODRV-148**	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		TRUE	Exempt - Table 2 - Pavement resurfacing and/or rehabilitation.	PM10
	NEW	**ODRV-150**	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		TRUE	Exempt - Table 3 - Intersection signalization projects at individual intersections	
				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		**$ -**	**$ -**			

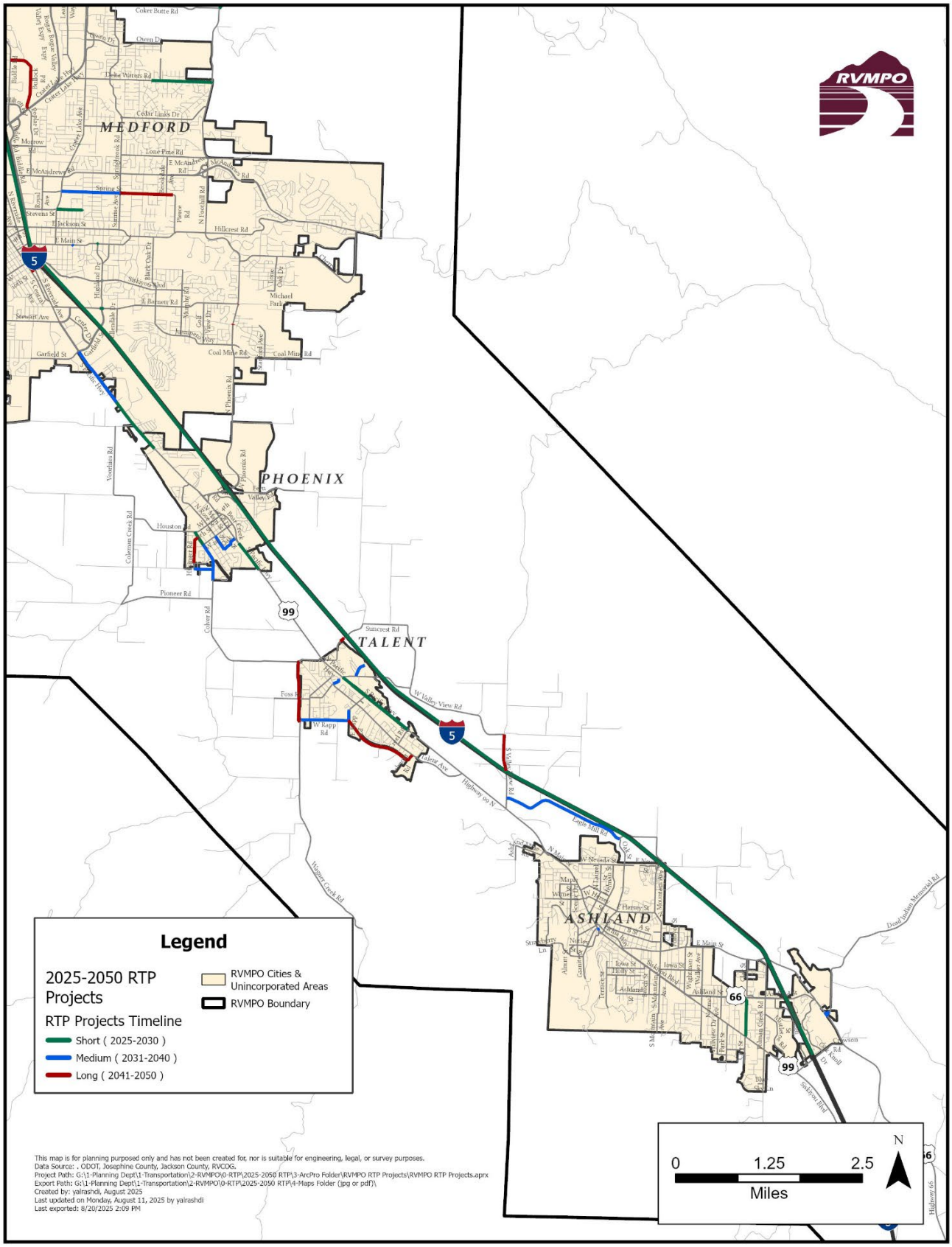
	PROJECT STATUS	PROJECT NUMBER	DESCRIPTION	TIMING	Total	Federal	Mapped
Short Range 2025-2030	OLD	RVTD-004	Urban Operating Assistance, FFY2024	short	$ 5,895,362	$ 2,947,681	NOT-MAPPABLE
	OLD	RVTD-008	Preventive Maintenance (MPO STBG Transfer, FFY2024)	short	$ 771,890	$ 700,000	NOT-MAPPABLE
	OLD	RVTD-011	RVTD Rideshare and TDM (FFY 24-26)	short	$ 231,872	$ 210,277	NOT-MAPPABLE
	OLD	RVTD-013	RVTD-5310 Enhanced Mobility Small Urban (2023-25)	short	$ 700,397	$ 583,664	NOT-MAPPABLE
	OLD	RVTD-014	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2024)	short	$ 2,500,000	$ 2,000,000	NOT-MAPPABLE
	OLD	RVTD-015	ODOT Mass Transit Capital Replacement (2021-2023)	short	$ 1,440,000	$ 1,200,000	NOT-MAPPABLE
	OLD	RVTD-019	TDM Rideshare (2024)	short	$ 144,000	$ 129,211	NOT-MAPPABLE
	OLD	RVTD-020	TDM Rideshare (2025)	short	$ 144,000	$ 129,211	NOT-MAPPABLE
				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	NOT-MAPPABLE
	NEW	RVTD-022	Urban Operating Assistance, FFY2026	medium	$ 10,000,000	$ 5,000,000	NOT-MAPPABLE
	NEW	RVTD-023	Urban Operating Assistance, FFY2027	medium	$ 10,200,000	$ 5,100,000	NOT-MAPPABLE
	NEW	RVTD-024	Urban Operating Assistance, FFY2028	medium	$ 10,500,000	$ 5,250,000	NOT-MAPPABLE
	NEW	RVTD-025	Urban Operating Assistance, FFY2029	medium	$ 11,000,000	$ 5,500,000	NOT-MAPPABLE
	NEW	RVTD-026	Urban Operating Assistance, FFY2030	medium	$ 11,500,000	$ 5,750,000	NOT-MAPPABLE
	NEW	RVTD-027	Urban Operating Assistance, FFY2031	medium	$ 12,000,000	$ 6,000,000	NOT-MAPPABLE
	NEW	RVTD-028	Urban Operating Assistance, FFY2032	medium	$ 12,500,000	$ 6,250,000	NOT-MAPPABLE
	NEW	RVTD-029	Urban Operating Assistance, FFY2033	medium	$ 13,000,000	$ 6,500,000	NOT-MAPPABLE
	NEW	RVTD-030	Urban Operating Assistance, FFY2034	medium	$ 13,500,000	$ 6,750,000	NOT-MAPPABLE
	OLD	RVTD-031	Preventive Maintenance (MPO STBG Transfer, FFY2025)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	OLD	RVTD-032	Preventive Maintenance (MPO STBG Transfer, FFY2026)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-033	Preventive Maintenance (MPO STBG Transfer, FFY2027)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-034	Preventive Maintenance (MPO STBG Transfer, FFY2028)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-035	Preventive Maintenance (MPO STBG Transfer, FFY2029)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-036	Preventive Maintenance (MPO STBG Transfer, FFY2030)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-037	Preventive Maintenance (MPO STBG Transfer, FFY2031)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-038	Preventive Maintenance (MPO STBG Transfer, FFY2032)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-039	Preventive Maintenance (MPO STBG Transfer, FFY2033)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-040	Preventive Maintenance (MPO STBG Transfer, FFY2034)	medium	$ 624,393	$ 566,240	NOT-MAPPABLE
	NEW	RVTD-041	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2027)	medium	$ 7,500,000	$ 6,000,000	NOT-MAPPABLE
	NEW	RVTD-042	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY 2030)	medium	$ 7,500,000	$ 6,000,000	NOT-MAPPABLE
	NEW	RVTD-043	RVTD - 5339 Bus & Facilities Program (Bus Expansion, FFY 2033)	medium	$ 7,500,000	$ 6,000,000	NOT-MAPPABLE
	OLD	RVTD-044	RVTD Rideshare and TDM (FFY 24-26)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-045	RVTD Rideshare and TDM (FFY 27-29)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-046	RVTD Rideshare and TDM (FFY 30-32)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-047	RVTD Rideshare and TDM (FFY 32-34)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-048	RVTD Rideshare and TDM (FFY 35-36)	medium	$ 303,243	$ 275,000	NOT-MAPPABLE
	OLD	RVTD-049	RVTD-5310 Enhanced Mobility Small Urban (2026-27)	medium	$ 840,000	$ 700,000	NOT-MAPPABLE
	OLD	RVTD-050	RVTD-5310 Enhanced Mobility Small Urban (2028-29)	medium	$ 840,000	$ 700,000	NOT-MAPPABLE
	OLD	RVTD-051	RVTD-5310 Enhanced Mobility Small Urban (2030-32)	medium	$ 840,000	$ 700,000	NOT-MAPPABLE
	OLD	RVTD-052	RVTD-5310 Enhanced Mobility Small Urban (2033-35)	medium	$ 840,000	$ 700,000	NOT-MAPPABLE
	NEW	RVTD-053	ODOT Mass Transit Capital Replacement (2025-2027)	medium	$ 2,400,000	$ 2,000,000	NOT-MAPPABLE
	NEW	RVTD-054	ODOT Mass Transit Capital Replacement (2030-2031)	medium	$ 2,400,000	$ 2,000,000	NOT-MAPPABLE
	NEW	RVTD-055	ODOT Mass Transit Capital Replacement (2032-2034)	medium	$ 2,400,000	$ 2,000,000	NOT-MAPPABLE
				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	NOT-MAPPABLE
	NEW	RVTD-068	Preventive Maintenance (MPO STBG Transfer, FFY2035-2045	Long	$ 6,243,928	$ 5,662,400	NOT-MAPPABLE
	NEW	RVTD-069	RVTD - 5339 Bus & Facilities Program (Bus Replacement, FFY2035-2045	Long	$ 22,500,000	$ 18,000,000	NOT-MAPPABLE
	NEW	RVTD-070	RVTD Rideshare and TDM (FFY2035-2045)	Long	$ 3,308,100	$ 3,000,000	NOT-MAPPABLE
	NEW	RVTD-071	RVTD-5310 Enhanced Mobility Small Urban (FFY2035-2045)	Long	$ 7,200,000	$ 6,000,000	NOT-MAPPABLE
	NEW	RVTD-072	ODOT Mass Transit Capital Replacement (FFY2035-2045)	Long	$ 12,000,000	$ 10,000,000	NOT-MAPPABLE
				Long Range (2041-2050) Total	**$ 171,252,028**	**$ 102,662,400**	



MAP 8 - 1 - RTP PROJECT LOCATIONS, ENTIRE



MAP 8 - 2 - RTP PROJECT LOCATIONS, NORTHERN MPO AREA



MAP 8 - 3 - RTP PROJECT LOCATIONS, SOUTHERN MPO AREA

CHAPTER 9
FINANCIAL PLAN

INTRODUCTION

This chapter presents all of the financial assumptions used to create the financially constrained project list for the RVMPO's transportation system, as required by federal law. Financially constraining projects is particularly important for the RVMPO region because of federal and state air quality conformity requirements, described in the Air Quality Conformity Determination published by the RVMPO for this plan.

Forecasts of state and federal revenue sources are developed cooperatively by a statewide working group consisting of ODOT staff and representatives from all Oregon MPOs and public transportation agencies. These forecasts have most recently been updated in 2022 to reflect federal requirements and are the basis of the financial forecasts used in the update of the 2025-2050 RTP.

9.1 FEDERAL REGULATIONS FOR FINANCIAL CONSTRAINT

Federal legislation sets forth guidelines that seek to ensure that the needs identified in the RTP are balanced with resources expected to be available over the planning period. Fiscal constraint for the long range transportation plan (known as the regional transportation plan) was first required by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. For the first time since their inception, MPO's were now required to develop a "reasonable estimate of future transportation funds covering the years identified in the [RTP]." In 2005, with the passage of the Safe Accountable Flexible Efficient Transportation Act – A Legacy for Users (SAFETEA-LU), an additional requirement was placed on MPOs. MPOs were now required to estimate the cost of a project in the year it is anticipated to move forward. This is known as estimating "year of expenditure" (YOE) costs for all projects in future years. This plan reflects these requirements and are identified within this chapter.

A financial plan that demonstrates how the adopted long-range transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs.

Furthermore: the financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the long-range transportation plan, the metropolitan planning organization and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

Federal and state revenue projections were provided by ODOT in a document titled *Long Range Financial Assumptions for the Development of Metropolitan Transportation Plans SFY 2020/2021 – 2049/2050* in July 2022. Most of the revenue projections of federal and state funds used in the RTP are based on the projections provided in this document.

METHODS USED TO COMPLETE FINANCIAL PLAN

To complete this chapter, the following steps were followed:

- **Reviewed existing data.** Primary documents reviewed included ODOT's July 2022 *Long-Range Revenue Forecast*
- **Conferred with staff from relevant State and local jurisdictions.** Discussions with staff from RVMPO member jurisdictions and ODOT Region 3 to gain insight into local transportation revenues and expenditures.

9.2 TYPES OF FUNDING AVAILABLE FOR TRANSPORTATION

INTRODUCTION

This section provides details on the funding required to implement the capital projects in the RTP. Funding has been estimated over the 26-year duration of the plan and is linked to street system and transit projects to establish the RVMPO's financially constrained Tier 1 project list.

FINANCIAL CONSTRAINT

Tier 1 projects are in the plan based on their ability to fulfill RTP goals and to be implemented and funded within the 2050 planning horizon. Funds shown in this part establish financial constraint. They were developed in consultation with ODOT, Oregon MPOs, and the RVMPO jurisdictions, consistent with federal and state requirements for determining financial constraint. Please note that it is assumed that the Oregon Department of Transportation estimates that they will have sufficient funding to cover the costs of projects that they have submitted for this RTP update.

Information for this part also was drawn from Federal, State and local revenue sources that are used to fund regional transportation system projects and programs which are described below. Funding used primarily for the road network is described below. Details about transit funding sources and sums follow. Summary estimates of capital funding availability required for RVTD, Medford, Central Point, Phoenix, Ashland, Talent, Jacksonville and Eagle Point projects and programs are shown in Table 9.2.1 on the next page.

Table 9.2.1 shows how the various revenue sources are expected to contribute as a percentage of total revenues to the jurisdictions through 2050. As the table shows, the primary transportation funding source in the region is the State Highway Fund, which varies from 38 to 83 percent of the annual revenues for RVMPO member jurisdictions.

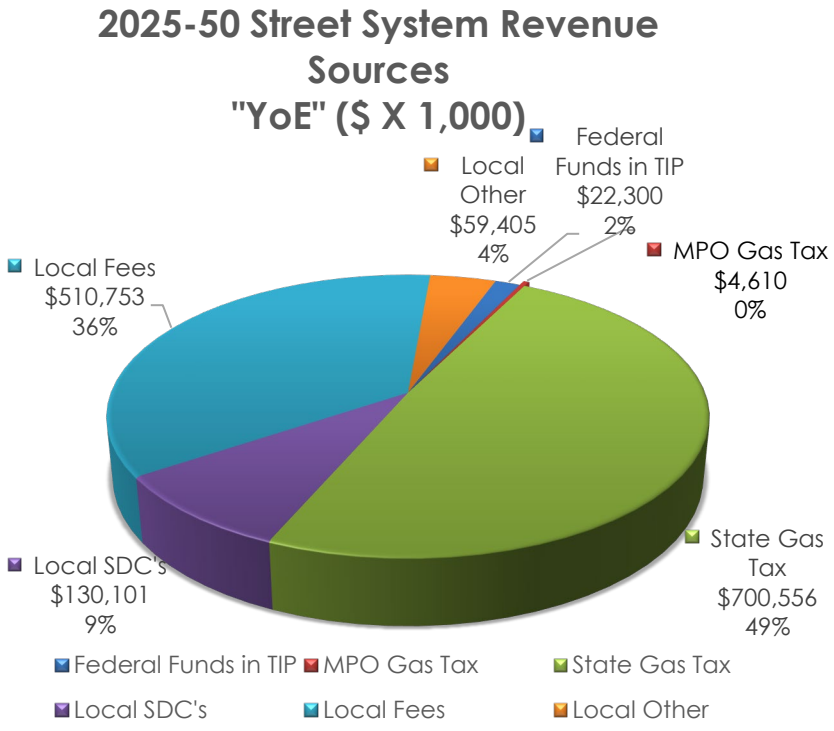
Table 9.2.1 – Revenue Forecast Percentages, All Sources

Jurisdiction	Revenues - Sources Percent of Total					Totals
	Federal	State	Local			
			SDC's	Fees	Other	
Ashland	4.3%	47.5%	3.6%	41.6%	2.9%	100%
Central Point	6.4%	59.0%	1.2%	19.6%	13.9%	100%
Eagle Point	0.0%	61.9%	7.5%	30.6%	0.0%	100%
Jacksonville	0.0%	67.8%	2.9%	29.3%	0.0%	100%
Medford	1.0%	37.6%	12.0%	45.8%	3.5%	100%
Phoenix	0.0%	54.1%	18.1%	27.8%	0.0%	100%
Talent	0.0%	66.5%	11.5%	22.0%	0.0%	100%
Jackson County	0.0%	82.3%	5.9%	7.1%	4.7%	100%

RVTD							
	Federal	Fund Reserve	State	Local			Total
				Property Taxes	Special Levy	Farebox	
	23%	15%	37%	13%	9%	3%	100%

Figure 9.2.1 shows the sources of funding that are reasonably expected to be available to support the RVMPO regional street system for the 2025-2050 RTP. State funds make up the largest share of revenues (50%), well ahead of local and federal revenues. Typically, State and local funds are used by jurisdictions for administration, operations, and maintenance of the local street system. Federal funds are a main source for new projects.

Figure 9.2.1 – Street System Revenue Sources (x 1,000) by Percent



Other funding sources – primarily locally generated – include System Development Charges (SDCs) and Street Utility Fees (STFs). Additionally, for small cities there are additional state funds made available on a grant application basis known as Special City Allotments.

STREET SYSTEM REVENUE SOURCES

State Highway Fund (SHF) is composed of several major funding sources: Motor Vehicle Registration and Title Fees, Driver License Fees, Motor Vehicle Fuel Taxes, and Weight-Mile Tax. The SHF funds are apportioned to three jurisdiction levels in the following amounts: State (56.4%), Counties (26.3%), and Cities (17.3%).

Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvement program. This program defines which projects will be funded by what amount of money throughout the planned four-year program period. Projects at all jurisdiction levels are included in the program; Federal, state, county, and city.

Surface Transportation Block Grant (STBG) This financial forecast assumes the RVMPO will become a Transportation Management Area (TMA) in 2032. STBG funds will be a major source of funding which will provide "flexible" funds for transportation projects at the state and local levels. Funds are "flexible" in that they can be spent on a variety of transportation related projects, e.g., mass transit, bike-pedestrian.

Congestion Mitigation and Air Quality (CMAQ) ISTEA created the CMAQ program to deal with transportation related air pollution. States with areas that are designated as non-attainment for ozone or carbon monoxide (CO) must use their CMAQ funds in those non-attainment areas. A state may use its CMAQ funds in any of its particulate matter (PM_{10}) maintenance areas if certain requirements are met. The projects and programs must either be included in the air quality State Implementation Plan (SIP) or be good candidates to contribute to attainment of The National Ambient Air Quality Standards (NAAQS). If a state does not have any non-attainment areas, the allocated funds may be used for STBG or CMAQ projects. CMAQ requires a 10.27 percent local match unless certain requirements are met.

Special City Allotment (SCA) ODOT sets aside $1 million per year to distribute to cities with populations less than 5,000. Projects to improve safety or increase capacity on local roads are reviewed annually and ranked on a statewide basis by a committee of regional representatives. Projects are eligible for a maximum of $50,000 each. Although begun as a set-aside for the smaller local governments this program has become more of a grant application format which local governments can count on only once every few years.

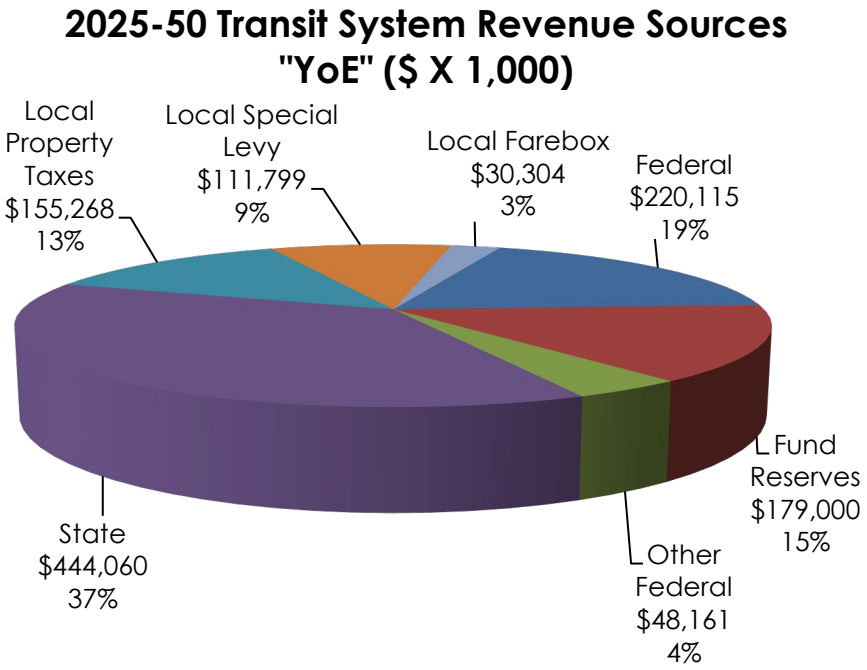
System Development Charges (SDC) are fees collected when new development occurs. These fees are then used to partially fund capital improvements, such as new streets within the city.

TRANSIT SYSTEM REVENUE SOURCES

Transit services in the RVMPO are provided by the Rogue Valley Transportation District (RVTD), which relies on federal, state, and local funding sources. Revenues from these sources are described below.

Figure 9.2.2 shows the sources of funding that are reasonably expected to be available to support the RVTD transit system for the 2025-2050 RTP. State funds make up the largest share (37%) of transit revenues, followed by Federal funds (19%), and Local Funds at 13%. Additionally, the RVTD is allocated $566,240 per year by the RVMPO.

Figure 9.2.2 – Transit System Revenue Sources (x 1,000) by Percent



FEDERAL TRANSIT REVENUE SOURCES

The Federal Transit Administration (FTA) carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive mass transportation systems. The FTA provides federal funding to RVTD. The FTA's programs of financial assistance to RVTD are described below. Federal grant funds are allocated to transit districts and other eligible providers by ODOT through the State Transportation Improvement Plan (STIP) process.

Urbanized Area Formula Grants (5307)
The largest of FTA's grant programs, this program provides grants to urbanized areas to support public transportation. Funding is distributed by formula based on the level of transit service provision, population, and other factors.

Bus and Bus Facilities Program (5309) (Ladders of Opportunity Initiative)
The Ladders of Opportunity Initiative makes funds available to public transportation providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to sub-recipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations. Projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project development.

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program.

The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan; and the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

State of Good Repair Grants (5337)
The FAST Act caries on this program which was created under the previous federal legislation. This is a grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes.) Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan (see next section) to receive funding. The new formula comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes.

Bus and Bus Facilities Program (5339)
A new formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program from previous transportation bills. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. This program requires a 20 percent local match.

RVMPO STBG Funding In April of 2002, the RVMPO agreed to allocate a portion of its STBG funds to RVTD on an annual basis. This agreement was revisited in 2018 and the allocation was fixed at $700,000 per annum. STBG funds are to be used for funding transit capital or maintenance and cannot be directly used to fund transit operations. However, the effect of this increased funding will be to free up funding for transit operations. The RTP assumes this funding for RVTD will continue through 2045.

STATE TRANSIT REVENUE SOURCES

State Special Transportation Fund (STF) ODOT's Public Transit section administers a discretionary grant program derived from state cigarette-tax revenues that provides supplementary support for transit-related projects serving the elderly and disabled. JCT uses their allocation for local match of other federal funds. A competitive process has been established for awarding STF funds, which are programmed on an annual basis.

Statewide Transportation Improvement Fund (STIF) – In 2017 the Oregon Legislature passed HB2017 which created a new funding source for transit. This fund source was divided into two components – one component of the fund is distributed by an agreed upon formula. The other segment of STIF funds (5% of the funds) are discretionary and are treated like a grant program. RVTD assumes that they will be moderately successful in acquiring these funds.

LOCAL TRANSIT REVENUE SOURCES

Farebox Revenues and Bus Pass Revenues Farebox revenues, the fares paid by users of transit systems, and bus-pass revenues both are fees paid directly by users of the transit system. Such fees cover about eleven percent of RVTD's operating costs.

Table 9.2.2 – RVTD Revenue Streams through 2050

Time Frame	Transit Revenues ($ x 1,000)							Transit Revenue
	Federal	Fund Reserve	Other Federal	State	Local			
					Property Taxes	Special Levy	Farebox	
short	$30,294	$49,000	$11,469	$61,635	$23,242	$16,735	$5,677	$198,053
medium	$72,840	$65,000	$18,346	$140,547	$53,231	$38,328	$11,098	$399,391
long	$116,981	$65,000	$18,346	$241,878	$78,795	$56,735	$13,528	$591,264
	$220,115	$179,000	$48,161	$444,060	$155,268	$111,799	$30,304	$1,188,707

9.3 Revenue Projections

Introduction

Projecting revenues over long time periods – in this case, 25 years – necessarily involves making several assumptions that may or may not prove valid. For example, changing social, economic and political conditions cannot be predicted, yet these factors play important roles in determining future funding levels for regional transportation system and local street improvement projects. In general, revenue projections for federal and state revenue sources described here rely on information provided by RVMPO member jurisdictions and ODOT.

Responding to Risk

Developing revenue forecasts over the long range requires assumptions about a broad range of unknowns, from fuel costs, consumption and sales to levels of political support – federal, state and local – for transportation. A reasonable assumption, or set of assumptions, one year can change drastically with an election, or a shift in the economy. Circumstances underpinning some assumptions can change rapidly, such as enactment of a new transport act, while others, such as the recent downward tick in gasoline consumption, develop over months and years. Given the resulting level of uncertainty associated with assumptions in this plan, it is important to remember that the plan is reviewed and updated every four years. The frequent re-evaluation of the financial assumptions helps to ensure their usefulness.

The revenue estimates include assumptions that while responsible and solidly based on history may not come to pass. Long-range projections and listed projects should be considered with caution. To address a revenue shortfall, additional funds would have to be found, or some planned projects would have to be delayed.

Transportation System Plans (TSPs) are critical to the development of RTP project lists. Through the TSP process, needs on the local level are identified and addressed. Projects developed in TSPs flow into the RTP.

RVMPO RTP Funding Forecasts, Assumptions

Tables on the following pages summarize the RTP funding forecasts through 2050.

The tables on the following pages show the projected 25-year capital funding scenario for regional transportation system and local street projects. Transportation revenue estimates for RVMPO cities are shown by funding source.

Local revenue estimates are provided by the jurisdictions themselves and, as such, are not completely transferable in format from one jurisdiction to the other. Some local governments felt comfortable assuming a stream of revenue from grants (including STBG and CMAQ funds from the MPO) based on their previous history. Others preferred to cite only those funds that are historically collected or received.

Table 9.3.1 – Estimated State Gas Tax (Highway Funds) for RVMPO Jurisdictions

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%**

Total City Share = Total of all funds available to incorporated cities in Oregon (3.3% Annual Growth Rate)
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

. **Table 9.3.2 – MPO Gas Tax (HB 2017) & Federal Fund Forecasts for 2025-2050 RTP**

CMAQ ($ X 1,000)			Gas Tax, STBG, TAP, CRP & Federal Grants ($ X 1,000)										Total CMAQ, STBG, TAP, CRP, Gas Tax & Grants for Projects
YEAR	Total CMAQ	Available CMAQ (by time frame)	YEAR	STBG-U	TAP-U	CRP-U	Gas Tax (HB 2017)	Total Funds	RVTD Share of Funds	Available Funds for Projects	Federal Grants for Projects	Available Project Funds (by time frame)	
2025	Funds Committed to 2027		2025				Funds Committed to 2027						
2026			2026										
2027			2027										
2028	$1,265		2028				$566	$566	$566	$0			
2029	$1,307		2029				$566	$566	$566	$0			
2030	$1,350	**$3,922**	2030				$566	$566	$566	$0	$0	**$0**	**$3,922**
2031	$1,394		2031				$2,100	$2,100	$566	$1,534			
2032	$1,440		2032	$4,500	$588	$816	$0	$5,904	$566	$5,338			
2033	$1,488		2033	$4,649	$607	$843	$0	$6,099	$566	$5,533			
2034	$1,537		2034	$4,802	$627	$871	$0	$6,300	$566	$5,734			
2035	$1,588		2035	$4,960	$648	$899	$0	$6,508	$566	$5,942			
2036	$1,640		2036	$5,124	$670	$929	$0	$6,723	$566	$6,157			
2037	$1,694		2037	$5,293	$692	$960	$0	$6,945	$566	$6,378			
2038	$1,750		2038	$5,468	$714	$991	$0	$7,174	$566	$6,608			
2039	$1,808		2039	$5,648	$738	$1,024	$0	$7,411	$566	$6,844			
2040	$1,868	**$16,208**	2040	$5,835	$762	$1,058	$0	$7,655	$566	$7,089	$25,000	**$82,155**	**$98,363**
2041	$1,929		2041	$6,027	$788	$1,093	$0	$7,908	$566	$7,341			
2042	$1,993		2042	$6,226	$814	$1,129	$0	$8,169	$566	$7,602			
2043	$2,059		2043	$6,432	$840	$1,166	$0	$8,438	$566	$7,872			
2044	$2,127		2044	$6,644	$868	$1,205	$0	$8,717	$566	$8,150			
2045	$2,197		2045	$6,863	$897	$1,244	$0	$9,004	$566	$8,438			
2056	$2,269		2056	$7,090	$926	$1,286	$0	$9,301	$566	$8,735			
2047	$2,344		2047	$7,323	$957	$1,328	$0	$9,608	$566	$9,042			
2048	$2,422		2048	$7,565	$989	$1,372	$0	$9,925	$566	$9,359			
2049	$2,501		2049	$7,815	$1,021	$1,417	$0	$10,253	$566	$9,687			
2050	$2,584	**$22,425**	2050	$8,073	$1,055	$1,464	$0	$10,591	$566	$10,025	$0	**$86,253**	**$108,678**
	$42,555							**$156,432**	**$13,024**	**$143,408**	**$25,000**	**Total Funds**	**$210,963**
3.3% annual increase			3.3% annual increase										

Table 9.3.3 – 2025-2050 RVMPO RTP Revenue & Expenditure Forecast

*Non-Capital Needs include the costs for road maintenance and transportation program administration

Jurisdiction	Time Frame	Year of Expenditure (YoE) X $1,000											
		Federal Funds in TIP	MPO Gas Tax	State Gas Tax	Local			Total	Non-Capital Needs	Funds Available	Tier 1 RTP Project Costs "YoE" 3.3%	Excess / Deficit Funds	RVMPO Future Discretionary Funds
					SDC's	Fees	Other						
Ashland	short	$6,600	$494	$11,705	$990	$10,673	$1,026	$31,488	$17,590	$13,897	**$8,458**	**$5,439**	**$0**
	medium			$25,384	$2,014	$22,586	$1,710	$51,694	$43,347	$7,847	**$0**	**$7,847**	**$0**
	long			$35,154	$2,578	$30,354	$1,710	$69,795	$70,293	$2	**$0**	**$2**	**$0**
Central Point	short	$7,200	$452	$10,728	$300	$5,100	$5,000	$28,780	$5,647	$23,134	**$5,763**	**$17,371**	**$0**
	medium			$23,266	$500	$8,500	$6,500	$38,766	$11,485	$27,280	**$1,555**	**$25,725**	**$0**
	long			$32,220	$500	$8,500	$4,250	$45,470	$14,702	$30,767	**$9,645**	**$21,122**	**$0**
Eagle Point	short		$229	$5,431	$725	$2,640	$0	$9,024	$5,647	$3,377	**$912**	**$2,465**	**$0**
	medium			$11,777	$1,474	$5,812	$0	$19,063	$11,485	$7,578	**$8,301**	**-$723**	**-$723**
	long			$16,310	$1,887	$8,198	$0	$26,395	$14,702	$11,692	**$40,056**	**-$28,364**	**-$25,898**
Jacksonville	short		$150	$1,744	$83	$984	$0	$2,961	$2,217	$745	**$0**	**$745**	**$0**
	medium			$3,782	$169	$1,777	$0	$5,728	$4,508	$1,220	**$0**	**$1,220**	**$0**
	long			$5,238	$216	$1,963	$0	$7,417	$5,771	$1,646	**$0**	**$1,646**	**$0**
Medford	short	$8,500	$2,091	$49,580	$17,436	$68,286	$5,110	$151,003	$86,234	$64,768	**$19,764**	**$45,004**	**$0**
	medium			$107,523	$35,416	$138,395	$10,394	$291,728	$175,399	$116,329	**$86,183**	**$30,146**	**$0**
	long			$148,904	$45,335	$168,703	$13,305	$376,247	$224,525	$151,722	**$59,678**	**$92,044**	**$0**
Phoenix	short		$150	$2,058	$681	$1,048	$0	$3,937	$3,379	$558	**$3,294**	**-$2,736**	**-$2,736**
	medium			$4,464	$1,500	$2,307	$0	$8,271	$6,873	$1,398	**$15,087**	**-$13,689**	**-$13,689**
	long			$6,181	$2,116	$3,255	$0	$11,552	$8,798	$2,754	**$1,474**	**$1,280**	**$0**
Talent	short		$150	$2,949	$504	$963	$0	$4,566	$3,513	$1,053	**$0**	**$1,053**	**$0**
	medium			$6,396	$1,110	$2,120	$0	$9,626	$7,146	$2,480	**$6,973**	**-$4,493**	**-$4,493**
	long			$8,857	$1,566	$2,990	$0	$13,413	$9,147	$4,266	**$16,712**	**-$12,446**	**-$12,446**
Jackson Co. (RVMPO Area)	short	$0	$894	$30,091	$3,000	$3,600	$1,700	$39,285	$22,894	$16,391	**$20,584**	**-$4,193**	**-$4,193**
	medium			$63,273	$5,000	$6,000	$7,000	$81,273	$46,565	$34,708	**$31,338**	**$3,370**	**$3,370**
	long			$87,543	$5,000	$6,000	$1,700	$100,243	$59,607	$40,636	**$67,000**	**-$26,364**	**-$22,994**
Street System Totals		**$22,300**	**$4,610**	**$700,556**	**$130,101**	**$510,753**	**$59,405**	**$1,427,724**	**$861,476**	**$566,249**	**$402,777**		**-$83,803**
											Total MPO Funds Available 2025-2050		**$210,963**
											Total MPO Funds Less Future MPO Funds Needed for Local Projects		**$127,160**

Table 9.3.4 – 2025-2050 RTP Financial Forecast 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 *ODOT Financial Assumptions for the Development of MPO Transportation Plans* (July 2022) and ODOT's Finance Section. Approximately $42.5 million in CMAQ funds will be available to the RVMPO from 2028-2050 @ 3.3% annual increase (CMAQ funds for 2025-2027 already committed in TIP). ODOT (July 2022) estimates that $107 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). One (1) Federal grant is included in the forecast: $25M Medium Range.	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 $2.75M in 2025, 1.6% increase in 2026 then 2.5% growth rate after that.	Street Utility Fees are expected to be about $10M in 2025, 6% increase for years 2026, 27 & 28 and increase by 2% per year thereafter.	Other revenue in 2025 is estimated at $800K with a 2.5% annual increase thereafter.	Fixed Expenditures include:admin, maintenance and debt service at 2.5% annual increase. Short Range - $86.2M; Medium Range - $175.4M and Long Range - $224.5M.	
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.							

Table 9.3.5 – RVTD 2025-2050 Revenue Forecast

Tier 1 Revenues	Short	Medium	Long											
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**

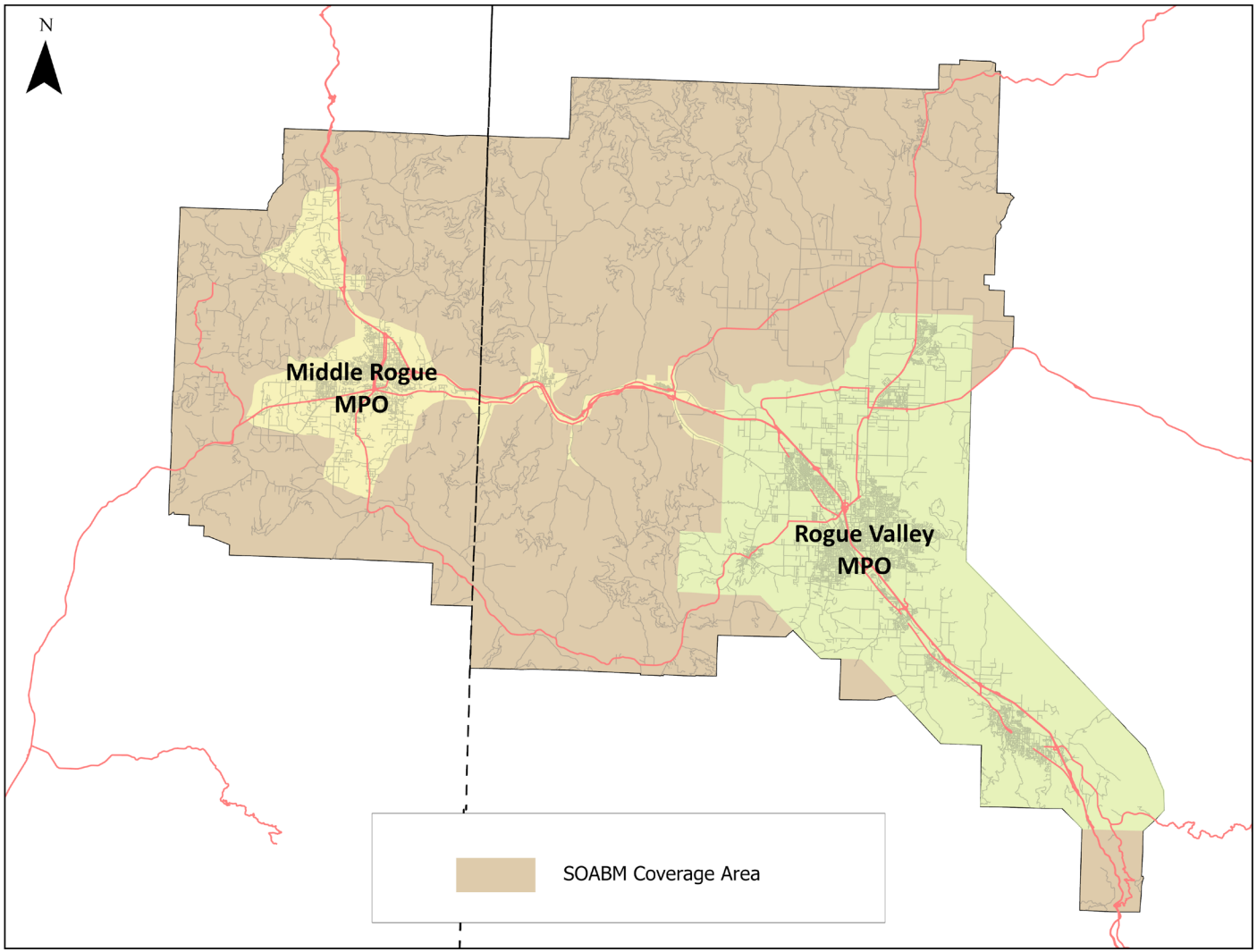
Table 9.3.6 – RVTD 2025-2050 Expenses

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**

CHAPTER 10
FUTURE CONDITIONS

INTRODUCTION

Performance measures in this chapter are forecasts of future travel conditions—specifically traffic congestion. The forecasts are estimates produced by the Southern Oregon Activity Based Model (SOABM v4) travel demand model version 4. The model is maintained and updated by Oregan Department of Transportation Planning Analysis Unit (TPAU). The model is a, computer software tool that performs a series of calculations based on information the RVMPO obtained about future population, land use and employment. Estimates of the numbers of people, jobs and their locations within the regional Traffic Analysis Zones (TAZ) are critical to the model. Also, the multimodal transportation network itself is represented in the model in terms of highway, pedestrian, bicycle and transit system. The current network system (as shown in MAP 10 - 1), including numbers of lanes, locations of intersections, signals, travel speed turn lanes and lane widths all can be significant to traffic flow and road capacity. Future conditions for all of these factors are estimated in consultation with local, state and federal agencies and governments, and are incorporated into the model for specific future year scenarios.



MAP 10 - 1: SOABM COVERAGE AREA

ACTIVITY-BASE TRAVEL MODEL BACKGROUND

Activity-based models are based on the principle that travel demand is derived from people's daily activity patterns. Activity-based models predict which activities are conducted when, where, for how long, for and with whom, and the travel choices they will make to complete them. Having this type of detailed model at their disposal allows policy makers to evaluate the effect of alternative policies on individuals travel behavior at a high level of temporal and spatial resolution and select the best policy alternative considering a potential wide range of performance indicators. For a comprehensive introductory overview of this paradigm, consider reading the Activity Based Modeling Primer published under SHRP2 in 2014.

Compared to traditional trip-based models, the model system has more detailed and accurate representation of space, time, travel patterns, and significantly more person and context-based explanatory variables. The ABM better models non-motorized travel, time-of-day, ride sharing, non-home-based travel, accessibility effects, and provides a flexible household travel survey-like database for custom summaries. This modeling system was also developed as the eventual framework for exploring new policy issues: new vehicle types and emissions, parking, and different pricing scenarios, connected and automated vehicles, vehicle ownership moving to service, light-weight vehicle infrastructure, telecommuting, and others.

HOW DO WE USE TRAVEL MODELS?

Travel models are used to provide objective assessments of the advantages and disadvantages of different alternatives within SOABM. These alternatives may include transportation projects, capital investments, policies, land use configurations, socioeconomic and demographic assumptions, and many other factors. By running the travel model with different sets of input assumptions representing these alternatives, analysts can evaluate differences between alternatives using a broad range of metrics and can help answer decision makers' key questions.

The primary inputs of the SOABM model are outlined and examined in greater detail below.

10.1 Travel Demand Modeling

Population Estimates

Population forecasts provide the foundation for land use and transportation planning.

In 2013 the state approved legislation (HB 2253) assigning coordinated population forecasting to the Population Research Center (PRC) at Portland State University (PSU). The legislation created the Oregon Population Forecast Program which is now responsible for developing county and urban growth boundary (UGB) level population forecasts for all Oregon counties (with the exception of the Portland Metropolitan region counties) and incorporated cities. The program develops coordinated forecasts with a 50-year forecast horizon at least once every four years. Forecasts are released in three groups based on defined regions. PSU released forecasts for Jackson County in 2022.

TABLE 1: JACKSON COUNTY POPULATION FORECASTS, 2020-2050.

Area	2020*	2025	2030	2035	2040	2045	2050
Jackson County	223,259	237,060	247,461	256,658	264,909	272,846	280,819
Ashland UGB	21,897	22,847	23,306	23,817	24,334	24,963	25,577
Central Point UGB	19,561	21,335	22,087	22,846	23,512	24,139	24,749
Eagle Point UGB	9,760	10,385	10,857	11,334	11,762	12,162	12,558
Jacksonville UGB	3,044	3,157	3,188	3,230	3,283	3,369	3,453
Medford UGB	87,881	96,440	104,530	112,636	119,798	126,001	132,325
Phoenix UGB	4,691	5,311	5,651	5,686	5,730	5,801	5,867
Talent UGB	6,379	7,169	7,657	7,751	7,916	8,253	8,597
Outside UGB Area	61,916	62,029	61,688	60,719	59,753	58,993	58,179

* 2020 numbers are derived from the Census.

The population forecast was prepared by: Population Research Center, Portland State University. Click here to view population forecasts.

The model uses the PRC population forecast. The numbers might be adjusted and packaged differently for the model uses. Overall, the PRC numbers are the benchmark to be used in the model as one of its main inputs.

EMPLOYMENT FORECASTS

Unlike the population forecasts, there are no statewide employment forecasting requirements. The Oregon Employment Department prepares industry employment forecasts that TPAU uses as a starting point in determining employment growth for the model inputs. Jurisdictions typically review the draft employment data, that is used in the model, and make adjustment as needed to finalize the employment forecasts for the SOABM v4 model.

The employment estimates for 2020 and 2050, as shown in Tables 2 and 3, were developed by ODOT's Transportation Planning Analysis Unit (TPAU) and reviewed / adjusted by the jurisdictions.

TABLE 2: RVMPO EMPLOYMENT BY JURISDICTION

	2020 Employment	2050 Employment	Employment Growth	Employment Growth
Ashland	8,956	11,138	2,182	24%
Central Point	5,202	6,114	912	18%
Eagle Point	1,431	1,964	533	37%
Jacksonville	906	1,147	241	27%
Medford	51,046	67,126	16,080	32%
Phoenix	1,154	2,225	1,071	93%
Talent	1,069	2,394	1,325	124%
Jackson County	14,672	27,168	12,496	85%
SOABM Area*	84,436	119,276	34,840	41%

** This total only includes the RVMPO jurisdictions.*
Source: data from TPAU

TABLE 3: RVMPO 2020 & 2050 EMPLOYMENT BY SECTOR

Sector	2020 Employment	2050 Employment	Employment Growth
Service	49,051	74,557	52%
Industry	13,877	17,791	28%
Retail	15,698	19,880	27%
Other	5,810	7,048	21%
Total	84,436	119,276	128%

** This total only includes the RVMPO jurisdictions.*
Source: data from TPAU

HOUSEHOLD FORECASTS

Land use scenarios are primarily conducted be varying the household and employment location and characteristics inputs in the model. Thus, new household data was collected from jurisdiction to update the model's household inputs. RVMPO jurisdictions reviews the draft household update and make adjustments as needed to finalize the household forecasts for the model, see table 4.

TABLE 4: HOUSEHOLDS FORECASTS

Jurisdiction (UGB)	2020 Households	2050 Households	Household Growth	% HH Growth
Ashland	10,344	12,718	2,374	23%
Central Point	7,578	10,261	2,683	35%
Eagle Point	4,011	5,872	1,861	46%
Jacksonville	1,603	1,882	279	17%
Medford	34,254	50,551	16,297	48%
Phoenix	2,255	2,323	68	3%
Talent	2,859	4,309	1,450	51%
Jackson County	23,884	21,415	-2,469	-10%
SOABM Model Total*	86,788	109,331	22,543	26%

** This total only includes the RVMPO jurisdictions.*

Please note, the negative number does not mean a jurisdiction has lost household. Rather, the household got absorbed by another jurisdiction due to a UGB expansion or city limits change. Overall, the future forecast is not set in stone and there are a lot of factors that can change the forecasts. But the base year, 2020 Household, will not change without a lot of extreme intervention because it is built on existing data and not forecasted data.

For this RTP update, the model was used to evaluate the performance of the transportation system in future years, given the plan's forecasts for growth. Results are described in the following sections.

MODE SHARE

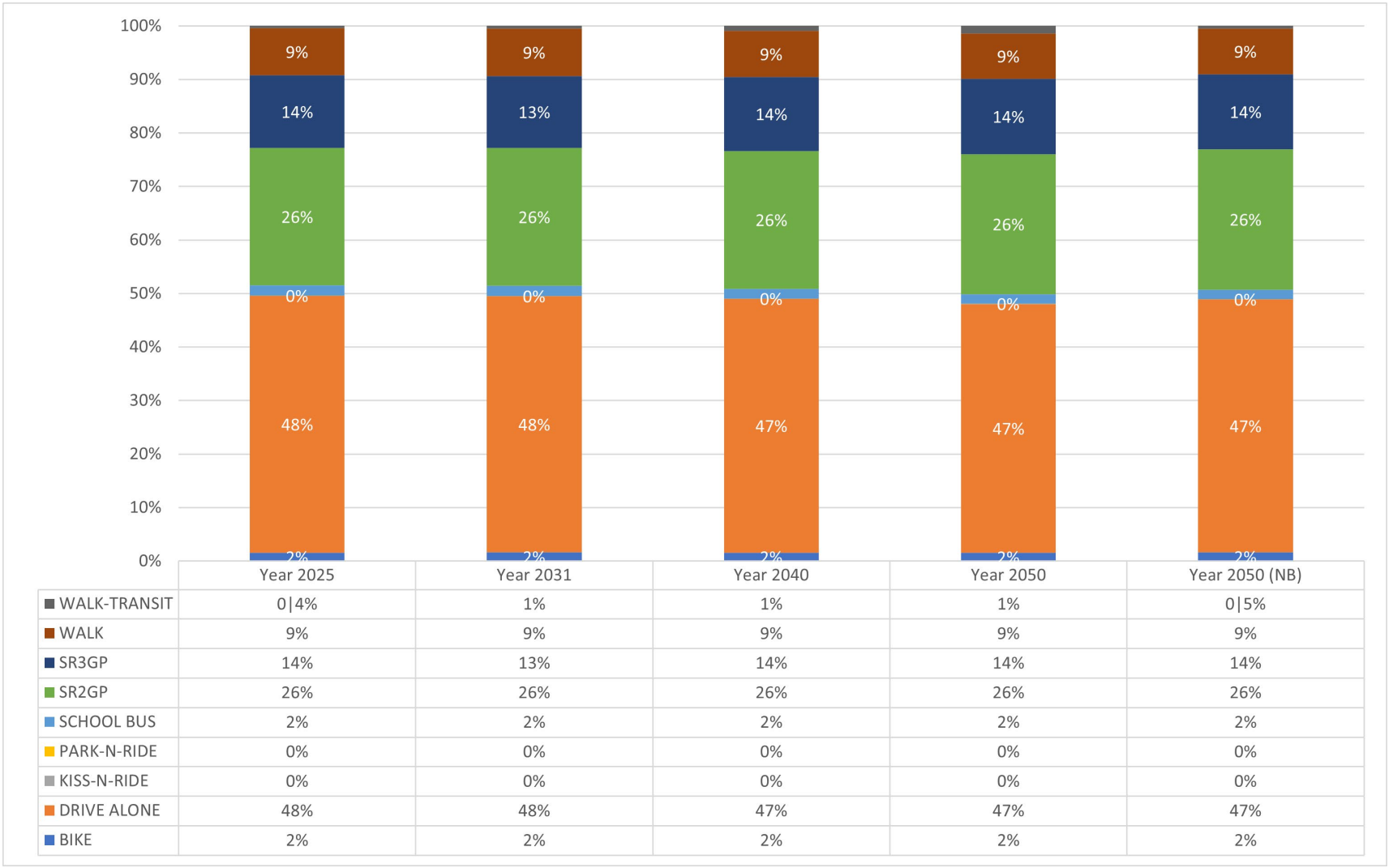
Figure 1 and Table 10.5 shows the number of person trips and the mode choices utilized for those trips for the model years 2025, 2031, and 2050 according to the SOABM. The trips are sorted by nine different trip types: Bike, Drive Alone, Kiss-n-Ride, Park-n-Ride, School bus, Shared - 2 passengers, Shared 3+ passengers, Walk and Walk to transit.

In 2025, auto trips accounted for 88% of the mode share, transit 0.42%, and bicycling and walking 11%. In 2050, auto trips will make up 87% of the mode of travel (down by 1% from 2025). Transit's share of the region's travel mode will increase to 1.04% by 2050. Bike and Walk mode share are projected to be 11%.

In 2050 No-Build scenario, auto trips are projected to be 87% of mode share, transit trips 0.52%, which is less than the build scenario by 0.52%. Bike and Walk mode share will stay the same around 11%.

TABLE 5: TRAVEL PERSON TRIPS AND MODE CHOICES

	BIKE	Drive Alone	Kiss-N-Ride	Park-N-Ride	SCHOOLBUS	SR2GP	SR3GP	WALK	WALK-TRANSIT
Year 2025	2%	48%	0.01%	0.01%	2%	26%	14%	9%	0.4%
Year 2031	2%	48%	0.01%	0.00%	2%	26%	13%	9%	1%
Year 2040	2%	47%	0.01%	0.01%	2%	26%	14%	9%	1%
Year 2050 (Build)	2%	47%	0.02%	0.02%	2%	26%	14%	9%	1%
Year 2050 (No-Build)	2%	47%	0.01%	0.01%	2%	26%	14%	9%	0.5%



	Year 2025	Year 2031	Year 2040	Year 2050	Year 2050 (NB)
WALK-TRANSIT	0|4%	1%	1%	1%	0|5%
WALK	9%	9%	9%	9%	9%
SR3GP	14%	13%	14%	14%	14%
SR2GP	26%	26%	26%	26%	26%
SCHOOL BUS	2%	2%	2%	2%	2%
PARK-N-RIDE	0%	0%	0%	0%	0%
KISS-N-RIDE	0%	0%	0%	0%	0%
DRIVE ALONE	48%	48%	47%	47%	47%
BIKE	2%	2%	2%	2%	2%

FIGURE 1: MODE SHARE

FUTURE CONGESTION

Generally, travel demand modeling shows that the region can expect congestion to increase. Table 10.6 below shows conditions throughout the RVMPO at four different scenarios in the future.

TABLE 10.6: RVMPO NETWORK FUTURE CONDITIONS

RVMPO RTP 2025-2050 Scenarios System-Wide Evaluation Measures					
Scenario	Base 2025	RTP 2031	RTP 2040	RTP 2050	No-Build 2050
Total Lane Miles	2,879	2,881	2,883	2,887	2,879
P.M. Peak Hour Speed (mph)	34	34	34	31	32
PM Peak Hour VMT	348,708	368,609	397,691	431,288	436,000
P.M. Peak Hour VHT	10,140	10,679	11,866	13,753	13,774
Congested Lanes Miles	10.9	11.6	20.4	43.5	37.5
% of Congestion	0.4%	0.4%	0.7%	1.5%	1.3%
Daily Bus Mode Split	0.4%	0.5%	1.0%	1.4%	0.5%

* Congestion defined as model links with demand/capacity ratio ≥ 0.90

Throughout the model scenarios it is projected that the congestion will increase. The base scenario shows 0.4% congestion lanes system wide. Congestion increases slightly in 2031 from the base year, almost 2 more congested lanes miles system-wide than the base year. In 2040, system-wide congestion jumps to 0.7%, almost 10 more lanes miles congested. 2050 congestion projected to be 1.5% system-wide which is 1.5% or 43.5 more congested lanes miles than base year scenario. The No-Build scenario shows a percentage of congestion around 1.3%. There are few explanations that might explain why the No-Build scenario is less than the 2050 Build scenario, 1) the population increase in the area. 2) the total road miles in the system are less than the 2050 build scenario. 3) ODOT projects list, for this RTP, is considerably lower than previous years due to future financial uncertainties facing ODOT.

Similarly, Vehicle Miles Traveled (VMT) aligns with the congestion patterns across scenarios, demonstrating a direct relationship. As congestion increases, VMT also rises. Specifically, peak hour VMT was 348,708 in 2025 and is projected to reach 431,288 in 2050. The No-Build scenario shows a higher VMT (436,000) than the built scenario, and Vehicle Hours Traveled (VHT) also increases in the 2050 No-Build scenario compared to the Build scenarios.

KEY ROADS CONGESTION ANALYSIS

Travel conditions on several key roadway corridors were examined with the model And these are:

- I-5
- HWY 99
- HWY 62 Bypass
- HWY 62
- HWY 238
- Foothill Rd
- N Phoenix Rd
- Table Rock Rd

Results on Table 10.7 and 10.8 show estimated 2025 and future conditions (2050). Travel conditions expressed in lanes miles peak hour conditions, which are calculated to be typical conditions a motorist is likely to encounter at the late afternoon-early evening hours between 4:30 to 5:30 PM – the time of the greatest amount of travel in the RVMPO region. Peak hour varies from region to region, dependent on conditions such as shift changes and school hours. The numbers in the columns in these two tables are the number of lane miles on a particular road that are at the demand to capacity ratio ranges indicated in the first column.

Congestion is expressed as a ratio of travel demand, or number of vehicle trips to roadway capacity available to accommodate vehicles trips. High congestion indicates too many vehicles attempting to travel on the segment of road, causing delay. Congestion on the roads shown on these tables can lead to delays on intersecting roads as well.

TABLE 10.7: 2025 MODEL-ESTIMATED DEMAND/CAPACITY PER LANE MILES

Demand/Capacity Ratios	Foothill Rd	Hwy 238	Hwy 62 / Old Hwy 62	Hwy 62 Bypass	Hwy 99	I-5	N Phoenix Rd	Table Rock Rd
0 – 0.59	9.0	19.1	42.8	17.6	84.9	82.4	5.9	20.8
0.59 – 0.69	2.6	0.3	0.9	0.1	0.4	27.1	2.4	0.0
0.69 – 0.79	2.8	0.3	0.2	0.0	0.0	3.9	0.6	0.2
0.79 – 0.89	0.9	0.0	0.1	0.0	0.0	0.0	1.8	0.0
0.89 – 0.99	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
0.99 – 9.99	0.1	0.0	0.2	0.2	0.0	0.0	0.1	0.0
No Congestion	14	20	44	18	85	113	9	21
Congestion	1	0	0	0	0	0	2	0
High Congestion	0	0	0	0	0	0	0	0

Table 10.7 showcase how are the key corridors preforming in the base year, 2025. Overall, there are three miles of congestion and no high congestion around the analyzed corridors.

TABLE 10.8: 2050 MODEL-ESTIMATED DEMAND/CAPACITY PER LANE MILES

Demand/Capacity Ratios	Foothill Rd	Hwy 238	Hwy 62 / Old Hwy 62	Hwy 62 Bypass	Hwy 99	I-5	N Phoenix Rd	Table Rock Rd
0.0 - 0.59	11.1	18.8	34.8	17.6	81.1	51.3	3.6	20.1
0.60 - 0.69	2.6	0.9	1.9	0.0	2.0	12.0	2.1	0.6
0.70 - 0.79	0.6	0.0	6.5	0.0	1.0	23.1	0.8	0.1
0.80 - 0.89	0.7	0.0	0.3	0.1	0.4	8.5	0.1	0.2
0.90 - 0.99	0.1	0.0	0.1	0.0	0.0	8.7	1.0	0.0
> 1.0	0.1	0.0	0.7	0.2	0.0	9.9	2.6	0.0
No Congestion	14	20	43	18	84	86	6	21
Congestion	1	0	0	0	0	17	1	0
High Congestion	0	0	1	0	0	10	3	0

In 2050, there are few sections within the corridors with congestion and high congestion classification. I-5 has the highest lane miles congestions. With 17 miles classified as congestion and 10 as high congestion. North Phoenix Road has 1 mile of congestion and 3 miles classified as high congestion. Overall, the are no other significant congestions in the other corridors.

TABLE 10.9: 2050 NO-BUILD SCENARIO MODEL-ESTIMATED DEMAND/CAPACITY PER LANE MILES

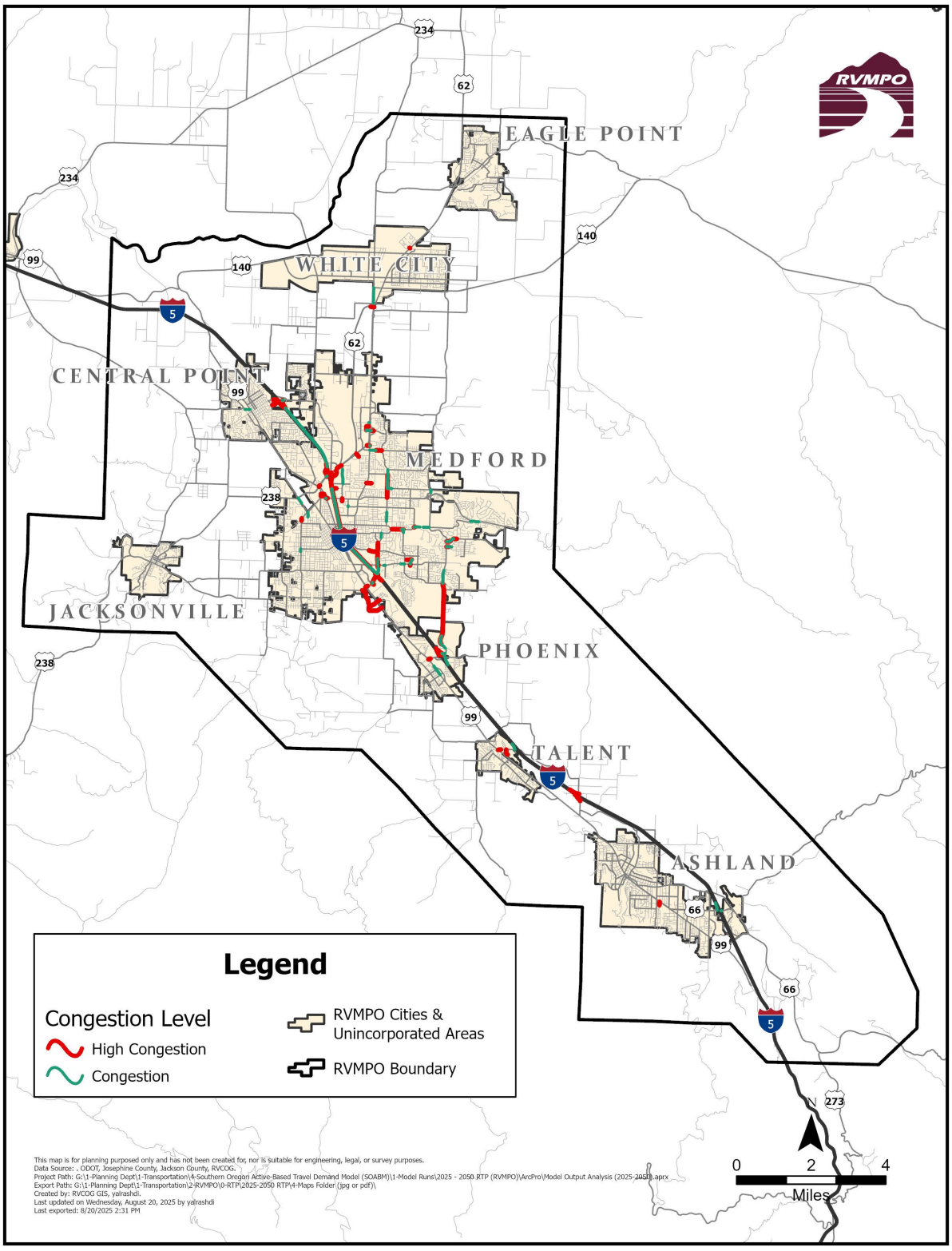
Demand/Capacity Ratios	Foothill Rd	Hwy 238	Hwy 62 / Old Hwy 62	Hwy 62 Bypass	Hwy 99	I-5	N Phoenix Rd	Table Rock Rd
0.0 - 0.59	8.9	18.8	35.4	17.6	82.1	51.7	3.7	20.1
0.60 - 0.69	3.4	0.9	1.9	0.0	2.3	11.5	1.2	0.7
0.70 - 0.79	1.3	0.0	4.5	0.0	0.6	17.6	1.4	0.0
0.80 - 0.89	1.7	0.0	1.8	0.1	0.4	18.8	0.5	0.2
0.90 - 0.99	0.1	0.0	0.1	0.0	0.0	8.8	0.8	0.0
> 1.0	0.0	0.0	0.7	0.2	0.0	5.0	3.2	0.0
No Congestion	14	20	42	18	85	81	6	21
Congestion	2	0	2	0	0	28	1	0
High Congestion	0	0	1	0	0	5	3	0

The 2050 No-Build scenario shows similar trends in congestion as the 2050. However, it has 5 miles less in high congestion classification in I-5 than the 2050 built scenario. See Future Congestion section for possible explanation on why this is.

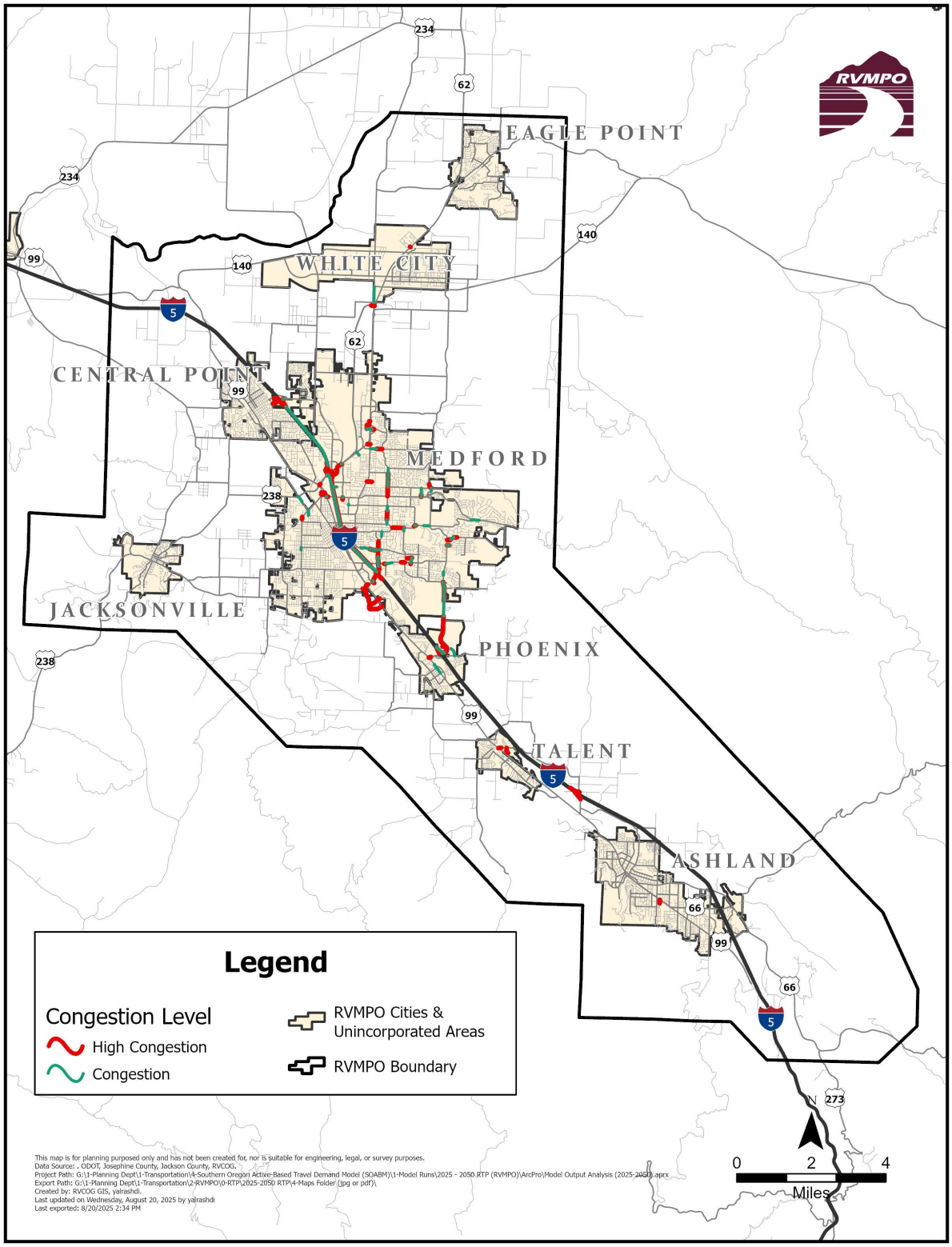
CONGESTION MAPS

Maps 10-2 and 10-3 on the following pages indicate locations where the RVMPO travel demand model estimates potential for congestion in future years. The maps show the difference between the "no-build" and "build" scenarios in the future year of 2050.

Rather than showing with absolute certainty future congested conditions, these maps indicate the locations most vulnerable to traffic pressures. The futures shown here are far from certain because RVMPO jurisdictions are in agreement that additional funds will need to be identified for projects not yet in the plan. Beyond that, there are projects being planned, but are not included in this analysis because RTP projects must be financially constrained, as described in *Chapter 9: Financial Plan*.



MAP 10 - 2 : 2050 PEAK HOUR CONGESTION – NO BUILD SCENARIO



MAP 10 - 3 : 2050 PEAK HOUR CONGESTION - BUILD SCENARIO

APPENDIX A

TRANSPORTATION PLANNING ACRONYMS AND TERMS

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CMAQ:	Congestion Mitigation & Air Quality
CO:	Carbon Monoxide
COATS:	California Oregon Advanced Transportation Systems
DLCD:	Department of Land Conservation and Development
EMME/2:	Computerized Transportation Modeling Software
EPA:	Environmental Protection Agency
FFY:	Federal Fiscal Year: from October 1 to September 31.
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FTZ:	Foreign Trade Zone
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GCP:	General Corridor Planning
GIS:	Geographic Information Systems
HOT:	High Occupancy Toll lane with extra charge for single occupants
HOV:	High Occupancy Vehicle lane for vehicles with more than one occupant
HPMS:	Highway Performance Monitoring System
I/M or I & M:	Inspection and Maintenance Program for emissions control
ISTEA:	Intermodal Surface Transportation Efficiency Act (1991), replaced by TEA-21, the Transportation Equity Act for the 21st century, expired in 2003
ITS:	Intelligent Transportation Systems
JJTC:	Jackson-Josephine Transportation Committee
LOS:	Level of Service, a measure of traffic congestion from A (free-flow) to F (grid-lock)
LRT:	Light Rail Transit, self-propelled rail cars such as Portland's MAX

MAP-21	Moving Ahead for Progress in the 21st Century; 2013 transportation act.
MIS:	Major Investment Study
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area
MTIP:	Metropolitan Transportation Improvement Program (same as TIP)
NAAQS:	National Ambient Air Quality Standards
NARC:	National Association of Regional Councils
NHS:	National Highway System
NPTS:	Nationwide Personal Transportation Survey
NTI:	National Transit Institute
OAR:	Oregon Administrative Rules
ODFW:	Oregon Department of Fish and Wildlife
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PC:	MPO Policy Committee
PAC	RVMPO Public Advisory Council
PL Funds:	Public Law 112, Federal Planning Funds
PM_{10}:	Particulate Matter of less than 10 Micrometers
$PM_{2.5}$:	Particulate Matter of less than 2.5 Micrometers
RPS	Regional Problem Solving, long range regional land use plan, 2013
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
RVIA:	Rogue Valley International Airport
RVTD:	Rogue Valley Transportation District
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, a 6-year surface transportation act that expired Sept. 2009
SIP:	State Implementation Plan
SOV:	Single Occupancy Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STP:	Surface Transportation Program

TAC:	RVMPO Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
TRADCO:	Transportation Advisory Committee
TSM:	Transportation Systems Management
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
US DOT:	U.S. Department of Transportation
VMT:	Vehicle Miles of Travel

Appropriation - Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Authorization - Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs - Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Conformity Analysis - A determination made by the MPOs and the US DOT that transportation plans and programs in non-attainment areas meet the "purpose" of the SIP, which is to reduce pollutant emissions to meet air quality standards.

Emissions Budget - The part of the SIP that identifies the allowable emissions levels for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstration.

Emissions Inventory - A complete list of sources and amounts of pollutant emissions within a specific area and time interval (part of the SIP).

Exempt / Non-Exempt Projects - Transportation projects which will not change the operating characteristics of a roadway are exempt from the Transportation Improvement Program conformity analysis. Conformity analysis must be completed on projects that affect the distance, speed, or capacity of a roadway.

Federal-aid Highways - Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Functional Classification - The grouping of streets and highways into classes, or systems according to the character of service that they are intended to provide, e.g., residential, collector, arterial, etc.

Key Number - Unique number assigned by ODOT to identify projects in the TIP/STIP.

Maintenance - Activities that preserve the function of the existing transportation system.

Maintenance Area - "Any geographical region of the United States that the EPA has designated (under Section 175A of the CAA) for a transportation related pollutant(s) for which a national ambient air quality standard exists." This designation is used after non-attainment areas reach attainment.

Mobile Sources - Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM_{10}). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

Non-attainment Area - "Any geographic region of the United States that the EPA has designated as non-attainment for a transportation related pollutant(s) for which a national ambient air quality standard exists."

Regionally Significant – From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

(a) All principal arterial highways;

(b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and

(c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.

3C - "Three C's" = continuing, comprehensive, and cooperative - This term refers to the requirements set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a "continuing, comprehensive transportation planning process carried out cooperatively by states and local communities." ISTEA's planning requirements broadened the framework for such a process to include consideration of important social, environmental and energy goals, and to involve the public in the process at several key decision making points.

APPENDIX B

POTENTIAL PERFORMANCE INDICATORS

In September 2024, the RVMPO determined that the performance indicators listed in the Goals, Policies and Potential Actions chapter of the Regional Transportation Plan (RTP) were not required nor being used as originally intended. The indicators were renamed "Potential Performance Indicators" and moved to the appendices section of the plan for future reference should the MPO desire to measure goal performance in the future.

Table B-1 below includes a list of potential Performance indicators for each RTP goal.

Table B-1
RVMPO RTP Goals & Potential Performance Indicators

GOAL 1

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

Potential 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.

Potential Performance Indicators

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

GOAL 3

Promote transportation investments which support compact, livable and unique communities, protect and enhance the environment, and promote energy conservation.

Potential 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.
- ✓ Measure the increase in new housing served by transportation projects (bike/ped/transit) to inform decision-making.

GOAL 4

Develop a plan that can be funded and reflects responsible stewardship of public funds that preserves and improves the resiliency and reliability of the transportation system.

Potential 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.

Potential 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.

POTENTIAL 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.

Potential 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.

POTENTIAL PERFORMANCE INDICATOR

- ✓ Measure employment change in vicinity of projects.

APPENDIX C

CLIMATE FRIENDLY & EQUITABLE COMMUNITIES TRANSPORTATION PLANNING RULE PERFORMANCE MEASURES COMPARISION WITH RTP POTENTIAL PERFORMANCE INDICATORS

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

At the TAC's request, DLCD provided comments on the draft goals, policies, potential actions and PPIs. DLCD suggested that it would be worthwhile to compare RTP PPIs to the new transportation planning rules (TPR) around climate friendly and equitable communities (CFEC) found in OAR 660-012-0905.

Table C-1 below includes the results of a comparison of the current RTP PPIs (by goal) that are included in Table B-1, Appendix B, and the performance measures (PMs) found in 660-012-0905.

Table C-1 – TPR PM & RTP PPI Comparison

OAR 660-012-0905 – Performance Measures	RTP Potential Performance Indicator
(a) Compact Mixed-Use Development A. Number of publicly supported affordable housing units in climate-friendly areas. B. Number of existing and permitted dwelling units in climate-friendly areas and percentage of existing and permitted dwelling units in climate-friendly areas relative to total number of existing and permitted dwelling units in the jurisdiction. C. Share of retail and service jobs in climate-friendly areas relative to retail and service jobs in the jurisdiction.	**3 a.** – Measure changes in mixed-use and downtown development.

(b) Active Transportation A. Percent of collector and arterial streets in climate-friendly areas and underserved population neighborhoods with bicycle and pedestrian facilities with Level of Traffic Stress 1or 2. B. Percent of collector and arterial streets in climate-friendly areas and underserved population neighborhoods with safe and convenient marked pedestrian crossings. C. Percent of transit stops with safe pedestrian crossings within 100 feet.	**1 a**. – Increase the proportion of regional corridors serving no less than three modes. **1 b**. – Continuing developed use of "streetscapes," such as benches, planters, and traffic calming. **1 c**. – Growth in transit, pedestrian, and bicycle use. **1 d.** – Improved quality and safety of multi-use paths.
(e) Transportation Options A. Number of employees covered by an Employee Commute Options Program. B. Number of households engaged with Transportation Options activities. C. Percent of all Transportation Options activities that were focused on underserved population communities.	**6 a**. – Track transit service hours and ridership. **6 b**. – Track funding for bicycle, pedestrian, and transit projects. **6 c**. – Measure population living within ¼-miles of transit service. **6 d**. – Implement a TDM self-evaluations and reporting process for local jurisdictions. **6 e**. – Track the number of people who are participating in a TDM program.
(d) Transit A. Share of households within one-half mile of a priority transit corridor. B. Share of low-income households within one-half mile of a priority transit corridor. C. Share of key destinations within one-half mile of a priority transit corridor.	**5 d.** – Track on-time performance for RVTD **6 a**. – Track transit service hours and ridership. **6 b**. – Track funding for bicycle, pedestrian, and transit projects. **6 c**. – Measure population living within ¼-miles of transit service.
(e) Parking Costs and Management: Average daily public parking fees in climate-friendly areas.	**NONE**
(f) Transportation System A. Vehicle miles traveled per capita. B. Percent of jurisdiction transportation budget spent in climate-friendly areas and underserved population neighborhoods. C. Share of investments that support modes of transportation with low pollution.	**3 d.** – Improve air quality through projects that reduce carbon monoxide (CO), particulates (PM_{10}) and greenhouse gases (GHG) **8 a.** – Measure employment change in vicinity of projects.

APPENDIX D

Resolution Number 2025 – 02
Rogue Valley Metropolitan Planning Organization - Policy Committee
Adoption of the RVMPO 2025-2050 Regional Transportation Plan

Whereas, the Rogue Valley Council of Governments (RVCOG) has been designated by the State of Oregon as the Metropolitan Planning Organization (MPO) for the greater Medford Urban Area; and

Whereas, the RVCOG has delegated responsibility for MPO policy functions to the RVMPO Policy Committee, a committee of elected officials from Ashland, Eagle Point, Central Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, the Rogue Valley Transportation District and the Oregon Department of Transportation; and

Whereas, a project identification and selection process was carried out through the development of the 2025-2050 Regional Transportation Plan (RTP); and

Whereas, a public involvement process was developed and implemented consistent with the RVMPO Public Participation Plan throughout the development of the RTP and Air Quality Conformity Determination (AQCD); and

Whereas, the MPO, as required by law, held a 30-day public comment period to secure input and comment on the proposed conformity determination and the comments received were explicitly considered; and

Whereas, the 2025-2050 RTP has been shown through this document to meet state and federal air quality requirements; and

Whereas, the improvements contained in the 2025-2050 RTP demonstrates fiscal constraint;

NOW THEREFORE, the Metropolitan Planning Organization Policy Committee approves and adopts the attached 2025-2050 Update for the Regional Transportation Plan

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 23rd day of September 2025.

Eleanor Ponomareff,
MPO Policy Committee Chair

APPENDIX E

PUBLIC COMMENTS AND RESPONSES

The RVMPO has adopted Public Participation Plan, last updated in 2024, which remains consistent with the planning requirements of the 2021 transportation act, Infrastructure Investment and Jobs Act (IIJA). Public participation activities are conducted according to standards and requirements of the RVMPO Public Participation Plan.

This document contains all comments that were received during the 2025-2050 Regional Transportation Plan (RTP) Update. This includes comments from the RVMPO committees, the general public and all other comments received about the RTP. The comments are broken down into three sections:

(1) RTP Projects Comments

(2) RTP Chapters Comments

(3) Public Hearings

The RVMPO public comment process allowed Federal agencies, state, local, tribal governments, and the general public the opportunity to provide comments on the RTP update via the following mechanisms:

- Electronic submissions via RVMPO website or the RTP Open House;
- Hard-copy comments submitted to RVMPO staff;
- Hard-copy comment cards and/or letters received during each of the public hearings or meetings; and
- Comments submitted verbally at each of the public hearings.

The submitted comments happened during various timelines of the RTP update. For example, the Comments on RTP Projects were received early in the update process because it is one of the first tasks to finalize in update cycle.

RTP Projects Comments

2025-2050 RTP Virtual Open House is the main hub for all the information about the RTP update process. The open house has an interactive map built-in with feedback/comments section attached to it. The interactive map was used to collect the general public comments on the proposed RTP projects for 2025-2050 timeframe. Public comments and responses about the RTP Projects are shown in *Table 1*.

TABLE 1: RTP ROJECTS COMMENTS

Comment ID	Submitter Name	Project ID	Project Feedback/Comment	Response
1	-	MED-98	looking forward to bike lanes here.	Thank you for your comment.
2	Ann Smith	MED-160	Create a safe bicycle connection by upgrading with wider designated bike lanes South Stage Road west of Hwy 99 to the MED 017 upgrade. If Kings Road is also upgraded (MED 025), it will further create bicycle connection between south Medford and central/downtown Medford as well as east Medford to west Medford.	Thank you for your comment.
3	Harlan Bittner	MED-160	Once the Extension is completed across the freeway, I hope there are plans to extend the bicycle facilities along South Stage Road into Jacksonville. That would be a key route between Jacksonville and East Medford.	Thank you for your comment. Oregon's Bike Bill (ORS 366.514) generally requires communities to provide sidewalks and bikeways when building or rebuilding a road.
4	Neal Westgerdes	JCRV-012	How about improving cycling safety with shoulders wide enough to provide cyclists a safer place to ride.	See response to comment 3.
5	Neal Westgerdes	JCRV-002	😊	Thank you for your comment.
6	Neal Westgerdes	JCRV-010	😊	Thank you for your comment.
7	Neal Westgerdes	JCRV-016	Love this.	Thank you for your comment.
8	Neal Westgerdes	JCRV-028	Wide shoulders for bicycling safety	Thank you for your comment. Please refer to ODOT Standard Drawing and Details for the design details on bicycle facilities
9	Neal Westgerdes	JCRV-030	Wide enough for cyclists?	See response to comment 8.
10	Neal Westgerdes	JCRV-017	Excellent! Bike lanes.	Thank you for your comment.

RTP Chapters Comments

The updated draft chapters of the RTP document were posted on a SharePoint Site for the public and committees to review and comment on. Public comments and responses about the RTP chapters are shown in *Table 2*.

TABLE 2: RTP CHAPTERS COMMENTS

	Chapter 1	
#	**Comment Received**	**MPO Response**
	Karl MacNair - Recommend updating map. Many of the UGB expansion areas have now been annexed into the city and are not reflected on this map.	Comment received. The maps will be updated.
	Chapter 2	
#	**Comment Received**	**MPO Response**
	Karl MacNair - You may want to re-phrase the TPR requirements to be more in line with the new CFEC language in OAR 660-012-0000(1).	Comment received, please note that the current RTP goals and policies have already been formally adopted. Consideration of comments related to RTP goals and policies will be incorporated during the next RTP update cycle.
	Karl MacNair - Recommend adding potential future multi-use paths as well.	See MPO response on the first comment.
	Karl MacNair - This statement isn't clear to me. Is it about maintaining existing infrastructure to an adequate level? Or is it something else? Can the intent be clarified?	See MPO response on the first comment.
	Karl MacNair - Is this an area where the MPO could foster coordination between local agencies on best practices for supporting development these types of communities? Should that be an action item?	See MPO response on the first comment.
	Karl MacNair - where and when this is determined to be needed.	See MPO response on the first comment.

	Karl MacNair - This action sounds overly specific and very auto-centric under a goal that is about all users and modes. I would change it to something about ensuring that intersection capacity enhancements include improvements that ensure safety and mobility for vulnerable users and transit.	See MPO response on the first comment.
	Karl MacNair - Recommend adding and action item to do some regional freight planning to support this policy	See MPO response on the first comment.
	Karl MacNair - Recommend adding a policy statement about travel and tourism	See MPO response on the first comment.
	Chapter 3	
#	**Comment Received**	**MPO Response**
	No comments received	*No comments received*
	Chapter 4	
#	**Comment Received**	**MPO Response**
1.	**Section 4.1 Demographics.** ODOT Thomas Guevara- Consider adding language describing the formation and purpose of the RVMPO boundary. April 22, 2025, at 11:53 AM	**Added** "The Rogue Valley Metropolitan Planning Organization (RVMPO) was established in 1982 to coordinate transportation planning in the urbanized areas of Jackson County, Oregon. The formation of the RVMPO was mandated by the Federal-Aid Highway Act of 1962, which requires urbanized areas with populations of 50,000 or more to set up a Metropolitan Planning Organization (MPO). The Governor designated the Rogue Valley Council of Governments (RVCOG) as the MPO for the Rogue Valley" .
3.	**Section 4.1 Demographics - Paragraph 1** ODOT Thomas Guevara – Paragraph 1 reformat	**Reformatted paragraph** moved the sentence "A thorough understanding of population distribution relative to transportation infrastructure is necessary to effectively allocate limited transportation resources." to bottom of paragraph

4.	**Section 4.1 Demographics - Paragraph 2** ODOT Thomas Guevara – Paragraph 2 modification	**Changed** "American Community Survey or ACS" to "American Community Survey (ACS)"
5.	**Section 4.1 Demographics - Paragraph 2** ODOT Thomas Guevara – Paragraph 2 modification	**Changed** "American Community Survey (ACS)" to "ACS"
6.	**Section 4.1 Demographics - Paragraph 3** ODOT Thomas Guevara – Paragraph 3 modification	**Changed** "between 2020-2024" to "between Years 2020-2024"
7.	**Section 4.1 Demographics - Paragraph 3** ODOT Thomas Guevara – Paragraph 3 modification	**Changed** "This is due, to" to "This is due to"
8.	**Section 4.1 Demographics - Paragraph 4** ODOT Thomas Guevara – Paragraph 4 modification	**Changed** "State Route 62" to "Oregon Route 62" **Changed "**State Route 99" to "Oregon Route 99" **Changed "**Interstate 5" to "I-5" **Changed "**State Route 238" to "Oregon Route 238"
9.	**Section 4.1 Demographics - Paragraph 5** ODOT Thomas Guevara – Paragraph 5 reformat	**Reformatted paragraph** moved "The 2020 Census data allow for comparisons between housing and population variables of the local incorporated cities. Incorporated cities form the bulk of the RVMPO planning area. Medford is the largest city in Jackson County and accounts for nearly 40% of Jackson County population. The incorporated cities within the RVMPO planning area account for over two-thirds of Jackson County population. The Medford Urban Area, which includes the City of Medford, accounts for over three quarters of Jackson County population." below table 4.1.3.
10.	**Section 4.1 Demographics - Paragraph 6** ODOT Thomas Guevara – Paragraph 6 modification	**Changed** "2019 – 2023 American Community Survey (ACS)" to "ACS"

11.	**Section 4.2 Commute Patterns - Paragraph 1** ODOT Thomas Guevara – Paragraph 1 modification	**Changed** "American Community Survey (ACS)" to "ACS"
12.	**Section 4.2 Commute Patterns - Paragraph 2** ODOT Thomas Guevara – Paragraph 2 modification	**Changed** "driving a vehicle alone" to "driving a single occupant vehicle (SOV)"..
13.	**Section 4.2 Commute Patterns - Paragraph 2** ODOT Thomas Guevara – Paragraph 2 modification	**Changed** "drive a vehicle alone" to "drive a SOV"
14.	**Section 4.2 Commute Patterns - Paragraph 2** ODOT Thomas Guevara – Paragraph 2 modification	**Changed** "driving alone" to "driving SOV"
15.	**Section 4.2 Commute Patterns - Paragraph 3** ODOT Thomas Guevara – Paragraph 3 modification	**Changed** "driving in a vehicle alone" to "driving a SOV"
16.	**Section 4.2 Commute Patterns - Paragraph 5** ODOT Thomas Guevara – Paragraph 5 modification	**Added** "(VMT)" to "vehicle miles traveled"
17.	**Section 4.2 Commute Patterns - Paragraph 7** ODOT Thomas Guevara – Paragraph 7 modification	**Changed** "Metropolitan Statistical Area (MSA)" to "MSA"
18.	**Section 4.2 Commute Patterns - Paragraph 8** ODOT Thomas Guevara – Paragraph 8 modification	**Changed** "suggests" to "suggest"
19.	**Section 4.1 Demographics - Paragraph 4** ODOT Michael Baker – Paragraph 4 modification	**Added** "Lake of the Woods Highway, Oregon Route 140, extends from Central Point to Klamath Falls. Green Springs Highway, Oregon Route 66, runs from Ashland to Klamath Falls."
20.	**Section 4.1 Demographics - Paragraph 4** ODOT Michael Baker – Update Table 4.1	**No change** When all changes are displayed it isn't always clear which Tables have been deleted. Table referenced had been updated.
21.	**Section 4.2 Commute Patterns - Paragraph 1** ODOT Michael Baker – Reference	**No change** All changes displayed in document which modify formatting making the reference show on different page.
	Chapter 5.1	
	Comment Received	**MPO Response**

	ODOT Thomas - Consider adding language from OHP Goal 2 System Management - Goal 2: System Management o work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that: • Safeguards the state highway system by maintaining functionality and integrity; • Ensures that local mobility and accessibility needs are met; and • Enhances system efficiency and safety.	Thank you for the suggestion. A link to the OHP was incorporated in this chapter as an interactive resource /reference for more additional info on the OHP.

	ODOT Thomas - Consider incorporating language from Oregon Highway Plan Goal 4. Travel Alternatives: To optimize the overall efficiency and utility of the state highway system through the use of alternative modes and travel demand management strategies. Maintaining and improving the performance of the highway system requires that it function as part of a well-coordinated and integrated multimodal system. Intermodal connections for people and goods must be efficient, and appropriate alternative mode choices must be available to allow users to take advantage of the efficiencies inherent in each mode. Alternative passenger modes, transportation demand management, and other programs can help reduce the single-occupant vehicle demand on the highway system, thus maintaining performance while increasing the person-carrying capacity of the system. Alternative freight modes and related strategies that strive for more efficient commercial vehicle operation will help the overall reliability and performance of the goods movement networks. The Travel Alternatives Policies focus on reducing barriers to efficient freight movement, using alternative modes and High Occupancy Vehicle facilities to reduce congestion and expand capacity, and reducing demand through transportation demand management, including park-and-ride facilities.	A link to the OHP was incorporated in the paragraph as an interactive resource /reference for more additional info.
	ODOT Thomas - Consider adding language from OHP Policy 1G Highway Mobility Standards - In response to state funding constraints and the need to balance multiple objectives, system management solutions and enhancement of alternative modes of travel, rather than major highway improvements, are increasingly relied upon to address congestion issues.	The language was incorporated in the paragraph.
	ODOT Thomas - Consider adding language from OHP Policy 1B Highway Mobility Standards - In support of establishing the alternative mobility target, the plan shall include feasible actions for: Managing traffic demand and incorporating transportation system management tools and information, where feasible, to manage peak hour traffic loads on state highways.	A link to the OHP was incorporated in the paragraph as an interactive resource /reference for more additional info.

	ODOT Thomas - Consider adding language from OHP Appendix B Operations - Relates to system efficiency. System management and improvements that lead to efficient and safer traffic operations and greater system reliability. • ITS: Intelligent Transportation Systems (includes ramp metering, incident management, emergency response and traffic management operations centers) • TDM: Transportation Demand Management (includes rideshare, vanpool, park-and- ride programs) • Rock falls and slides (named, known rock fall areas and slides; not emergency repair work) • Slow moving vehicle turnouts • Signals and signs	language was incorporated in the paragraph.
	Chapter 5.2	
	Comment Received	**MPO Response**

	ODOT Thomas - Consider adding language from the Oregon Highway Plan Vision - Under the Transportation Planning Rule, regional and local transportation system plans must be consistent with the state transportation system plan, including the Highway Plan. The Transportation Planning Rule directs counties and metropolitan planning organizations to prepare regional TSPs that are consistent with the state TSP. In turn, counties and cities must prepare local TSPs which are consistent with the regional plans. Therefore, all regional and local TSPs must be consistent with the OTP and the adopted modal and facility plans. The Transportation Planning Rule as amended in 1998 also directs Metro in the Portland area to reduce vehicle miles traveled per capita by 10 percent in 20 years, and other metropolitan planning organizations to reduce VMT per capita by 5 percent in 20 years. Local Comprehensive Plans and Transportation System Plans Transportation planning is carried out at the local level by cities, counties, and metropolitan planning organizations. The regional and local transportation system plans adopted by regional and local governments must be consistent with the State Transportation System Plan, including the 1999 Oregon Highway Plan. ODOT will continue to work with metropolitan planning organizations and local jurisdictions to ensure continuing consistency among regional, local and statewide plans. In cases where the conclusions of these coordinated planning efforts are inconsistent with the Oregon Highway Plan, ODOT or the affected local jurisdiction or regional planning jurisdiction may petition the Oregon Transportation Commission for an amendment to the Highway Plan.	The langue was incorporated in the introductions of chapter 5.

	ODOT Thomas - Consider adding a description of the Oregon Highway Plan and Oregon Freight Plan to this chapter; add description of local TSP urban level roadway facilities within UGBs and City Limits; add description of rural roadway facilities within unincorporated County communities; and add regional roadway facilities connecting urban and rural areas within the RVMPO boundaries.	The language was incorporated. See Freight consideration section.
	ODOT Thomas - Consider adding a description of the Federal Functional Classification System for all roadway within the RVMPO boundaries; adding a description of the Federal Aid Urban Boundary; and a description of the National Highway System within the RVMPO boundaries.	The language was incorporated. See Functional classification section.
	Karl MacNair - This map also shows an old city of Medford boundary	Comment received. The maps will be updated.
	Chapter 5.3	
	Comment Received	**MPO Response**
	ODOT Thomas - Consider adding description of the Oregon Public Transportation Plan to this chapter; add description of local TSP transit needs and transit facilities within UGBs and City Limits; add description rural transit needs and transit facilities within unincorporated County communities; and add regional transit needs and transit facilities connecting urban and rural areas within the RVMPO boundaries.	Language was incorporate on the transit needs for the region. See Transit Needs section of the chapter.
	Guest User (Copied over) - Additionally I believe that a change in jobs, more shift work, transit run times, working from home, and movement of people outside the areas where major transit runs due to higher costs of living in cities has added to the change in ridership.	Comments received. Additional points were added to reflect the comments points.
	Guest User (Copied over) - Why list this one if they already have it? It is not installations that can help RVTD if it is already installed, shouldn't it say updating or other - or change that have helped. Seems like all of these are already done, maybe just change the wording that are helping or continue to help	Comments received. Paige~ I thinks its relevant because there are several transit systems that still do not have this technology. It shoes RVTD is using sophisticated tolls to enhance operations.
	Karl MacNair - I recommend talking about the recent (September 2025) plan to remove service in this introduction.	Comments received.
	Karl MacNair - Recommend updating with the planned Sept 2025 map	Comment received.
	Chapter 5.4	
	Comment Received	**MPO Response**

	ODOT Thomas - Consider adding a description of the Oregon Bicycle and Pedestrian Plan to this chapter; add description of local TSP urban level bicycle and pedestrian facilities within UGBs and City Limits; add description of rural bicycle and pedestrian facilities within unincorporated County communities; and add regional bicycle and pedestrian facilities connecting urban and rural areas within the RVMPO boundaries.	Language incorporated. A description and a link of the Oregon Bicycle and Pedestrian Plan was added. The Rogue Valley Active Transportation Plan describe the local and regional scene for the bicycle and pedestrian, and it is linked in this section.
	Edger Hee - Section 5.4 should address e-bikes. E-bikes are an alternative non-motorized bikes as an alternative mode of transportation to single occupancy travel. E-bikes expend the travel distance comfort level above 3 miles. RTP will also need to address e-bike speeds of up to 20 mph.	Language incorporated.

	Chapter 5.5	
#	Comment Received	MPO Response

1.	**Introduction** ODOT Thomas Guevara Consider adding language from the Oregon Highway Plan Planning and Development Guidance for STAs. STAs should be planned and developed to reflect the following kinds of characteristics: • On-street parking, structured parking, or shared, general purpose parking lots are located behind or to the side of buildings; Planning and Development Guidance for Commercial Centers. Commercial Centers should be planned and developed to reflect the following kinds of characteristics: • Shared parking and a reduction in parking to accommodate multimodal elements where alternate modes are available;	**Added** "Special Transportation Areas (STA) are highway segments in the Oregon Highway Plan (OHP) located on a state highway within an urban growth boundary with speeds typically 25 miles per hour or lower. STAs are designated to create more compact communities and to provide access to and circulation amongst community activities, businesses and residences. STAs encourage on-street parking, structured parking, or shared, general purpose parking lots which are located behind or to the side of buildings. OHP Urban Business Areas (UBA) are District, Regional, or Statewide highway segments with existing areas of commercial activity or future nodes or various types of commercial activity within urban growth boundaries or urban unincorporated community boundaries. UBAs can be located in areas with posted speeds greater than 35 miles per hour but mobility and access interests would need to be balanced through a management plan completed with the UBA designation. Businesses and buildings are set back from the highway and separated by parking lots. UBAs encourage visible access from the highway directly to parking and drive-through facilities and limited or no on-street parking. OHP Commercial Centers are large, regional centers or nodes with limited access to the state highway. Commercial Centers are located within an urban growth boundary adjacent to a Statewide, Regional, or District Highway and linked to the highway by a public road. Commercial Centers share parking with a reduction in parking to accommodate multimodal elements where alternate modes are available."

2.	**Introduction** ODOT Thomas Guevara Action 1B.5 Develop and implement plans that support compact development, including but not limited to highway segment designations. Support plans, strategies and local ordinances that include: • Provision of public and shared parking;	**Out of context for chapter.**

	Chapter 5.7	
#	**Comment Received**	**MPO Response**
1.	**Overall Chapter** Guest User Section 5.7 neglect to include the Leachate line from Dry Creek landfill	Dry Creek Landfill no longer open to public and data on private lines difficult to acquire.

2.	**Overall Chapter** ODOT Thomas Guevara April 22, 2025 at 8:59 AM Consider adding a description of the TPR requirements for local TSPs to address Air, Rail, Waterways and Pipelines within UGBs and City Limits.	**Added a Planning Section to the beginning** PLANNING City and county comprehensive plans must include a transportation element that addresses state requirements for air, rail, water and pipelines. Through periodic review, comprehensive plans are updated to ensure that they continue to meet applicable statutes, administrative rules, and current laws and policies of the state of Oregon. A transportation system plan must consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian according to Oregon's Statewide Planning Goals. The Transportation Planning Rule (TPR) (OAR 660-012 and OAR 660-013) implements Statewide Planning Goal 12: Transportation. The TPR specifies what must be addressed and included in a transportation system plan. Graphic 5.7.1 – Oregon's Airport Related Planning Documents A diagram of a transportation system

3.	**Overall Chapter** ODOT Thomas Guevara April 21, 2025 at 11:47 AM Consider adding a description of the Oregon Rail Plan and Oregon Aviation Plan to this chapter; add description of local TSP rail and aviation facilities within UGBs and City Limits; and add regional rail and aviation facilities within the RVMPO boundaries. April 21, 2025 at 11:47 AM	**Added descriptions and graphic** The Oregon State Rail Plan is an element of the Oregon Transportation Plan and was last revised in 2020. The State of Oregon's stated vision for the rail network is one of a safe, efficient and commercially viable rail system that services its business, travelers and communities through private resources leveraged, as needed, by strategic public investments. An update to the Oregon State Rail Plan is currently underway. Burlington Northern and Sante Fe Railway (BNSF), Union Pacific (UP) and 23 Short lines own 90% of the railroad lines in the State of Oregon. Publicly owned rail lines, owned by city, county or ports, make up the remaining 10%. Any improvements to the rail line must be approved by the owner.
4.	**Pipelines** Dry creek land fill pipeline LNG Pipeline? . -Mike Montero .	**Considered.** No publicly available information on the Dry Creek pipeline and LNG facility and pipeline were denied.
5.	**Pipelines** ODOT Thomas - Consider adding a description of Pipelines - Pipelines move bulk materials in liquid form. April 22, 2025 at 11:43 AM	**Considered.**

	Chapter 5.8	
#	Comment Received	MPO Response
1.	**Overall Chapter** ODOT Thomas Guevara April 22, 2025 at 9:00 AM Consider adding a description of the TPR Performance Measures and Targets for MPO Area TSPs.	**Added a section referencing Oregon TPR regulations** The State of Oregon Transportation Planning Rule (TPR), OAR 660-012, has additional requirements related to performance tracking and setting performance standards. Separate from the FHWA performance measures and targets, OAR 660-012, Transportation Planning, and OAR 660-044, Metropolitan Greenhouse Gas Reduction Targets, require a performance-based approach to Transportation System Plan (TSP) development for cities and counties within the RVMPO. • OAR 660-012-0900, Reporting • OAR 660-012-0905, Land Use and Transportation Performance Measures • OAR 060-012-0910, Land Use and Transportation Performance Targets • OAR 660-012-0915, Review of Reports • OAR 660-044, Metropolitan Greenhouse Gas Reduction Targets

2.	**Overall Chapter** ODOT Thomas Guevara - Consider describing the Oregon Highway Plan and Oregon Transportation Safety Action Plan Performance Measures and Targets. ODOT measures vehicular highway mobility performance through v/c ratios. Monitor the implementation of the OHP's policies through performance measures. The following performance measures have been developed as a means of monitoring the overall implementation of the Oregon Highway Plan. ODOT will use these measures to track progress in meeting the goals of the Plan. In some cases, current and historical trend data already exist. In others, the current or baseline conditions need to be established. Once the baseline data is in place, future trends will be monitored to evaluate how well the Highway Plan is helping ODOT and its partners meet their stated goals in four policy areas. These measures are intended for overall system-wide use rather than for project-specific application. They are intended to guide the implementation and periodic refinement of programs and strategies rather than be used for budgeting purposes. Policy 2F: Traffic Safety The Oregon Transportation Commission established safety priorities to carry out the Safety policy when it approved the Oregon Transportation Safety Action Plan (OTSAP). Three of the performance measures included in the OTSAP are directly related to state highway travel: 1. Reduce deaths due to motor vehicle crashes from 1.73 per 100 million vehicle miles traveled (VMT) in 1996 to 1.30 by the year 2010. 2. Increase the percentage of occupants using vehicle safety restraints from 83 percent in 1996 to 90 percent by the year 2010. 3. Reduce the number of deaths due to alcohol and drug-related motor vehicle crashes from 0.72 per 100 million VMT in 1996 to 0.58 per 100 million VMT by the year 2010. Two additional measures are: 4. Number of accidents with fatalities or serious injury (F/SI) per million vehicle miles traveled. 5. Annual percent reduction in fatal and injury crashes on Category 3, 4, and 5 safety segments, based on 1998 baseline.	Added section in the chapter to reflect the comment.

	Chapter 6	
#	Comment Received	MPO Response
	No comments received	*No comments received*

	Chapter 7	
#	Comment Received	MPO Response
	ODOT Thomas - Consider adding language describing NEPA and how NEPA affects the RVMPOs Plans and Projects.	Comments received. A hyperlink is added to the NEPA web page with more information on NEPA. Environmental Impacts are addressed below in the chapter.
	Michael Baker - Does the Coquille Tribe need to be included here?	Comment received. And adjustments to the chapter were made.

	Chapter 8.2	
#	Comment Received	MPO Response
1.	**Michael Baker:** This language may need to be modified as the MPO no longer receives STBG funds. The policy on distribution of state highway funds should be mentioned.	Added adjustments in the chapter to reflect the comment.
2	**Michael Baker:** Just saw below…..may still want to modify language regarding the receipt of STBG funds in the Introduction.	See response to comment 1
3	**Thomas Guevara:** Add description of State Gas Tax Funds similar to the CMAQ description above.	Added section in the chapter to reflect the comment.

4	**Thomas Guevara:** Starting in Year 2027, the STIP is moving to an annual update under the new Capital Investment Plan. The Capital Investment Plan is a 10-year plan for developing STIP projects.	Added section in the chapter to reflect the comment.

	Chapter 8.3	
#	Comment Received	MPO Response
1	**Thomas Guevara:** Please verify that the RTP financially constrained project costs selected from local TSPs have been updated to reflect current inflation rates. Also, verify that the RTP projects meet the federal definition of regionally significant and/or are 100% financially constrained by federal funds for construction.	Added section in the chapter to reflect the comment.
	Karl MacNair - Project # and Project Status headings are switched	Comments Received, table will be updated.
	Karl MacNair – need an RVTD heading	Comments Received
	Karl MacNair – Medford city limits on this map need correction too.	Comments Received, map will be updated.
	Karl MacNair – This project is a realignment, so it was shown wrong. Please update.	Comments Received

	Chapter 9	
#	Comment Received	MPO Response

	Chapter 10	
#	Comment Received	MPO Response
	Karl MacNair – why is Ashland's 2050 employment lower than 2020? Also, could you add an employment growth (number) column?	Thanks for your comment. This was a typo when copying over the table from excel to word. The tables are updated to reflect the correct numbers and an employment growth column was added.
	Karl MacNair – I believe the table shows three miles, if I'm reading it correctly.	Comments Received, language will be updated.
	Karl MacNair – These maps too.	Comments Received, map will be updated.

PUBLIC HEARINGS

A 30-day comments period and public hearing is part of the RTP update. The public hearing was held by the Policy Committee at 2:00 P.M. on Tuesday, September 23, 2025.

< No comments were received, yet. To be updated after the public hearing>

APPENDIX F

2025-2050 RTP ILLUSTRATIVE LIST

Project No.	Location	Description	Cost (x 1,000)
Ashland			
Ash-006	E. Nevada Street Extension	Extend street over Bear Creek to link roadway at Kestrell; sidewalks, bicycle lanes (675-ft, 0.13 Miles)	$5,055.5
Central Point			
No Tier-2 Projects			
Eagle Point			
EP-024	West Lin Road - OR 62 to Dahlia Terrace	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,880 ft.	$1,800
Jackson County			
R4	Antelope Road from Kershaw Road to Bigham Brown Road	Upgrade to 2-lane rural major collector standard	$660
R42	Beall Lane from Front Street (OR 99) to Hanley Road	Widen to 3-lane urban major collector standard	$5,710
R43	E Main Street from Walker Road to OR 66	Widen to 3-lane urban major collector standard	$9,585
R47	Beall Lane from Merriman Road to Front Street (OR99)	Widen to 3-lane urban minor arterial standard	$3,005
R60	Peninger Road from Pine Street to Expo Park	Widen to 2-lane urban minor collector standard	$1,805
R61	Table Rock Road from Elmhurst Street to Mosquito Lane	Widen to 5-lane rural arterial standard	$3,580
R65	Table Rock Road from Gibbon Road to Elmhurst Street	Widen to 5-lane rural arterial standard	$4,595
R71	Lakeview Drive from Lakeview Drive Terminus to Merry Lane	New 2-lane rural minor collector	$4,770
R72	West Dutton Road from Terminus to Agate Road	New 3-lane urban industrial collector	$4,475
R77	Wilson Way from Wilson Way Terminus to Antelope Road	New 2-lane urban minor collector	$250
R78	Wilson Way from Avenue G to Falcon Street	New 2-lane urban minor collector	$920

Jackson County (Continued)			
Project No.	Location	Description	Cost (x 1,000)
R86	Nick Young Road from Agate Road to Eagle Point City Limits	Upgrade to 2-lane rural major collector standard	$5,560
R91	Vilas Road from Table Rock Road to east Medford UGB	Widen to 5-land urban major arterial standard	$12,195
R97	Sage Road from Posse Lane to Ehrman Way	Widen to 3-lane urban major collector standard	$4,070
R99	Foss Road from Walden Lane to Talent City Limits	Widen to 2-lane rural minor collector standard	$2,315
S1	Old Stage Road from Jacksonville City Limits to Ross Lane	Install 4-foot shoulders consistent with the Old Stage Road Corridor Plan	$2,670
S4	Coleman Creek Road from Pioneer Road to Houston Road	Install 5-foot shoulders consistent with rural minor collector standards	$2,290
S5	Gregory Road from Table Rock Road to Agate Road	Install 5-foot shoulders consistent with rural minor collector standards	$4,430
S7	Pioneer Road from Coleman Creek Road to Dark Hollow Road	Install 5-foot shoulders consistent with rural minor collector standards	$1,350
S8	Pioneer Road from Colver Road to Coleman Creek Road	Install 5-foot shoulders consistent with rural minor collector standards	$2,390
S9	Pioneer Road from Dark Hollow Road to Griffin Creek Road	Install 5-foot shoulders consistent with rural minor collector standards	$8,000
S10	Scenic Avenue from Old Stage Road to Grant Road	Install 5-foot shoulders consistent with rural minor collector standards	$5,375
S11	West Valley View Road from Suncrest to S Valley View Road	Install 5-foot shoulders consistent with rural minor collector standards	$3,615
S14	East Dutton Road from OR 62 to Atlantic Avenue Extension	Install 5-foot shoulders consistent with urban major collector standards	$3,090
S15	Fern Valley Road from Phoenix City Limits to Payne Road	Install 5-foot shoulders consistent with rural minor collector standards	$2,440
S18	Peninger Road from Expo Park to Upton Road	Install 5-foot shoulders consistent with rural minor collector standards	$1,875
S20	Stewart Avenue from Oak Grove Road to west Medford UGB	Install 5-foot shoulders consistent with rural minor collector standards	$195
S23	Arnold Lane from S Stage Road to Bellinger Lane	Install 6-foot shoulders consistent with rural major collector standards	$1,255
S24	Gibbon Road from Upton Road to Table Rock Road	Install 6-foot shoulders consistent with rural major collector standards	$3,110

Jackson County (Continued)			
Project No.	Location	Description	Cost (x 1,000)
S25	Griffin Creek Road from S Stage Road to Pioneer Road	Install 6-foot shoulders consistent with rural major collector standards	$1,955
S26	Houston Road from Phoenix City Limits to Coleman Creek Road	Install 6-foot shoulders consistent with rural major collector standards	$1,420
S27	Taylor Road from Old Stage Road to Grant Road	Install 6-foot shoulders consistent with rural major collector standards	$2,345
S32	Beall Lane from Hanley Road to Old Stage Road	Install 6-foot shoulders consistent with rural major collector standards	$1,670
S33	Bellinger Lane from Hull Road to S Stage Road	Install 6-foot shoulders consistent with rural major collector standards	$3,925
S34	Bigham Brown Road from Antelope Road to Alta Vista Road	Install 6-foot shoulders consistent with rural major collector standards	$4,295
S35	Carpenter Hill Road from Coleman Creek Road to Voorhies Road	Install 6-foot shoulders consistent with rural major collector standards	$530
S36	Coleman Creek Road from Houston Road to Carpenter Hill Road	Install 6-foot shoulders consistent with rural major collector standards	$640
S44	Hanley Road from Beall Lane to Rossanley Drive (OR 238)	Install 6-foot shoulders consistent with rural major collector standards	$2,550
S46	Oak Street from Eagle Mill Road to Nevada Street	Install 6-foot shoulders consistent with rural major collector standards	$770
S49	S Valley View Road from I-5 to West Valley View Road	Install 6-foot shoulders consistent with rural major collector standards	$880
S52	Voorhies Road from Carpenter Hill Road to S Stage Road	Install 6-foot shoulders consistent with rural major collector standards	$1,950
S53	Payne Road from Fern Valley Road to Suncrest Road	Install 7-foot shoulders consistent with rural arterial standards	$4,810
S54	S Stage Road from OR 99 to Jacksonville	Install 7-foot shoulders consistent with rural arterial standards	$12,505
S90	Dead Indian Memorial Road from OR 66 to MPO Limits	Install 6-foot shoulders consistent with rural major collector standards	$8,540
S91	Upton Road from Old Upton Road to Gibbon Road	Install 6-foot shoulders consistent with rural major collector standards	$3,705

Jacksonville			
Project No.	Location	Description	Cost (x 1,000)
No Tier-2 Projects			
Medford			
Project No.	Location	Description	Cost (x 1,000)
MED-033	Foothill Road, Delta Waters Road to North UGB	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks (part of the N. Phoenix / Foothill and S Stage Corridor)	$4,555
MED-034	N Phoenix Rd, Juanipero Way to South UGB	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks (part of the N. Phoenix / Foothill and S Stage Corridor)	$7,800
MED-035	North Phoenix Road from Barnett Road to Juanipero Way	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks (part of the N. Phoenix / Foothill and S Stage Corridor)	$7,600
MED-160	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)	$162,000
###	East McAndrews Road Cycle Track, Bear Creek Greenway to Wabash Avenue	Install bicycle and pedestrian facilities behind the curb	$2,000
###	Black Oak Drive, Hillcrest Road to Acorn Way	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	$1,510
###	Cedar Links Drive, Callaway Drive to Foothill Road	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	$2,035
###	Barneburg Road, Highland Drive to Sunrise Avenue connection	Upgrade to major collector standard from Highland Drive to E. Main Street including one lane in each direction, center-turn lane, bike facilities, and sidewalks and upgrade to minor collector standard from E. Main Street to Sunrise Avenue including one lane in each direction, bike facilities, and sidewalks	$3,975
###	Highland Drive, Keene Drive to Main Street	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	$2,810
###	Cherry Lane, Old Cherry Lane to Hillcrest Road	Upgrade to major collector standard including one lane in each direction, center-turn lane without curbed/landscaped median, bike facilities, and sidewalks	$11,500
###	Sunset Drive, South Stage Road to Orchard Home Drive	Major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	$4,010

Medford (Continued)			
Project No.	Location	Description	Cost (x 1,000)
###	Pierce Road, Hillcrest Road to Spring Street	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	$2,800
###	Diamond Street, Columbus Avenue to Kings Highway	Upgrade to major collector standard from McKenzie Drive to Kings Highway, including one lane in each direction, center turn-lane, bike facilities, and sidewalk. Stripe to major collector standard from Columbus Avenue to McKenzie Drive, including one lane in each direction, center turn-lane and bike facilities.	$2,150
###	Edwards Street, Court Street/Central Avenue to Riverside Avenue	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	$1,665
###	Columbus Avenue, South Stage Road to Stewart Avenue	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	$10,510
###	Coker Butte Road, eastern UGB to Springbrook Road	Realign and upgrade to major collector standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	$1,545
###	Coal Mine Road (realigned), North Phoenix Road to Santa Barbara Drive	Realign and upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	$5,975
###	Cunningham Avenue, Orchard Home Drive to Warren Way	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	$850
###	Coker Butte Road, International Way to Lear Way	Upgrade to minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	$1,985
###	Highland Road, Siskyou Boulevard to Keene Way Drive	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	$1,135
###	Oak Grove Road, West Main Street to Stewart Avenue	Upgrade to major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	$4,335
###	West Stewart Avenue, Oak Grove Road to Lozier Lane	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	$2,715
###	South Stage Road, Orchard Home Drive to South Pacific Highway	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	`$23,985
###	Beall Lane, Merriman Road to City limits	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	$4,345

Medford (Continued)			
Project No.	Location	Description	Cost (x 1,000)
###	Justice Road, east of North Medford Industrial Road to City Limits	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	$1,790
###	Crater Lake Avenue, Delta Waters Road to Coker Butte Road	Upgrade to major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	$5,655
###	Lone Pine Road, Edgevale Avenue to Foothill Road	Upgrade to major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	$930
###	Brookdale Avenue, McAndrews Road to Spring Street	Upgrade to major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	$1,305
###	Wabash Avenue, Stevens Street to Spring Street	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	$1,460
###	Oregon Avenue, Stevens Street to Sunrise Avenue	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	$3,615
###	Orchard Home Drive, South Stage Road to Cunningham Avenue	Construct new major collector standard (center turn-lane, bike facilities, and sidewalks)	$4,500
###	Barnett Road, Lone Oak Drive to eastern UGB	Upgrade to minor arterial standard including one lane in each direction, center-turn, lane, bike facilities, and sidewalks	$6,900
###	Hondeleau Lane, Springbrook Road to City Limits	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	$590
###	Table Rock Road, New Interstate 5 overcrossing and overcrossing of Bear Creek and Lone Pine Creek	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, sidewalks and new overcrossing of Interstate 5	$25,000
###	Vilas Road, Crater Lake Highway to expansion boundary	Upgrade to major arterial standard west of Springbrook Rd including two lanes in each direction, center-turn lane, bike facilities, and sidewalks. Upgrade to minor arterial east of Springbrook Road including one lane in each direction, center-turn lane, bike facilities, and sidewalks.	$3,945
###	Airport Road, Table Rock Road to Biddle Road	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	$1,400
###	Garfield Street, Holly Street to Kings Highway	Widen to minor arterial standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	$4,175

Medford (Continued)			
Project No.	Location	Description	Cost (x 1,000)
###	Vilas Road, Table Rock Road to eastern UGB	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	$17,045
###	Sage Road, Columbus Avenue to North Pacific Highway	Widen to major arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	$11,500
###	Lear Way, Coker Butte Road to Vilas Road	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	$6,465
###	Barnett Road, North Phoenix Road to Lone Oak Drive	Realign and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	$4,455
###	Spring Street, Pierce Road to Foothill Road	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	$3,955
###	Stanford Avenue, Barnett Road to Coal Mine Road	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	$6,000
###	Springbrook Road, Owen Drive to Coker Butte Road	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	$4,210
###	Diamond Street, Orchard Home Drive to Sandstone Drive	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	$640
###	Dakota Avenue, Collinwood Court to Oak Grove Road/Madrona Lane	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	$3,510
###	Holly Street, Garfield Street to South Stage Road	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks)	$6,475
###	Stevens Street connection to Oregon Avenue	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	$310
###	Wilson Road, Table Rock Road to City Limits	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	$3,885
###	Crater Lake Avenue, Coker Butte Road to northern UGB	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	$8,580
###	Lear Way, Vilas Road to northern city limits	Construct new minor collector roadway (includes one lane each direction, bike facilities, and sidewalks)	$1,900
###	Industry Dr, Vilas Road to Coker Butte Road	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	$9,345

Medford (Continued)			
Project No.	Location	Description	Cost (x 1,000)
###	Springbrook Road, Coker Butte Road to Vilas Road	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	$8,055
###	Golf View Drive, Juanipero Way to southern expansion boundary	Construct new major collector (minor collector south of South Stage Road extension) roadway (includes center turn-lane, bike facilities, and sidewalks)	$10,760
###	East-West collector along southern UGB, Golf View Drive to North Phoenix Road	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	$2,140
###	Experiment Station Road, Kings Highway to Holly Street	Construct new minor collector standard (includes one lane in each direction, bike facilities, and sidewalks)	$3,830
###	Dakota Avenue extension to Lozier Lane	Construct new minor collector standard (includes one lane in each direction, bike facilities, and sidewalks)	$2,290
###	Lone Oak Drive Extension	Construct new major collector standard (includes center turn-lane, bike facilities, and sidewalks)	$8,160
###	Main Street & Barneburg Road	Install traffic signal or roundabout when warranted	$400
###	Court Street & Ohio Street	Modify existing signal to add westbound left turn lane	$400
###	South Columbus Avenue & South Stage Road	Install traffic signal or roundabout when warranted	$2,200
###	10th Street & Cottage Street	Install traffic signal or roundabout when warranted	$400
###	Keene Way & Barneburg Road	Install traffic signal or roundabout when warranted	$2,200
###	Willamette Avenue and Siskiyou Boulevard	Install traffic signal when warranted	$400
###	10th Street & Columbus Avenue	Install traffic signal or roundabout when warranted	$400
###	4th Street & Oakdale Avenue	Install traffic signal or roundabout when warranted	$400
###	Biddle Road & Airport Road	Install traffic signal or roundabout when warranted	$400
###	Brookdale Avenue & Spring Street	Install traffic signal or roundabout when warranted	$400
###	Coker Butte Road & Springbrook Road	Install traffic signal or roundabout when warranted	$400

Medford (Continued)			
Project No.	Location	Description	Cost (x 1,000)
###	Columbus Avenue & 4th Street	Install traffic signal or roundabout when warranted	$400
###	Cottage Street & Main Street	Install traffic signal or roundabout when warranted	$400
###	Diamond Street & Kings Highway	Install traffic signal or roundabout when warranted	$400
###	Diamond Street & South Columbus Avenue	Install traffic signal or roundabout when warranted	$400
###	East Vilas Road at Industry Drive	Install traffic signal or roundabout when warranted	$400
###	East Vilas Road & Lear Way	Install traffic signal or roundabout when warranted	$400
###	Foothill Road & Spring Street (extension)	Install traffic signal when warranted	$400
###	Garfield Street & Kings Highway	Install traffic signal or roundabout when warranted	$400
###	Garfield Street & South Holly Street	Install traffic signal or roundabout when warranted	$400
###	Garfield Street & South Peach Street	Install traffic signal or roundabout when warranted	$400
###	Hillcrest Road & Barneburg Road & Crown Avenue	Geometric improvements such as re-alignment or roundabouts	$4,400
###	Hillcrest Road & Sunrise Avenue	Geometric improvements such as re-alignment or roundabouts	$2,200
###	Juanipero Way and North Phoenix Road	Install traffic signal or roundabout when warranted	$400
###	Kings Highway & South Stage Road	Install traffic signal or roundabout when warranted	$400
###	Lozier Lane & Cunningham Avenue	Install traffic signal or roundabout when warranted	$400
###	Main Street & Hamilton Street	Monitor warrants for enhanced pedestrian crossing or traffic signal.	$400
###	McAndrews Road & Riverside Avenue	Intersection improvements such as re-striping westbound approach to one through, a shared through/right, and a right-turn lane, signal modifications, and second westbound right-turn lane when needed	$245

Medford (Continued)			
Project No.	Location	Description	Cost (x 1,000)
###	Oak Grove Road & Stewart Avenue	Install traffic signal or roundabout when warranted	$2,200
###	Orchard Home Drive & South Stage Road	Install traffic signal or roundabout when warranted	$2,200
###	Orchard Home Drive & Sunset Drive	Install traffic signal or roundabout when warranted	$2,200
###	Owen Drive & Springbrook Road	Install traffic signal or roundabout when warranted	$2,200
###	West Jackson Street & West McAndrews Road	Install traffic signal or roundabout when warranted	$2,200
###	Willamette Avenue & Main Street	Install traffic signal or roundabout when warranted	$2,200
###	Crater Lake Highway & Delta Waters Road	Install a second westbound left-turn lane on OR62, a second northbound left-turn lane on Delta Waters Road, and a separate northbound right-turn lane on Delta Waters Road	$900
###	McLoughlin Avenue and Delta Waters Road	Install traffic signal or roundabout when warranted	$2,200
ODOT			
Project No.	Location	Description	Cost (x 1,000)
No Tier 2 Projects			
Phoenix			
Project No.	Location	Description	Cost (x 1,000)
No Tier 2 Projects			
RVTD			
Project No.	Location	Description	Cost (x 1,000)
No Tier 2 Projects			
Talent			
Project No.	Location	Description	Cost (x 1,000)
No Tier 2 Projects			

- Project number yet to be assigned

APPENDIX G

WHITE PAPER ON SOUTHERN OREGON ACTIVE-BASE MODEL RUN REPORT FOR 2025-2050

This appendix goes over the RVMPO transportation model. The Southern Oregon Activity-Based Travel Demand Model (ABM) is a new travel demand model for the Middle Rogue and Rogue Valley MPOs. The new modeling system is based on the CT-RAMP family of ABMs and includes 50,000+ persons in Grants Pass and 175,000+ persons in the Rouge Valley urban areas. The model is maintained and updated by Oregan Department of Transportation Planning Analysis Unit (TPAU). Please note, the model is regularly updated to incorporate new data and research findings.

For a full documentation on the technical specifications for the travel demand model used in the RVMPO area please see Southern Oregon Activity-Based Travel Demand Model (ABM). It includes descriptions of the model structure, model application, the variables employed in model equations and their coefficients.

Below, is the model output report for the 2025-2050 RTP update. The report is about system-wide transportation performance measures, such as: peak hour Demand to Capacity ratios, Daily VMT Per Capita, Link Volumes, Transit Ridership, and Mode Choices from the updated SOABM_v4 modeling scenarios, in support of the 2025 RVMPO's Regional Transportation Plan (RTP) update.

STATE OF OREGON **TECHNICAL MEMO**

Department of Transportation

Transportation Development Division
Mill Creek Office Park
555 13th Street NE Suite 2
Salem, Oregon 97301-4178
(503) 986-4112 FAX (503) 986-4174

File Code: Request_178

Date: June 27, 2025

TO: **Yazeed Alrashdi, Associate Transportation Planner, RVCOG**

FROM: **Jin Ren, PE, Senior Transportation Analyst/Modeler**
Beth Pickman, Transportation Analyst/Modeler
ODOT Transportation Planning Analysis Unit (TPAU)

SUBJECT: **Supplemental Modeling Performance for the 2025 RVMPO RTP: Peak Volume, Demand to Capacity Ratio by Functional Class and by Corridor, VMT Per Capita, Transit Ridership, and Mode Choice**

From its adopted 2025 Regional Transportation Plan (RTP) list, RVMPO removed eight RTPs following the recommendation letter of March 31, 2025 by the Oregon DOT Region 3 Planning and Development Manager, Michael Baker. In addition, the City of Medford informed RVMPO that it could only fund the right of way of the South Stage Road I-5 Crossing; therefore, TPAU modeling staff conducted a supplemental 2050 long-term RTP scenario SOABM run by removing the eight RTP and additional South Stage Road RTP in support of the RVMPO's 2025 RTP update.

Brief Description

TPAU staff completed one full 2050 supplemental RTP SOABM_v4 scenario model run (as mentioned above) for an average weekday condition, along with one single PM Peak Hour (4:30 pm to 5:30 pm) traffic assignments to analyze the daily and peak hour results. These are summarized for the RVMPO system-wide performances in the following.

Model Description

Model:	Revised Future Year 2050 Long-term RTP SOABM_v4
Network:	2050 RVMPO Long-term RTP network (with 9 RTP removals)
Land-Use:	2050 future year land use forecasts by traffic analysis zones (TAZ_v4)

Changes to Land Use

No changes were made to the previously completed 2050 RTP SOABM scenario.

Changes to Network

Removed short-term RTP: ASH-002, MED-170, MED-012, MED-037 and MED-020, and long-term RTPs: ASH-003, ASH-004, ASH-005 and MED-160 from 2050 RTP.

Other Changes Needed for the Request

The SOABM generally utilizes a PM two-hour (4-6) peak period. To be in line with the RVMPO's request for the PM peak hour modeling results, TPAU staff developed a process to assign a single PM peak hour (4:30-5:30 PM) trips to the supplemental 2050 RTP scenario SOABM_v4 network and extracted RVMPO's system-wide performances.

Requested Output

RVMPO requested for the link volumes and Volume to Capacity (Demand to Capacity) ratios for the PM Peak Hour. Included in the GIS shape output files are the link attributes, such as: *(File name: Supplemental_2050_RTP_SOABM_v4_Links.***)*

- TSYSSET (Link travel mode)
- LENGTH (Link Length in miles)
- NUMLANES (Number of directional Lanes)
- CAPPRT (PM peak hour link directional capacity)
- VOLVEHPR~1 (PM peak hour vehicle volumes)
- VEHMITRA~2 (PM peak hour vehicle miles traveled)
- VEHHOURT~3 (PM peak hour vehicle hours traveled)
- VOLCAPRA~4 (PM peak hour demand to capacity ratio)
- DAILY_VO~5 (Daily vehicle volumes)
- DAILY_VMT (Daily vehicle miles traveled)
- NAME_C (Study corridor street names)
- NAME (All street names)
- MPO (RVMPO boundary area)
- TCUR_PRT~6 (current PM peak hour vehicle travel time in seconds)
- VCUR_PRT~7 (current PM peak hour vehicle travel speed in miles per hour)

RVMPO requested for information on the daily and PM peak period (4-6 PM) Vehicle

Miles Traveled (VMT) per capita and daily Transit Ridership, which are both summarized and shown in Table 1 below.

Shown in Table 2 the RVMPO requested information on the detailed daily person Mode Choices by activity purpose by modeling comparison scenarios. The revised 2050 RTP supplemental RVMPO system-wide performance measures are provided in an Excel file named as (*Supplemental_SOABM_v4_RVMPO_System_Performances.xlsx).*

Table 1: Daily Internal VMT/Capita and RVTD Bus Ridership by Updated Scenarios

SOABM_v4 MODELING SCENARIO UPDATES	2025 Base Interim	2031 RTP (Remove 5 RTPs)	2040 RTP (Remove 5 RTPs)	2050 RTP (Remove 8RTPs_Sstage)	2050 No Build
RVMPO Area Population	225,802	239,972	261,341	289,784	289,784
Daily VMT (Internal-Internal)	2,500,363	2,666,092	2,960,640	3,280,506	3,319,778
Daily VMT/Capita	11.07	11.11	11.33	11.32	11.46
VS Base 2025 % Daily VMT/Cap Change	0.0%	0.3%	2.3%	2.2%	3.5%
PM (4-6) VMT (Internal-Internal)	444,426	480,103	529,877	584,587	592,132
PM (4-6) VMT/Capita	1.97	2.00	2.03	2.02	2.04
VS Base 2025 % PM VMT/Cap Change	0.0%	1.6%	3.0%	2.5%	3.8%
Daily RVTD Transit Ridership	4,671	5,867	12,237	19,969	6,592
VS Base 2025 % Daily Ridership Change	0%	26%	162%	328%	41%

Table 2: Supplemental 2050 RVMPO RTP (No S. Stage Rd.) Daily Modal Trips & Splits

PURPOSE\MODE	BIKE	DA	KNR_TRANSIT	PNR_TRANSIT	SCHOOL_BUS	SR2GP	SR3GP	WALK	WALK_TRANSIT	Daily Total
Discretionary	1,622	32,457	60	0	0	32,736	26,908	15,393	2,521	111,697
EatingOut	305	7,580	4	0	0	15,757	9,599	3,809	428	37,482
Escort	692	55,059	0	0	0	62,538	22,261	6,400	5	146,955
Maintenance	1,861	78,852	62	2	0	61,338	28,164	20,264	1,617	192,160
School	2,613	3,591	37	0	22,651	44,118	33,652	12,740	822	120,224
Shop	1,618	74,784	55	0	0	61,641	23,371	18,873	1,624	181,966
University	322	19,362	34	23	0	6,249	3,351	6,146	4,416	39,903
Visiting	956	16,758	25	0	0	19,498	17,100	9,716	1,509	65,562
Work	9,095	285,732	26	210	0	25,324	12,079	10,872	4,566	347,904
Work-Based	287	16,059	0	0	0	2,732	1,862	3,543	109	24,592
DAILYTrips	19,371	590,234	303	235	22,651	331,931	178,347	107,756	17,617	1,268,445
Discretionary	2%	29%	0%	0%	0%	29%	24%	14%	2%	9%
EatingOut	1%	20%	0%	0%	0%	42%	26%	10%	1%	3%
Escort	1%	38%	0%	0%	0%	43%	15%	4%	0%	12%
Maintenance	1%	41%	0%	0%	0%	32%	15%	11%	1%	15%
School	2%	3%	0%	0%	19%	37%	28%	11%	1%	9%
Shop	1%	41%	0%	0%	0%	34%	13%	10%	1%	14%
University	1%	49%	0%	0%	0%	16%	8%	15%	11%	3%
Visiting	2%	26%	0%	0%	0%	30%	26%	15%	2%	5%
Work	3%	82%	0%	0%	0%	7%	4%	3%	1%	27%
Work-Based	1%	65%	0%	0%	0%	11%	8%	14%	0%	2%
DAILYMode %	2%	47%	0%	0%	2%	26%	14%	9%	1%	100%

Results

On Tables 3-8 are shown the scenario system-wide performance measures, which are aggregated by PM peak hour congested vs. non-congested lane miles, VMT (vehicle miles traveled) and VHT (vehicle miles traveled) and are classified by the defined Demand to Capacity Ratio (DCR) ranges, by functional class and by 8 corridors in the

RVMPO area. Note that system-wide congestion is defined as model links with DCR ≥ 0.90. As shown below:

Table 3: System-wide PM Peak Hour Congested Lane Miles/Speed/VMT/VHT

SOABM_v4 PM Peak Hour	Base	Rev_RTP	Rev_RTP	Rev_RTP	NB
Scenario Year	2025	2031	2040	2050	2050
Total RVMPO Area Lane Miles	2,879	2,881	2,883	2,887	2,879
Lane Miles Congested (V/C >= 0.9)	10.9	11.6	20.4	43.5	37.5
Percent Lane Miles Congested	0.4%	0.4%	0.7%	1.5%	1.3%
Mean Travel Speed (mph):	34	35	34	31	32
Vehicle Miles Traveled	348,708	368,609	397,691	431,288	436,000
Vehicle Hours Traveled	10,140	10,679	11,866	13,753	13,774

Table 4: RVMPO 8-Corridor PM Peak Hour Congested Lane Miles/Speed/VMT/VHT

SOABM_v4 PM Peak Hour	Base	Rev_RTP	Rev_RTP	Rev_RTP	NB
Scenario Year	2025	2031	2040	2050	2050
Total RVMPO 8 Corridor Lane Miles	328	327	327	326	328
Lane Miles Congested (V/C >= 0.9)	0.7	1.7	7.2	23.4	18.7
Percent Lane Miles Congested	0.2%	0.5%	2.2%	7.2%	5.7%
Mean Travel Speed (mph):	47	47	46	43	44
Vehicle Miles Traveled	178,464	193,779	215,437	235,975	239,676
Vehicle Hours Traveled	3,766	4,121	4,704	5,488	5,466

- Table 3 above shows total lane miles in the RVMPO area, PM peak hour lane miles and percentages in congestion, average peak speed, VMT and VHT.
- Table 4 above shows total lane miles in the RVMPO identified eight study corridors, PM peak hour lane miles and percentages in congestion, average peak speed, VMT and VHT.
- Table 5 on next page classifies the region-wide lane miles by DCR to compare the non-congested with congested lane miles.
- Table 6 on next page classifies the region-wide PM peak hour VMT by DCR to compare the non-congested with congested VMT.
- Table 7 on next page classifies the region-wide PM peak hour VHT by DCR to compare the non-congested with congested VHT.
- Table 8 on Page 6 displays the region-wide congested vs. non-congested lane miles by DCR range by functional class.
- Table 9 on Page 7 displays the eight regional corridor congested vs. non-congested lane miles by the DCR range by each corridor.

If there are any questions or comments, please contact Jin Ren at 503-986-4120 or jinxiang.ren@odot.oregon.gov.

CC: Ryan MacLaren, RVMPO Director
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Table 5: RVMPO System-wide PM Peak Hour Congested Lane Miles Classified by DCR

RVMPO RTP 2025-2050 SOABM_v4 Scenarios Total and Percentage of Lane Miles by Demand/Capacity Ratio Range* RVMPO System-wide P.M. Peak Hour										
Demand/ Capacity Ratio	Base 2025		Rev-RTP 2031		Rev-RTP 2040		Rev-RTP 2050		NB-RTP 2050	
	Lane Miles	% of Total Lane Miles	Lane Miles	% of Total Lane Miles	Lane Miles	% of Total Lane Miles	Lane Miles	% of Total Lane Miles	Lane Miles	% of Total Lane Miles
0.0 - 0.59	2,797	97.2%	2,779	96.4%	2,760	95.7%	2,737	94.8%	2,730	94.8%
0.60 - 0.69	45	1.6%	55	1.9%	46	1.6%	41	1.4%	40	1.4%
0.70 - 0.79	17	0.6%	20	0.7%	31	1.1%	47	1.6%	39	1.4%
0.80 - 0.89	9	0.3%	16	0.5%	26	0.9%	18	0.6%	32	1.1%
0.90 - 0.99	5	0.2%	4	0.1%	10	0.4%	17	0.6%	16	0.6%
> 1.0	6	0.2%	8	0.3%	10	0.3%	26	0.9%	21	0.7%
Total	2,879	100%	2,881	100%	2,883	100%	2,887	100%	2,879	100%

* Congestion defined as model links with demand/capacity ratio ≥ 0.90

Table 6: RVMPO System-wide PM Peak Hour VMT Classified by DCR

RVMPO RTP 2025-2050 SOABM_v4 Scenarios Total and Percentage of VMT by Demand/Capacity Ratio Range* P.M. Peak Hour										
Demand/ Capacity Ratio	Base 2025		Rev-RTP 2031		Rev-RTP 2040		Rev-RTP 2050		NB-RTP 2050	
	VMT (Miles)	% of Total VMT	VMT (Miles)	% of Total VMT	VMT (Miles)	% of Total VMT	VMT (Miles)	% of Total VMT	VMT (Miles)	% of Total VMT
0.0 - 0.59	275,023	78.9%	268,152	72.7%	267,485	67.3%	266,080	61.7%	268,904	61.7%
0.60 - 0.69	44,062	12.6%	56,091	15.2%	41,125	10.3%	33,882	7.9%	34,513	7.9%
0.70 - 0.79	14,379	4.1%	16,650	4.5%	34,705	8.7%	52,345	12.1%	41,986	9.6%
0.80 - 0.89	6,771	1.9%	18,951	5.1%	32,544	8.2%	21,349	5.0%	40,856	9.4%
0.90 - 0.99	3,284	0.9%	2,851	0.8%	13,491	3.4%	22,398	5.2%	22,734	5.2%
> 1.0	5,190	1.5%	5,913	1.6%	8,341	2.1%	35,234	8.2%	27,007	6.2%
Total	348,708	100%	368,609	100%	397,691	100%	431,288	100%	436,000	100%

* Congestion defined as model links with demand/capacity ratio ≥ 0.90

Table 7: RVMPO System-wide PM Peak Hour VHT Classified by DCR

RVMPO RTP 2025-50 SOABM_v4 Scenarios Percentage of VHT by Demand/Capacity Ratio Range* P.M. Peak Hour										
Demand/ Capacity Ratio	Base 2025		Rev-RTP 2031		Rev-RTP 2040		Rev-RTP 2050		NB-RTP 2050	
	VHT (Hours)	% of Total VHT	VHT (Hours)	% of Total VHT	VHT (Hours)	% of Total VHT	VHT (Hours)	% of Total VHT	VHT (Hours)	% of Total VHT
0.0 - 0.59	7,745	76.4%	7,731	72.4%	7,740	65.2%	7,771	56.5%	7,856	57.0%
0.60 - 0.69	966	9.5%	1,197	11.2%	1,082	9.1%	976	7.1%	1,003	7.3%
0.70 - 0.79	464	4.6%	534	5.0%	764	6.4%	1,330	9.7%	1,128	8.2%
0.80 - 0.89	300	3.0%	504	4.7%	860	7.3%	609	4.4%	995	7.2%
0.90 - 0.99	189	1.9%	154	1.4%	458	3.9%	649	4.7%	671	4.9%
> 1.0	475	4.7%	559	5.2%	963	8.1%	2,418	17.6%	2,120	15.4%
Total	10,140	100%	10,679	100%	11,866	100%	13,753	100%	13,774	100%

* Congestion defined as model links with demand/capacity ratio ≥ 0.90

Table 8: System-Wide PM Peak Hour Lane Miles by Functional Class by DCR

2025 Base SOABM_v4 PM Peak Hour Lane Miles				
Demand/Capacity Ratios	Freeway	Principal Arterial	Minor Arterial	Collector
0.0 - 0.59	94.8	193.0	242.5	430.6
0.60 - 0.69	27.1	1.7	8.3	5.2
0.70 - 0.79	3.9	0.5	6.3	4.2
0.80 - 0.89	0.0	0.1	3.2	4.0
0.90 - 0.99	0.0	0.2	0.8	2.9
> 1.0	0.0	0.4	0.8	2.4
TOTAL	126	196	262	449

2031 Revised RTP SOABM_v4 PM Peak Hour Lane Miles				
Demand/Capacity Ratios	Freeway	Principal Arterial	Minor Arterial	Collector
0.0 - 0.59	76.9	192.3	243.9	431.1
0.60 - 0.69	35.3	2.0	9.3	5.1
0.70 - 0.79	4.8	0.6	6.9	5.0
0.80 - 0.89	8.9	0.2	1.4	4.3
0.90 - 0.99	0.0	0.4	0.7	1.5
> 1.0	0.0	0.4	1.7	2.1
TOTAL	126	196	264	449

2040 Revised RTP SOABM_v4 PM Peak Hour Lane Miles				
Demand/Capacity Ratios	Freeway	Principal Arterial	Minor Arterial	Collector
0.0 - 0.59	70.3	188.8	241.9	426.8
0.60 - 0.69	17.0	7.8	8.4	9.2
0.70 - 0.79	19.9	1.4	3.4	4.2
0.80 - 0.89	13.6	0.5	6.1	4.0
0.90 - 0.99	5.0	0.2	1.3	2.1
> 1.0	0.0	0.8	2.0	2.4
TOTAL	126	200	263	449

2050 Revised RTP SOABM_v4 PM Peak Hour Lane Miles				
Demand/Capacity Ratios	Freeway	Principal Arterial	Minor Arterial	Collector
0.0 - 0.59	63.7	185.8	241.9	416.9
0.60 - 0.69	12.0	5.2	10.9	9.2
0.70 - 0.79	23.1	7.5	6.7	6.9
0.80 - 0.89	8.5	1.0	3.6	3.6
0.90 - 0.99	8.7	0.4	1.9	3.8
> 1.0	9.9	0.9	3.7	3.5
TOTAL	126	201	269	444

2050 NB-RTP SOABM_v4 PM Peak Hour Lane Miles				
Demand/Capacity Ratios	Freeway	Principal Arterial	Minor Arterial	Collector
0.0 - 0.59	64.1	181.6	230.5	423.6
0.60 - 0.69	11.5	5.2	12.8	9.2
0.70 - 0.79	17.6	5.3	6.8	6.1
0.80 - 0.89	18.8	2.5	4.6	3.9
0.90 - 0.99	8.8	0.3	1.9	3.3
> 1.0	5.0	0.9	5.4	3.1
TOTAL	126	196	262	449

Table 9. Corridor PM Peak Hour Congested vs Non-Congested Lane Miles by DCR

2025 Base SOABM_v4 PM Peak Hour Lane Miles

Demand/Capacity Ratios	Foothill Rd	Hwy 238	Hwy 62 / Old Hwy 62	Hwy 62 Bypass	Hwy 99	I-5	N Phoenix Rd	Table Rock Rd
0 – 0.59	9.0	19.1	42.8	17.6	84.9	82.4	5.9	20.8
0.59 – 0.69	2.6	0.3	0.9	0.1	0.4	27.1	2.4	0.0
0.69 – 0.79	2.8	0.3	0.2	0.0	0.0	3.9	0.6	0.2
0.79 – 0.89	0.9	0.0	0.1	0.0	0.0	0.0	1.8	0.0
0.89 – 0.99	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
0.99 – 9.99	0.1	0.0	0.2	0.2	0.0	0.0	0.1	0.0
No Congestion	14	20	44	18	85	113	9	21
Congestion	1	0	0	0	0	0	2	0
High Congestion	0	0	0	0	0	0	0	0
Total Lane Miles	**15**	**20**	**44**	**18**	**85**	**113**	**11**	**21**

2031 Revised RTP SOABM_v4 PM Peak Hour Lane Miles

Demand/Capacity Ratios	Foothill Rd	Hwy 238	Hwy 62 / Old Hwy 62	Hwy 62 Bypass	Hwy 99	I-5	N Phoenix Rd	Table Rock Rd
0.0 - 0.59	10.7	19.1	42.9	17.6	83.8	64.5	5.7	20.8
0.60 - 0.69	2.9	0.5	0.8	0.1	0.3	35.3	1.8	0.0
0.70 - 0.79	1.4	0.0	0.1	0.0	0.4	4.8	2.1	0.2
0.80 - 0.89	0.1	0.0	0.1	0.0	0.0	8.9	0.8	0.0
0.90 - 0.99	0.0	0.0	0.4	0.0	0.0	0.0	0.1	0.0
> 1.0	0.2	0.0	0.2	0.2	0.0	0.0	0.7	0.0
No Congestion	15	20	44	18	84	104	10	21
Congestion	0	0	0	0	0	9	1	0
High Congestion	0	0	0	0	0	0	1	0
Total Lane Miles	**15**	**20**	**44**	**18**	**84**	**113**	**11**	**21**

2040 Revised RTP SOABM_v4 PM Peak Hour Lane Miles

Demand/Capacity Ratios	Foothill Rd	Hwy 238	Hwy 62 / Old Hwy 62	Hwy 62 Bypass	Hwy 99	I-5	N Phoenix Rd	Table Rock Rd
0.0 - 0.59	12.0	19.1	36.3	17.6	83.2	57.9	5.5	20.8
0.60 - 0.69	1.6	0.5	6.7	0.0	0.6	17.0	1.1	0.0
0.70 - 0.79	0.7	0.0	0.6	0.1	0.7	19.9	0.5	0.0
0.80 - 0.89	0.8	0.0	0.1	0.0	0.0	13.6	2.9	0.2
0.90 - 0.99	0.1	0.0	0.1	0.0	0.0	5.0	0.5	0.0
> 1.0	0.1	0.0	0.6	0.2	0.0	0.0	0.7	0.0
No Congestion	14	20	44	18	84	95	7	21
Congestion	1	0	0	0	0	19	3	0
High Congestion	0	0	1	0	0	0	1	0
Total Lane Miles	**15**	**20**	**44**	**18**	**84**	**113**	**11**	**21**

2050 Revised RTP SOABM_v4 PM Peak Hour Lane Miles

Demand/Capacity Ratios	Foothill Rd	Hwy 238	Hwy 62 / Old Hwy 62	Hwy 62 Bypass	Hwy 99	I-5	N Phoenix Rd	Table Rock Rd
0.0 - 0.59	11.1	18.8	34.8	17.6	81.1	51.3	3.6	20.1
0.60 - 0.69	2.6	0.9	1.9	0.0	2.0	12.0	2.1	0.6
0.70 - 0.79	0.6	0.0	6.5	0.0	1.0	23.1	0.8	0.1
0.80 - 0.89	0.7	0.0	0.3	0.1	0.4	8.5	0.1	0.2
0.90 - 0.99	0.1	0.0	0.1	0.0	0.0	8.7	1.0	0.0
> 1.0	0.1	0.0	0.7	0.2	0.0	9.9	2.6	0.0
No Congestion	14	20	43	18	84	86	6	21
Congestion	1	0	0	0	0	17	1	0
High Congestion	0	0	1	0	0	10	3	0
Total Lane Miles	**15**	**20**	**44**	**18**	**84**	**113**	**10**	**21**

2050 NB-RTP SOABM_v4 PM Peak Hour Lane Miles

Demand/Capacity Ratios	Foothill Rd	Hwy 238	Hwy 62 / Old Hwy 62	Hwy 62 Bypass	Hwy 99	I-5	N Phoenix Rd	Table Rock Rd
0.0 - 0.59	8.9	18.8	35.4	17.6	82.1	51.7	3.7	20.1
0.60 - 0.69	3.4	0.9	1.9	0.0	2.3	11.5	1.2	0.7
0.70 - 0.79	1.3	0.0	4.5	0.0	0.6	17.6	1.4	0.0
0.80 - 0.89	1.7	0.0	1.8	0.1	0.4	18.8	0.5	0.2
0.90 - 0.99	0.1	0.0	0.1	0.0	0.0	8.8	0.8	0.0
> 1.0	0.0	0.0	0.7	0.2	0.0	5.0	3.2	0.0

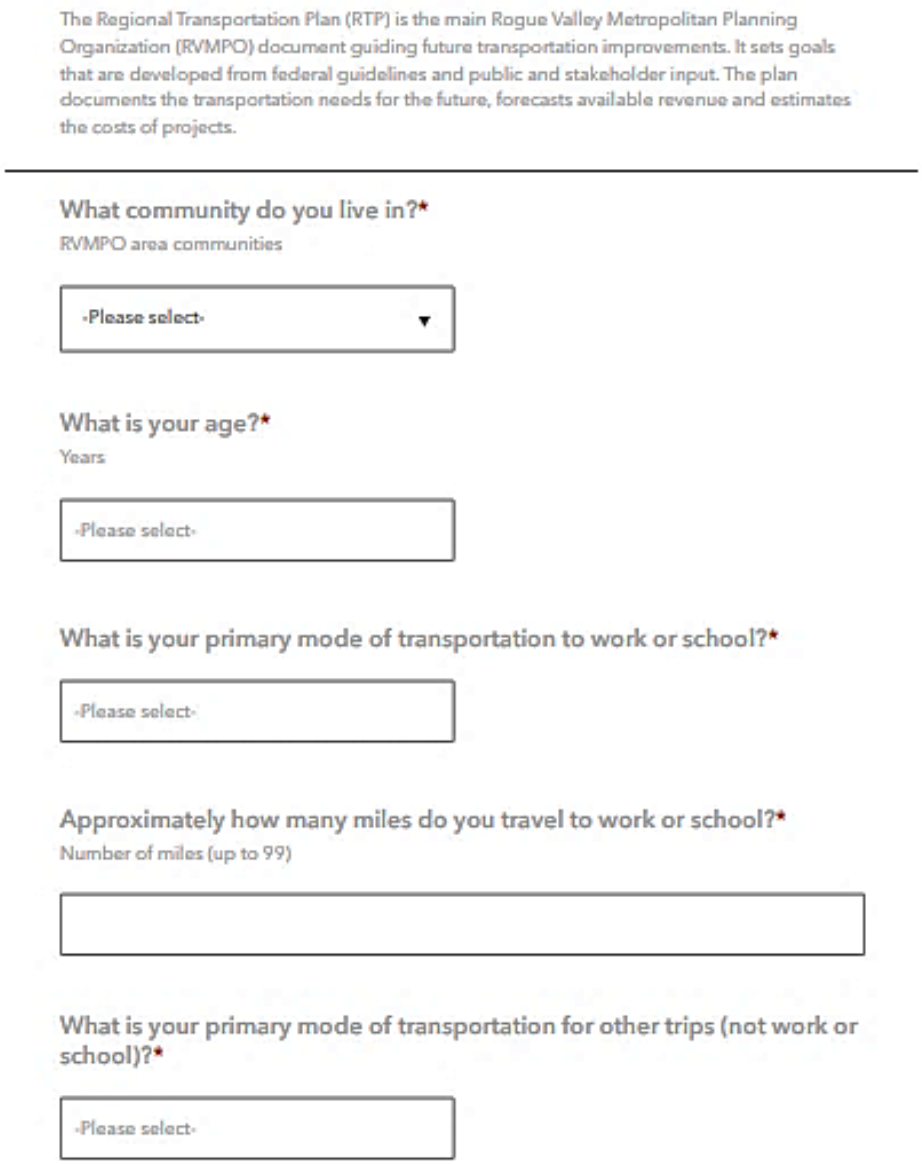
No Congestion	14	20	42	18	85	81	6	21
Congestion	2	0	2	0	0	28	1	0
High Congestion	0	0	1	0	0	5	3	0
Total Lane Miles	**15**	**20**	**44**	**18**	**85**	**113**	**11**	**21**

APPENDIX H

2025-2050 RTP TRANSPORTATION SURVEY

A Regional Transportation Plan survey was developed by the RVMPO to solicit feedback from the community. The survey used an ArcGIS Survey 123 form provided via the ArcGIS Online platform in both Spanish and English. A paper version was developed as well with answers manually input. The survey, the results, and comments are provided below.

SURVEY



The Regional Transportation Plan (RTP) is the main Rogue Valley Metropolitan Planning Organization (RVMPO) document guiding future transportation improvements. It sets goals that are developed from federal guidelines and public and stakeholder input. The plan documents the transportation needs for the future, forecasts available revenue and estimates the costs of projects.

What community do you live in?*

RVMPO area communities

-Please select-

What is your age?*

Years

-Please select-

What is your primary mode of transportation to work or school?*

-Please select-

Approximately how many miles do you travel to work or school?*

Number of miles (up to 99)

What is your primary mode of transportation for other trips (not work or school)?*

-Please select-

How many registered vehicles are there at your household?*

Number (up to 9)

The Rogue Valley has affordable transportation options?*

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

I can easily travel to places I need to go in my community using my current travel options.*

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

Rogue Valley roads are high quality?

Overall*

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

State Highways*

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

Local Roads*

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

Roadway Comments

1000

Rogue Valley alternative modes are high quality.

Overall*

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
●	●	●	●	●

Bike System*

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
●	●	●	●	●

Pedestrian System*

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
●	●	●	●	●

Public Transit System*

Strongly disagree	Disagree	Neutral	Agree	Strongly agree
●	●	●	●	●

Alternative Transportation Comments

1000

What are the most important goals for the Rogue Valley over the next 20 years?*

Rank the following choices. Select a goal, then select the 3 lines on the right of the goal and drag it to the desired position.

- Improve traffic safety
- Increase recreational facilities/trails
- Improve goods movement/commercial traffice
- Repair/maintain sidewalks and pedestrian paths
- Build more sidewalks and pedestrian paths
- Build more bike paths and bike lanes
- Reduce traffic congestion
- Improve local road and highway
- Reduce negative environmental impacts
- Reduce high vehicle sppeds
- Improve public transit
- Increase rideshare/carpooling opportunities

Reset

What are other significant transportation issues in the Rogue Valley?

1000

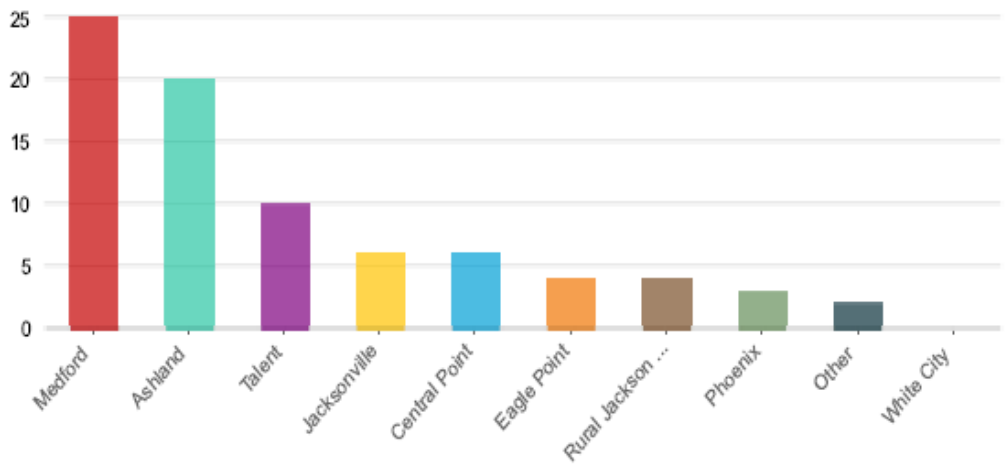
If you could fix one transportation problem in the Rogue Valley, what would it be?

1000

Submit

RVMPO 2025-50 Regional Transportation Plan Public Survey

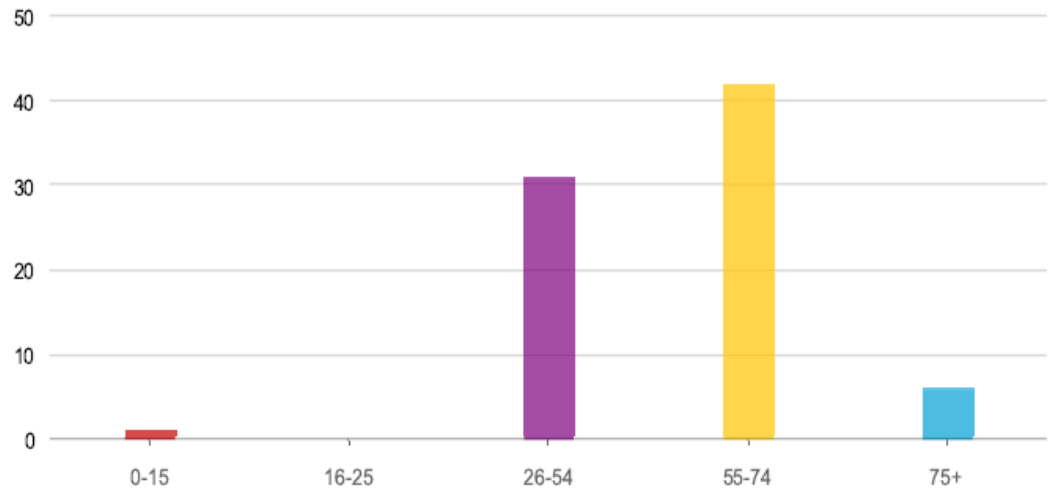
What community do you live in? *



Answers	Count	Percentage
Medford	25	31.25%
Ashland	20	25%
Talent	10	12.5%
Jacksonville	6	7.5%
Central Point	6	7.5%
Eagle Point	4	5%
Rural Jackson County	4	5%
Phoenix	3	3.75%
Other	2	2.5%
White City	0	0%

Answered: 80 Skipped: 0

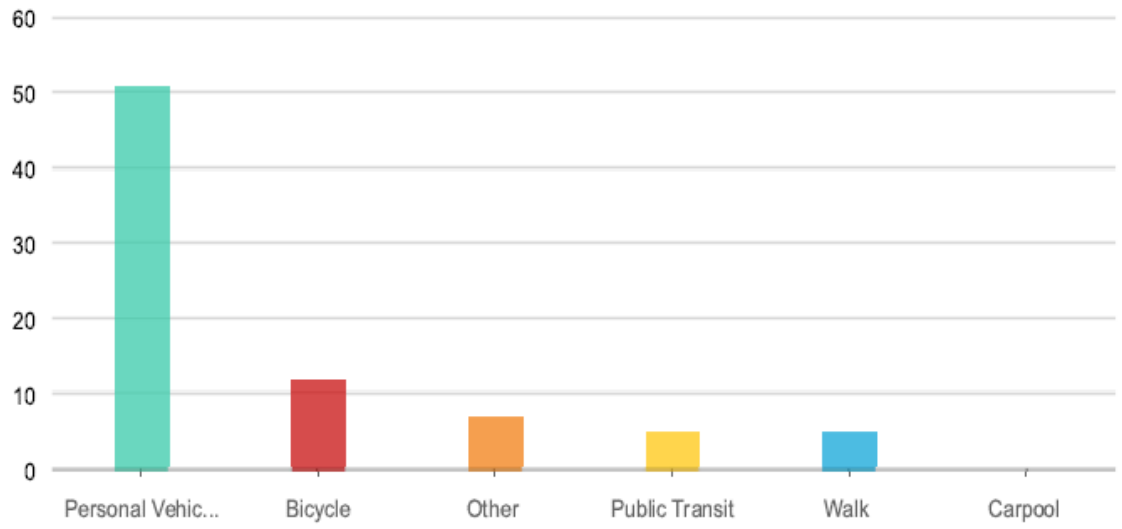
What is your age? *



Answers	Count	Percentage
0-15	1	1.25%
16-25	0	0%
26-54	31	38.75%
55-74	42	52.5%
75+	6	7.5%

Answered: 80 Skipped: 0

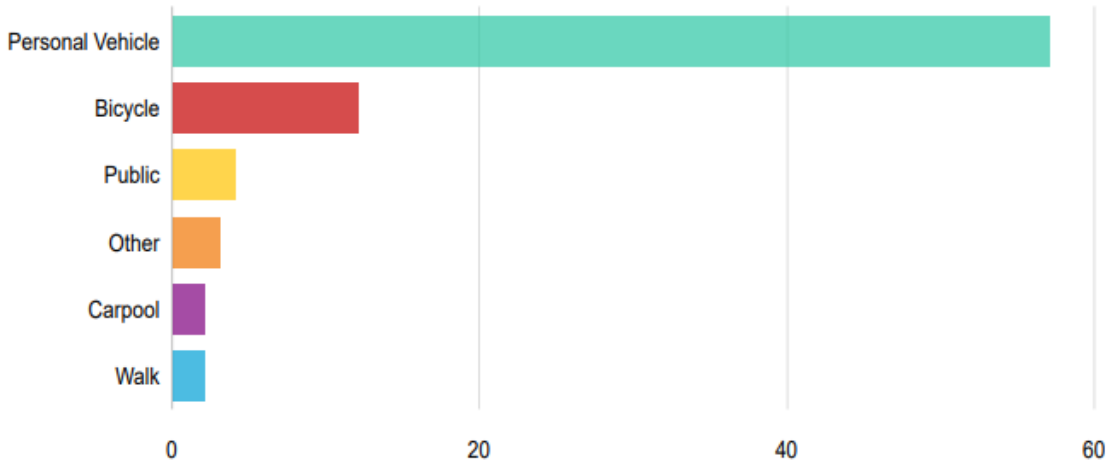
What is your primary mode of transportation to work or school? *



Answers	Count	Percentage
Personal Vehicle	51	63.75%
Bicycle	12	15%
Other	7	8.75%
Public Transit	5	6.25%
Walk	5	6.25%
Carpool	0	0%

Answered: 80 Skipped: 0

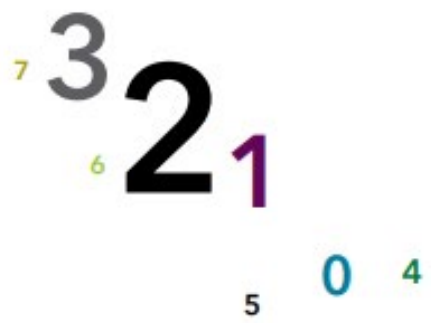
What is your primary mode of transportation for other trips (not work or… *



Answers	Count	Percentage
Personal Vehicle	57	71.25%
Bicycle	12	15%
Public Transit	4	5%
Other	3	3.75%
Carpool	2	2.5%
Walk	2	2.5%

Answered: 80 Skipped: 0

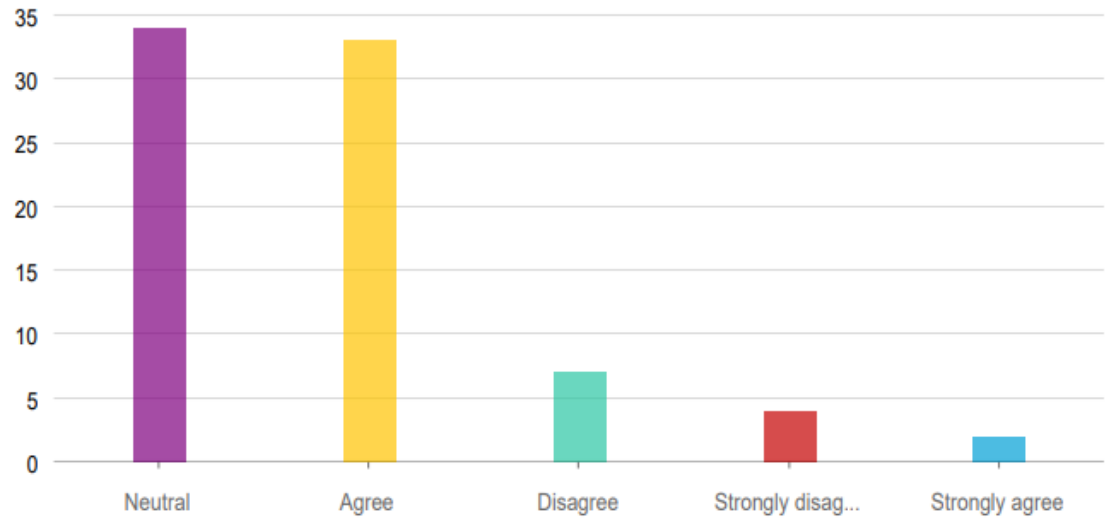
How many registered vehicles are there at your household? *



Word	Count
2	31
3	19
1	16
0	7
4	3
5	2
6	1
7	1

Answered: 80 Skipped: 0

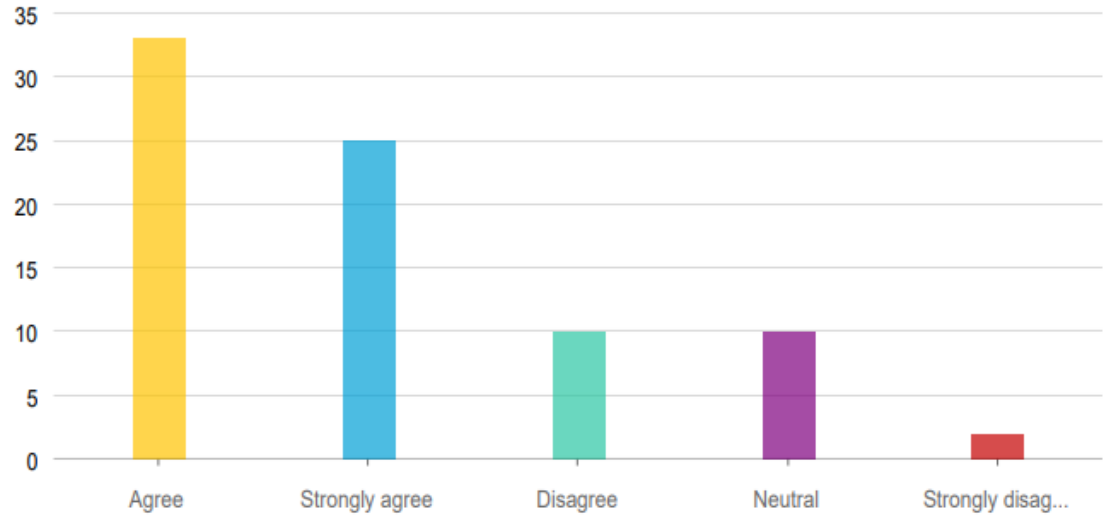
The Rogue Valley has affordable transportation options? *



Answers	Count	Percentage
Neutral	34	42.5%
Agree	33	41.25%
Disagree	7	8.75%
Strongly disagree	4	5%
Strongly agree	2	2.5%

Answered: 80 Skipped: 0

I can easily travel to places I need to go in my community using my current… *

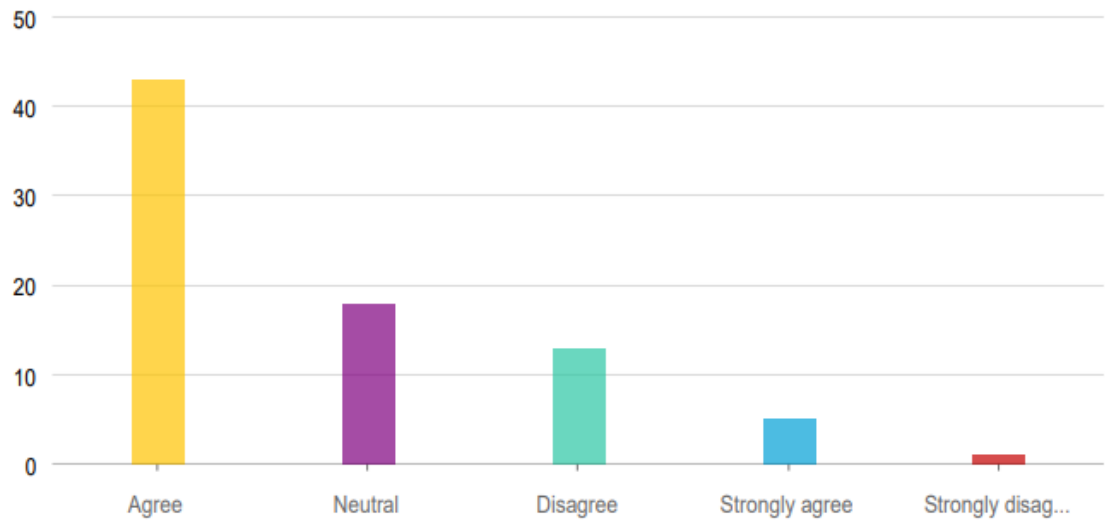


Answers	Count	Percentage
Agree	33	41.25%
Strongly agree	25	31.25%
Disagree	10	12.5%
Neutral	10	12.5%
Strongly disagree	2	2.5%

Answered: 80 Skipped: 0

Rogue Valley roads are high quality?

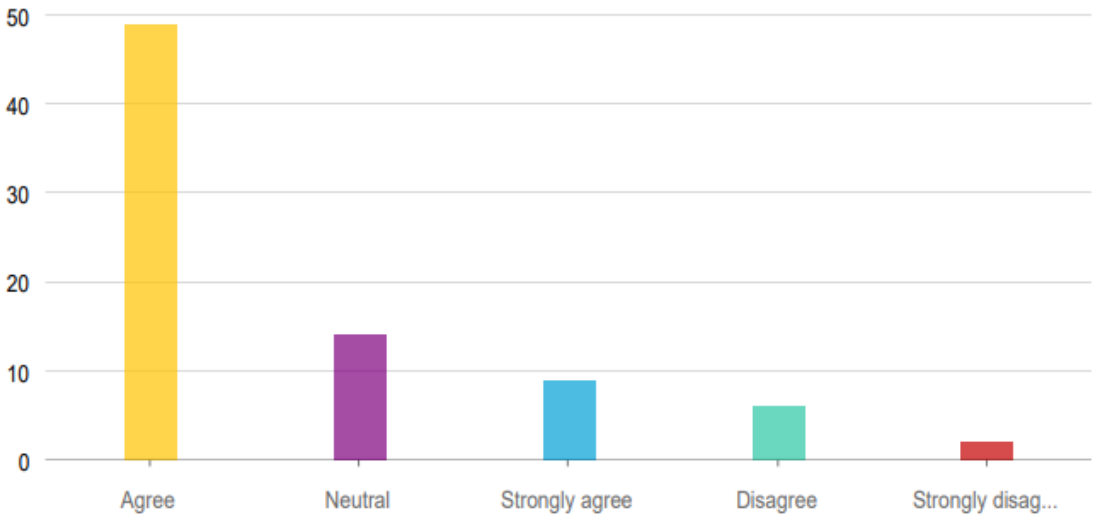
Overall *



Answers	Count	Percentage
Agree	43	53.75%
Neutral	18	22.5%
Disagree	13	16.25%
Strongly agree	5	6.25%
Strongly disagree	1	1.25%

Answered: 80 Skipped: 0

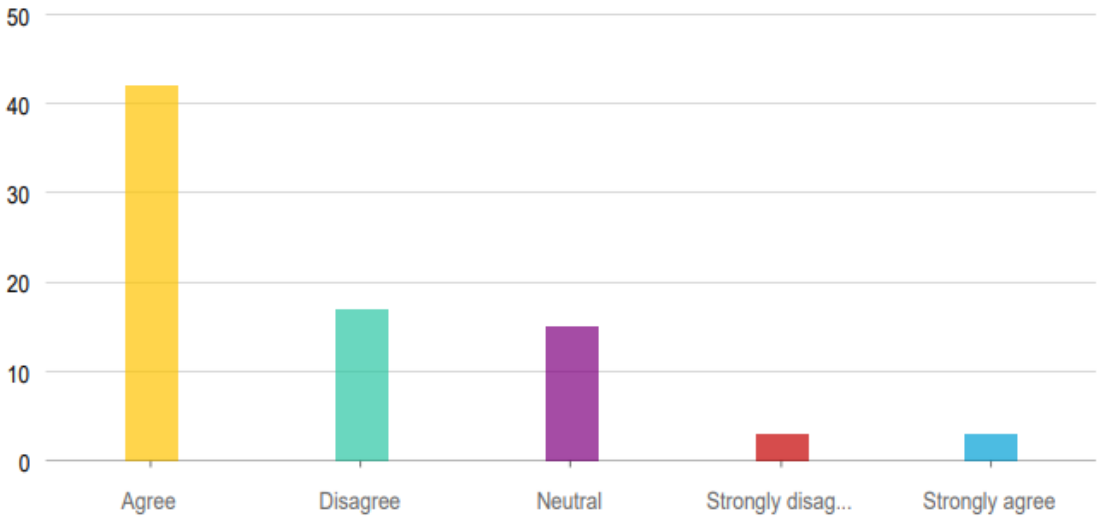
State Highways *



Answers	Count	Percentage
Agree	49	61.25%
Neutral	14	17.5%
Strongly agree	9	11.25%
Disagree	6	7.5%
Strongly disagree	2	2.5%

Answered: 80 Skipped: 0

Local Roads *

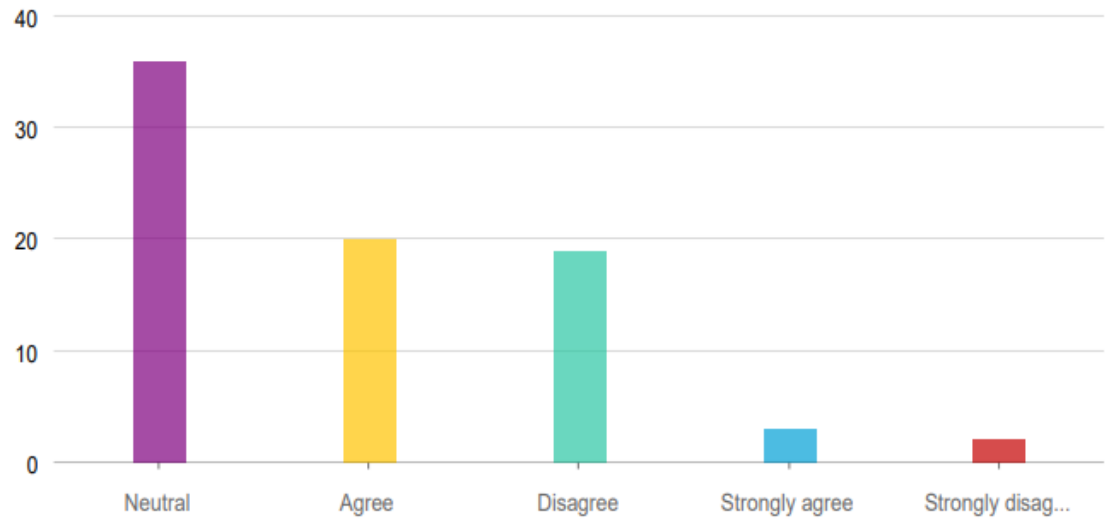


Answers	Count	Percentage
Agree	42	52.5%
Disagree	17	21.25%
Neutral	15	18.75%
Strongly disagree	3	3.75%
Strongly agree	3	3.75%

Answered: 80 Skipped: 0

Rogue Valley alternative modes are high quality.

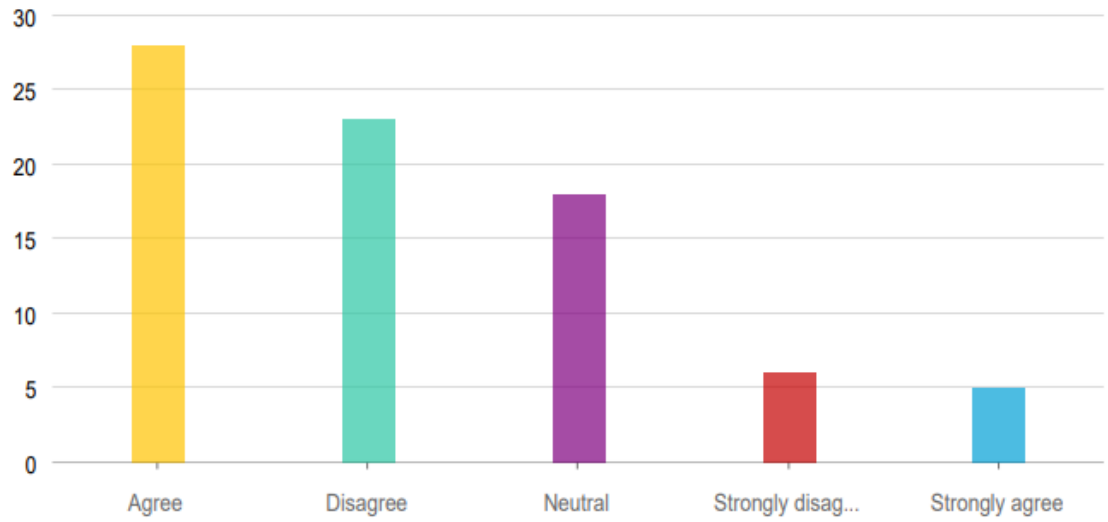
Overall *



Answers	Count	Percentage
Neutral	36	45%
Agree	20	25%
Disagree	19	23.75%
Strongly agree	3	3.75%
Strongly disagree	2	2.5%

Answered: 80 Skipped: 0

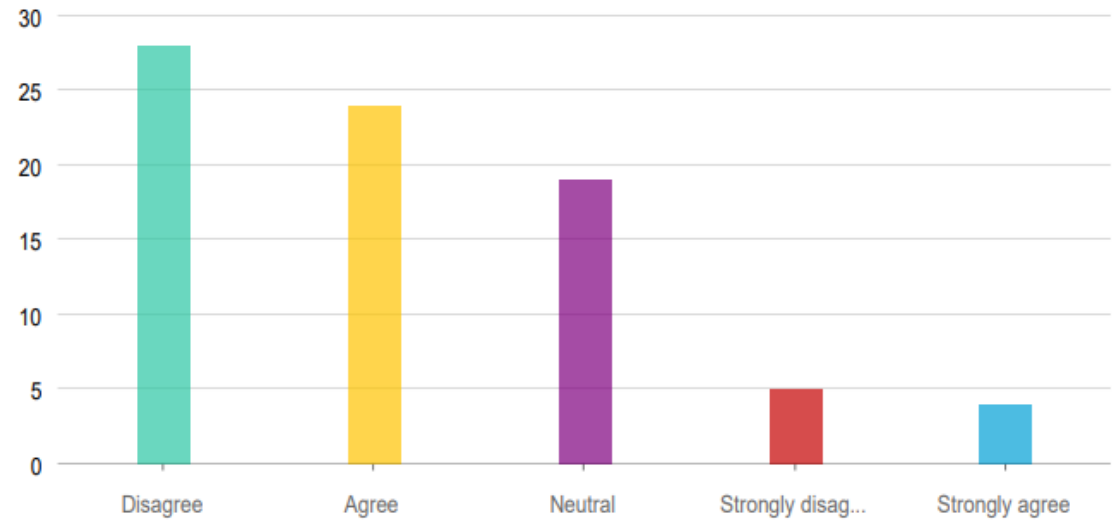
Bike System *



Answers	Count	Percentage
Agree	28	35%
Disagree	23	28.75%
Neutral	18	22.5%
Strongly disagree	6	7.5%
Strongly agree	5	6.25%

Answered: 80 Skipped: 0

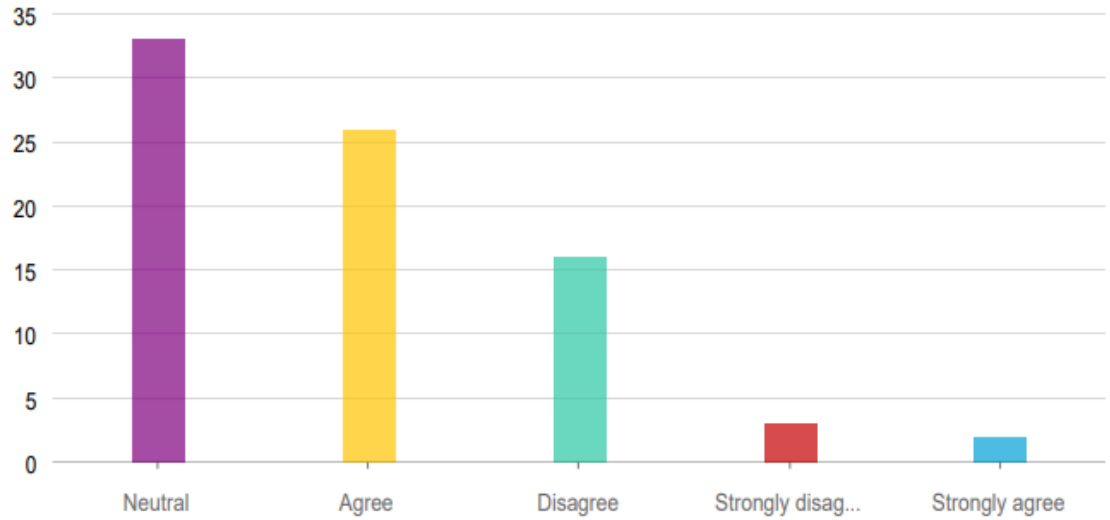
Pedestrian System *



Answers	Count	Percentage
Disagree	28	35%
Agree	24	30%
Neutral	19	23.75%
Strongly disagree	5	6.25%
Strongly agree	4	5%

Answered: 80 Skipped: 0

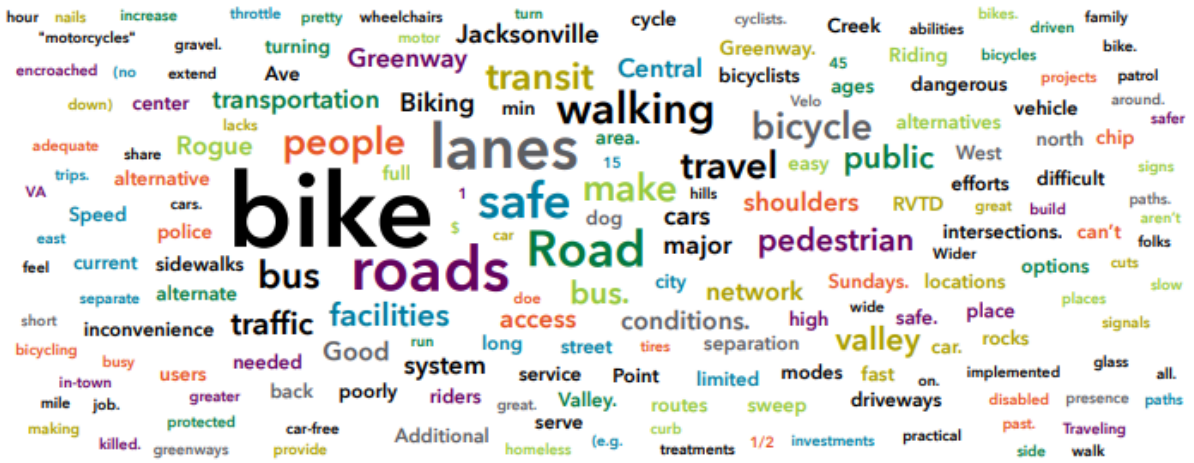
Public Transit System *



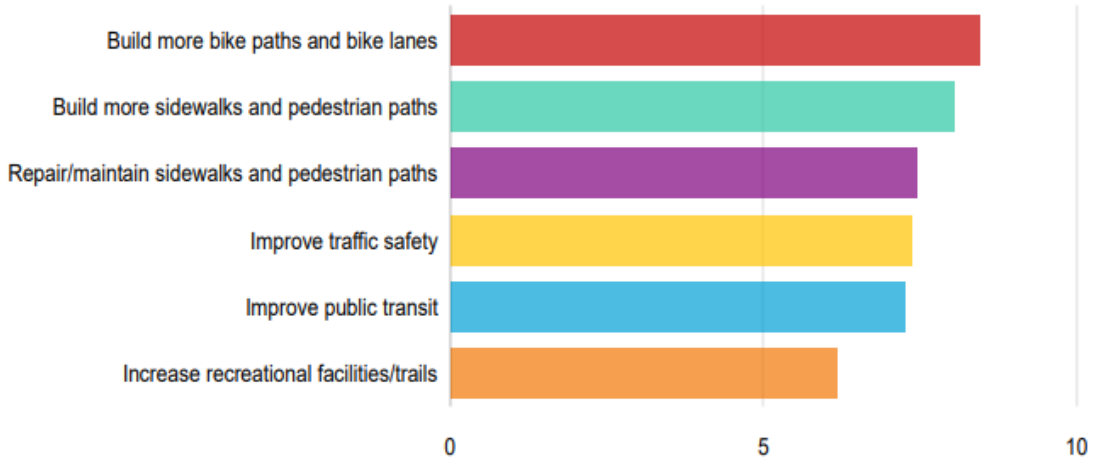
Answers	Count	Percentage
Neutral	33	41.25%
Agree	26	32.5%
Disagree	16	20%
Strongly disagree	3	3.75%
Strongly agree	2	2.5%

Answered: 80 Skipped: 0

Alternative Transportation Comments

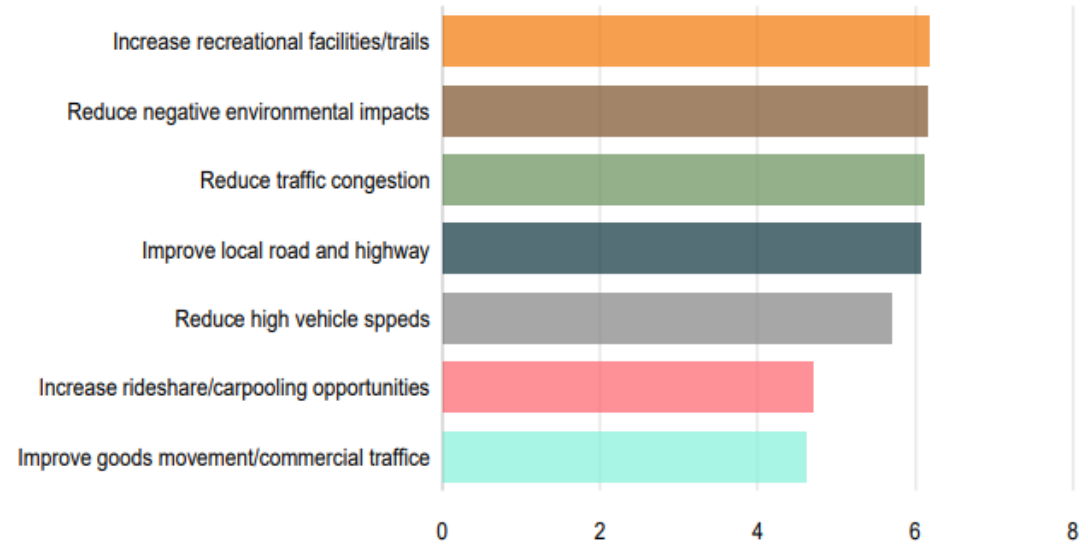


What are the most important goals for the Rogue Valley over the next 20 years? *



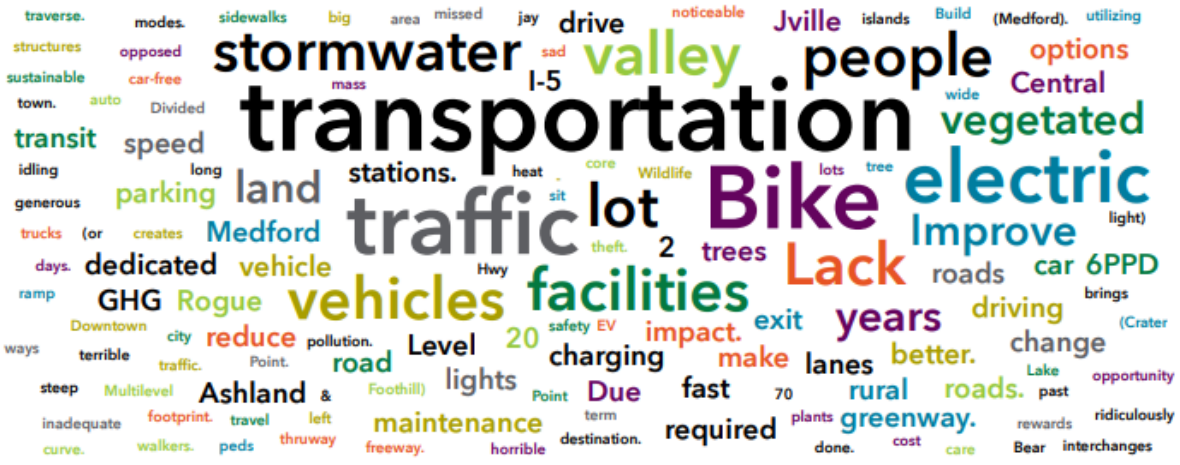
Answered: 80 Skipped: 0

What are the most important goals for the Rogue Valley over the next 20 years? *



Answered: 80 Skipped: 0

What are other significant transportation issues in the Rogue Valley?



Answered: 31 Skipped: 49

If you could fix one transportation problem in the Rogue Valley, what would it be?

Answered: 46 Skipped: 34

SURVEY COMMENTS

Survey Comments

RESPONDENT

Community	Central Point
Date	9/12/2024 12:53
Age	55-74

ROADWAY COMMENTS

most roads had a lot of patches and or chunks that keep getting filled and then several days of travel and they are holes again.

ALTERNATE TRANSPORTATION COMMENTS

There are very few really safe locations to travel on my bike. I still do not feel that the greenway is safe in certain locations and doesn't seem to have much police presence, or efforts to keep safe. Traveling from the east side of central point to the west is very problematic and high traffic does not make it an easy family friendly way to travel on bikes. Bus travel is very limited in Central Point and if I were to go to my alternate office location it would take me 15 min in car, 45 min on bike and 1 1/2 hour on the bus. More first last mile alternatives for bike/bus travel would be great.

OTHER ISSUES

The Rogue Valley has increased population over the past 20 years, but is still doing traffic and roads the same way it has always been done. While our community continues with the same couple of ways to traverse east /west and north/south. While I know traffic roundabouts are not popular they are impactful in reducing the stalling that happens at current intersections. Not sure with the cost of right of way and other limitations these features would be possible, but we need to do better. When you sit at lights for 2 cycles and then talk about electric vehicles to reduce GHG, something is wrong. Electric vehicles are not going to get us out of all our problems, infrastructure and other methods need to be examined. Did no one look at the impacts to GHG and child traffic that comes from these electric vehicles. Oh, but that is somewhere else isn't it. Wake up electrification is not going to solve all problems. It is diversification and looking at the whole picture.

ONE PROBLEM

Telling people who moved here to get away from problems in CA and then turn around and want to make this area just like where they came from to go home!! Come and visit, but don't stay! There are just too many people for the infrastructure that is in place!!!

Survey Comments

RESPONDENT

Community	Eagle Point
Date	9/12/2024 17:53
Age	26-54

ROADWAY COMMENTS

Downtown Medford is confusing and difficult to find parking. Bike lanes do not seem to be helping.

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Traffic congestion! Especially on Highway 62 and South Medford Barnett Road freeway exit.

Survey Comments

RESPONDENT

Community	Ashland
Date	9/12/2024 19:20
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Improve and widen pedestrian sidewalls/walking paths.

Survey Comments

RESPONDENT

Community	Jacksonville
Date	9/13/2024 17:14
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Access on the Medford I-5 via duct.

Survey Comments

RESPONDENT

Community	Medford
Date	9/19/2024 17:15
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

Consider what it implies that you frame these modes as "alternative".

OTHER ISSUES

Sweep the bike lanes. Bike lanes almost always have trash and broken glass in them, they are not usable.

ONE PROBLEM

Faster speeds on the Interstate + slower speeds on local streets. TWENTY IS PLENTY.

Survey Comments

RESPONDENT

Community	Central Point
Date	9/19/2024 17:42
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

There are not enough crosswalk lights throughout Central Point.

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Central Point
Date	9/19/2024 17:52
Age	Online Survey

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Safe bike path on greenway.

Survey Comments

RESPONDENT

Community	Rural Jackson County
Date	9/19/2024 17:54
Location	55-74

ROADWAY COMMENTS

There is currently a lot of road work around my home.

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

People who can't drive the speed limit on rural roads.

ONE PROBLEM

Signals that are not properly programmed and cause traffic backups. See Table Rock Road in White City.

Survey Comments

RESPONDENT

Community	Medford
Date	9/20/2024 15:33
Age	26-54

ROADWAY COMMENTS

For our roads to be high quality we must have protected and connected bicycle infrastructre. A painted stripe to separate cyclists and motorists is poor quality.

ALTERNATE TRANSPORTATION COMMENTS

The most dangerous thing I do is walking my dog and walking my grandaughter to the park. The crosswalk on Hillcrest at Modoc is hazardous. Please place speed humps or narrow this section of road to calm motorists before a fatality occurs.

OTHER ISSUES

Please increase RVTD routes. Please incentivise carpooling and public/active transportation for work commutes.

ONE PROBLEM

Safety, especially for pedestrians and cyclists.

Survey Comments

RESPONDENT

Community	Ashland
Date	9/23/2024 23:26
Age	26-54

ROADWAY COMMENTS

Sure there are maintenance issues, but generally the roads are pretty good around here

ALTERNATE TRANSPORTATION COMMENTS

It is still VERY hard to get around the valley without a car--there are gaps in sidewalks and limited safe crossings, same for the network for people biking. Transit service is okay, but it's difficult to serve an area with land use patterns not conducive to transit service.

OTHER ISSUES

Regional/statewide transportation options--transit to Roseburg/Eugene/Salem/Portland

ONE PROBLEM

Use the correct metrics to measure success/identify needs. We have and continue to make driving by far the fastest and cheapest (accounting for time) option, how can we serve all of our community members, even those who don't drive/have access to a car?

Survey Comments

RESPONDENT

Community	Ashland
Date	9/24/2024 16:55
Age	55-74

ROADWAY COMMENTS

Highway 99 only seems to be getting worse.

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

create affordable transportation options for all.

Survey Comments

RESPONDENT

Community	Medford
Date	9/27/2024 23:51
Age	26-54

ROADWAY COMMENTS

Riverside Ave in Medford has a crown that is too high relative to edges. Bad for tires and alignment.

The intersection at Crater Lake HWY and Delta Waters Rd. is too large for pedestrians; there should be an island here. Also, the intersection and Delta Waters itself is not sufficient for the traffic volume.

ALTERNATE TRANSPORTATION COMMENTS

MORE TRAFFIC CALMING, PLEASE! Speeds on most roads are too fast for vulnerable users and most travel 5-10 miles over the limit.

There should be bike facilities and Riverside Ave and Central Ave, but these should be one-way with traffic (no contraflow) due to numerous driveways and intersections.

Crater Lake Ave. needs bike facilities. There is no direct bike route from north Medford to downtown. A 2-way down the center of the road (examples in Washington, DC) in place of the current center turn lane would be a potential solution. There is too much cross-traffic turning into driveways and residential streets creating hazards for all. Lots of collisions here (Roberts is nearly a blind intersection. Speed is too fast for volume. Reduce turning options by adding physical separation between north and southbound traffic between major intersections with U-turns permitted. It's a minor inconvenience for motor vehicles but improve safety for all road users, including mv passengers.

OTHER ISSUES

Too much traffic brings too much pollution. Divided roads with no plants or trees (Crater Lake Hwy, Foothill) creates noticeable heat islands and is a missed opportunity for a tree city (Medford). The core of Downtown Medford should have a car-free (or car light) area with lots of trees, wide sidewalks, and generous bike facilities and a lot less auto traffic. As it is now, it's a mostly thruway and should be a destination. There's too much land use dedicated for parking which is a terrible use of land and rewards driving as opposed to utilizing more sustainable transportation modes. Multilevel parking structures at least make better use of the footprint.

The I-5 interchanges are ridiculously inadequate for the level of traffic and also are horrible for bike and peds to traverse.

ONE PROBLEM

Fewer cars, more bikes and pedestrians options. Redirect through traffic downtown to I-5 to make it more bike and ped friendly.

Bike facilities should be protected on high volume, high speed (over 25mph) streets. Bike lanes should not include in its width the gutter pan which is not safe to bike in and the seam between pavement and gutter pan can be dangerous for narrow bike tires. Most of the bike lanes in Medford are far too narrow for comfort, especially on the high traffic or high speed roads and highways. That's why many cyclists end up on the sidewalk which poses hazards to pedestrians, or worse, they just drive because they don't feel safe.

Survey Comments

RESPONDENT

Community	Ashland
Date	9/28/2024 2:43
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

I see none that are of major impact.

ONE PROBLEM

Improve public transportation

Survey Comments

RESPONDENT

Community	Medford
Date	9/29/2024 5:48
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

Too many speeders. Too many jay walkers.

ONE PROBLEM

Better sidewalk on mcandrews to keep people from walking in street.

Crack down on speeding.

Survey Comments

RESPONDENT

Community	Ashland
Date	10/1/2024 14:25
Age	75+

ROADWAY COMMENTS

Many city streets throughout the valley need repair

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

Medford/Phoenix does not need another I-5 interchange

ONE PROBLEM

Don't build another Medford/Phoenix I-5 interchange

Survey Comments

RESPONDENT

Community	other
Date	10/1/2024 18:00
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

Greater alternative transportation options (bikes)

ONE PROBLEM

Road conditions

Survey Comments

RESPONDENT

Community	Central Point
Date	10/2/2024 20:37
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

The valley needs a faster and easier public transportation system and an alternative to the bus. It takes forever to get around by bus. Not very time efficient.

OTHER ISSUES

The second Medford exit going to Barnett road is very congested during the school days. Also the off ramp to the first Central Point exit has a very steep curve. Not surprised that a car hasn't overturned while taking a left and going too fast off the freeway.

ONE PROBLEM

Better and more efficient public transportation system.

Survey Comments

RESPONDENT

Community	Rural Jackson County
Date	10/4/2024 16:12
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

Wider bike and pedestrian lanes needed n places

OTHER ISSUES

ONE PROBLEM

Speeding on rural roads

Survey Comments

RESPONDENT

Community	Talent
Date	10/5/2024 18:30
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Like to have a train station to go to Portland

Survey Comments

RESPONDENT

Community	Medford
Date	10/5/2024 18:51
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Road rage

Survey Comments

RESPONDENT

Community	Ashland
Date	10/5/2024 20:49
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

Poor transportation options for seniors between Ashland and RRMC and other health care providers nearby,

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Talent
Date	10/5/2024 20:58
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

Need more bike parking

OTHER ISSUES

Lack of intercity transit connection

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Medford
Date	10/5/2024 22:36
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

The range of the alternate modes, bus in particular, is rather limited. I have to walk on the street to reach the closed bus stop.

OTHER ISSUES

ONE PROBLEM

Bus lines that go further away from downtown.

Survey Comments

RESPONDENT

Community	Medford
Date	10/7/2024 18:08
Age	55-74

ROADWAY COMMENTS

I drive on local roads and state highways and find no issues other than most rural roads have no bike lane.

ALTERNATE TRANSPORTATION COMMENTS

Need more safe bike routes, bike lanes and appealing pedestrian access and routes. Biking and walking is not prioritized sufficiently to encourage alternatives to private vehicles.

OTHER ISSUES

Prioritizing alternatives to private vehicles will result in lessening negative environmental impacts.

Need to improve & change stormwater management facilities and regulations to prevent 6PPD from entering waterways to sustain coho salmon. Vegetated stormwater facilities have been shown to reduce toxicity of 6PPD so those should be required especially along heavily used roads.

ONE PROBLEM

Improve walking and biking routes/lanes. For the most part, they are insufficient, unsafe, or unappealing. Having to walk or bike next to multi lane/high speed arteries is not appealing. People do not feel safe and/or it does not look like a pleasant way to travel. More road diets would help increase space for improving bike/ped routes & safety.

Survey Comments

RESPONDENT

Community	Ashland
Date	10/7/2024 22:15
Age	26-54

ROADWAY COMMENTS

Rural Roads lack adequate shoulders. Also, potholes.

ALTERNATE TRANSPORTATION COMMENTS

Many bus stops are not shaded.

OTHER ISSUES

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Talent
Date	10/7/2024 22:20
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

Drug community nearby scares me from using public transit

OTHER ISSUES

ONE PROBLEM

The sketchy people (lol)

Survey Comments

RESPONDENT

Community	Ashland
Date	10/7/2024 22:25
Age	55-74

ROADWAY COMMENTS

So much safer and nicer than California, yikes!

ALTERNATE TRANSPORTATION COMMENTS

Good there are efforts to protect bikes/pedestrians

OTHER ISSUES

Vehicle theft. Wildlife impact. EV Charging Stations.

ONE PROBLEM

Evacuation routes

Survey Comments

RESPONDENT

Community	Talent
Date	10/7/2024 23:06
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

No bus for seniors except translink not qualified VA not always available

OTHER ISSUES

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Phoenix
Date	10/7/2024 23:15
Age	75+

ROADWAY COMMENTS

Some yes, some no.

ALTERNATE TRANSPORTATION COMMENTS

Having buses running on multiple routes on weekends too.

OTHER ISSUES

Expand Valley/Left program

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Medford
Date	10/7/2024 23:34
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Flashing lights when walk sign is on.

Survey Comments

RESPONDENT

Community	Rural Jackson County
Date	10/7/2024 23:37
Age	75+

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

Need more rural. I know it's hard.

OTHER ISSUES

ONE PROBLEM

Transit for those who can't walk or drive to catch the bus.

Survey Comments

RESPONDENT

Community	Talent
Date	10/7/2024 23:42
Age	55-74

ROADWAY COMMENTS

Talent needs some help.

ALTERNATE TRANSPORTATION COMMENTS

Need more trails away from traffic. Slower vehicle speed.

OTHER ISSUES

Too many big trucks idling in town.

ONE PROBLEM

Air pollution reduction

Survey Comments

RESPONDENT

Community	Talent
Date	10/7/2024 23:45
Age	55-74

ROADWAY COMMENTS

Badly planned interchanges

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

High speed rail

Survey Comments

RESPONDENT

Community	Talent
Date	10/7/2024 23:51
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

Not alot of help for disabled. Volunteer services.

OTHER ISSUES

Communication: Availability of access to them. Maybe a website for scheduling rides.

ONE PROBLEM

Bus access and more accountability and more renewable energy with transit.

Survey Comments

RESPONDENT

Community	Medford
Date	10/20/2024 2:12
Age	26-54

ROADWAY COMMENTS

Some of the roadways here in the Rogue Valley could use with bike lanes.

ALTERNATE TRANSPORTATION COMMENTS

The Rogue Valley could use with a better and more reliable public transportation system.

OTHER ISSUES

Build more public electric vehicle DC fast charging stations.

ONE PROBLEM

Make the public transportation system faster and more reliable.

Survey Comments

RESPONDENT

Community	Talent
Date	10/20/2024 3:06
Age	55-74

ROADWAY COMMENTS

When chip seal is put down, it is very very rough on bikes sometimes- for example on south stage road. The shoulders on rural roads us only 6 inches sometimes.

ALTERNATE TRANSPORTATION COMMENTS

We could use more bike lanes, share the roads signs, and signals in busy intersections.

OTHER ISSUES

Clean up greenway. Improve mass transit

ONE PROBLEM

Increase mass transit

Survey Comments

RESPONDENT

Community	Jacksonville
Date	10/20/2024 3:43
Age	75+

ROADWAY COMMENTS

Inadequate and absent shoulders on 238 W of the Jackson summit.

ALTERNATE TRANSPORTATION COMMENTS

We need wide safe shoulders for cyclists.

OTHER ISSUES

ONE PROBLEM

Bike lanes and wide safe shoulders.

Survey Comments

RESPONDENT

Community	Talent
Date	10/8/2024 15:41
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

Talent: Bike lanes poorly maintained, sporadic. Difficult pedestrian access to greenway, other hiking.

OTHER ISSUES

Need transport up and down Rogue Valley - bus (train!), from Ashland to Grants Pass.

ONE PROBLEM

Comprehensive widely available efficient public transportation. Europe does it, we can too.

Survey Comments

RESPONDENT

Community	Medford
Date	10/19/2024 22:44
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

Progress is being made on improving bicycle facilities but there's a long way to go to achieve a comprehensive bicycle system for riders of all ages in the Rogue Valley.

OTHER ISSUES

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Medford
Date	10/20/2024 0:00
Age	55-74

ROADWAY COMMENTS

We need more access to I-5 to lower traffic levels on other roads. There should be at least two additional on/off ramps in Medford; one at South Stage Rd and another one somewhere between the current ramps at Garfield and Hwy 62.

ALTERNATE TRANSPORTATION COMMENTS

I'm glad to see an increasing amount of bicycle lanes, but unfortunately, they are not kept in a good state. The maintenance crews sweep all the rocks and nails and screws on the road right into the bicycle lanes. Why can't they just sweep the extra few feet to keep the lanes free of material that cause flats. Our high pressure bike tires also tend to pinch the gravel rocks and send them flying out into the cars, chipping their paint. Also, the chip seal roads are rough to cycle on. I'm no longer able to cycle on South Stage Road after the recent chip seal.

OTHER ISSUES

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Eagle Point
Date	10/20/2024 7:29
Age	75+

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

People driving to fast.

ONE PROBLEM

I feel our overall transportation system is very good.

Survey Comments

RESPONDENT

Community	Ashland
Date	10/20/2024 14:59
Age	75+

ROADWAY COMMENTS

I road bike during summer and fall and find the roads around Ashland, Talent, Phoenix, and Jacksonville to be in good condition. Sometimes it would help to have the shoulder of the roads swept more often.

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Extend the Bear Creek Greenway to Grants Pass.

Survey Comments

RESPONDENT

Community	Ashland
Date	10/20/2024 16:45
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

There are too many bicyclists that are injured or killed. We need more bike paths and to increase the Greenway.

OTHER ISSUES

Bike safety and new trails and Greenway

ONE PROBLEM

Bike safety

Survey Comments

RESPONDENT

Community	Medford
Date	10/21/2024 1:02
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Reduce high speeds.

Survey Comments

RESPONDENT

Community	Medford
Date	10/21/2024 15:12
Age	26-54

ROADWAY COMMENTS

Would prefer new paved roads over cheap fixes like chip sealing.

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Medford
Date	10/21/2024 16:34
Age	55-74

ROADWAY COMMENTS

Im a cyclist and would love to see
More roads painted with bike lanes. The greenway is great but and wast weat dedicated corridor wiuld be veru helpful for thosenodnua notnin cars

ALTERNATE TRANSPORTATION COMMENTS

See my comments above doe wanrinf mire bike lanes around town

OTHER ISSUES

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Jacksonville
Date	10/21/2024 23:36
Age	55-74

ROADWAY COMMENTS

I'm constantly amazed at the speed limits showing on sections of roads in the county and state. Recently, here in Jacksonville, HWY 238 from Main to the Extension Office was increased (I think, as the old signage showed END SPEED ZONE. Whatever that means) to show 55 MPH. It's a 1950s, narrow winding roadway with ZERO asphalt outside of the white fog line. I've also written into the various agencies concerning the narrow (1950s) bridge on HWY 238 Xing the Jackson Creek. Horrible. Needs to be widened years ago. And the new section of HWY 99 from I-5 overpass to Scenic Ave is now wide enough, but full of rocks/glass/tacks from all the trucks driving from Knife River complex. So bad that I can't ride my bike in the 6 foot wide section on the outside of the white fog line. And nothing is being done about it. ODOT knows about it and has inspected it a few times and for one reason or another, hasn't cleaned it up.

ALTERNATE TRANSPORTATION COMMENTS

Riding a bike is challenging. Problem is that the roads are still back in the 1960s. Drivers are from the back hills and the two don't mix! Recently, Jacksonville has a full load of police officers that are aggressively doing their part to patrol the roads around this area. Jacksonville by the way, is a major crossroad for road riders (and walking, dog walkers, etc). Looking at the Siskiyou Velo data, bikers make it to Jacksonville every other day. This is the prime START and/or PASS THROUGH city in Southern Oregon.

OTHER ISSUES

Need to target farm land in the valley whenever you can to make sure that it allows for Ped/Bike paths. It's farmland now, but in the next 20 years it could be a new neighborhood. Pathways need to be planned out now and locked in so that when these properties are sold for development, the Greenways are not a part of the parks and now touched. It's so sad that 70 years ago nobody thought about the future to keep the Jville RR right of way from Jville to Medford.

ONE PROBLEM

Get ped/bikes off the roadways and onto dedicated Greenways.

Survey Comments

RESPONDENT

Community	Ashland
Date	10/22/2024 16:11
Age	26-54

ROADWAY COMMENTS

Roads are not safe for bicyclists, especially those who are relatively inexperienced.

ALTERNATE TRANSPORTATION COMMENTS

We need to build facilities that separate bicycles from cars. We need sidewalks and curb cuts that make it easy for disabled folks in wheelchairs to get around. And we need greater investments in public transit so that RVTD can run on Sundays.

OTHER ISSUES

ONE PROBLEM

Reduce car speeds by narrowing traffic lanes, and then giving those few extra feet of lane width to protected bike lanes.

Survey Comments

RESPONDENT

Community	Ashland
Date	10/23/2024 3:21
Age	55-74

ROADWAY COMMENTS

In general, Paved surfaces are of poor quality. Chip-sealed roads have led to worsening road surfaces. As an avid cyclist, I wish chip-seal was not an alternative for rehabilitating road surfaces.

ALTERNATE TRANSPORTATION COMMENTS

I really appreciate the Ber Creek Greenway. I wish that the bridge paralleling West valley View Road on the Bear Creek Greenway was surfaced with asphalt. The current surface of pressure-treated timbers is very dangerous in wet or freezing conditions. I personally know an individual who fell and fractured his femur in such conditions. Please make ODOT aware of these

OTHER ISSUES

Level 2 electric bikes on the Bear Creek Greenway. These are essentially motorcycles. They are unsafe on bike paths and should be required to stay on surface streets.

ONE PROBLEM

Add more bike lanes

Survey Comments

RESPONDENT

Community	Jacksonville
Date	10/23/2024 14:40
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

Very few roads have adequate shoulders for biking and are often full of glass or gravel. The few greenways are being encroached upon by throttle driven ""motorcycles"" and homeless people making them less safe than in the past.

OTHER ISSUES

ONE PROBLEM

barnett road

Survey Comments

RESPONDENT

Community	other
Date	10/24/2024 0:36
Age	55-74

ROADWAY COMMENTS

I also ride bicycles. About 5000 miles per year mostly in Jackson County.

ALTERNATE TRANSPORTATION COMMENTS

Additional protection is needed for bicyclists.

OTHER ISSUES

Get people to drive the posted speed limit.

ONE PROBLEM

Get DUIs off the road.

Survey Comments

RESPONDENT

Community	Medford
Date	10/25/2024 16:40
Age	55-74

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

As a recreational cyclist, I would like to see additional infrastructure to support cycling and other non-motor vehicle transportation. Such as better shoulders on some rural roads, and more distinct bike lanes on heavily trafficked roads near city center(s), and or in built up areas that serve as arterial roads between or within the major cities in the Rogue Valley.

OTHER ISSUES

ONE PROBLEM

Survey Comments

RESPONDENT

Community	Ashland
Date	10/28/2024 15:16
Age	55-74

ROADWAY COMMENTS

The existing roads/streets only serve people who drive. It is dangerous to walk or ride a bicycle. Bike lanes are narrow and unprotected - where they exist. The car/truck network is complete but the same can't be said for the pedestrian and bicycle network. You can't ride or walk to nearby destinations without risking life-altering injury or death. It is estimated that 30 percent of the population can't drive because: 1) their too young, 2) a disability prevents them from driving, 3) have aged-out of driving, or 4) can't afford a to own, insure, maintain or repair a car. The existing transportation system does not meet their needs.

ALTERNATE TRANSPORTATION COMMENTS

The alternative transportation options aren't viable. Even the transit system serves only people who don't drive. Few people are willing to endure the inconvenience of riding a bus. Any one who can owns and drives a car. Those that can't (see above) suffer economic and social injustices.

The bicycle network isn't. You can't get from anywhere to everywhere; as one can driving a car.

OTHER ISSUES

The impact of the transportation system on climate change.
The failure to protect vulnerable road users.
The emphasis on minimizing travel delay rather than safety.
The lack of dedicated funding for bicycle and pedestrian improvements.

ONE PROBLEM

Hire people who care about everyone's mobility and not just that of auto drivers.

Survey Comments

RESPONDENT

Community	Ashland
Date	10/28/2024 16:44
Age	26-54

ROADWAY COMMENTS

There are other road users besides cars, and we need to design and build safer facilities for those users. For too long, it's been all about cars. We're not going to meet our climate targets if we spend 99% of our design/build/maintain budget on cars.

ALTERNATE TRANSPORTATION COMMENTS

We bicyclists need more separation from cars to be safe. We need to extend car-free walking and biking paths. And we need safer facilities (e.g. protected bike lanes and street treatments that slow cars down) to make bicycling and walking practical and safe for people of all ages and abilities for short, in-town trips.

RVTD is doing a pretty good job. But then need more $ so they can provide service on Sundays.

OTHER ISSUES

ONE PROBLEM

Better signage for upcoming intersections. Most signs are visible after it's too late to change lanes.

Survey Comments

RESPONDENT

Community	Central Point
Date	11/5/2024 22:11
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

Signage for upcoming intersections could be a lot better. I see a lot of vehicles that change lanes last minute due to lack of signage. This causes traffic congestion.

ONE PROBLEM

Better signage for upcoming intersections. Most signs are visible after it's too late to change lanes.

Survey Comments

RESPONDENT

Community	Medford
Date	11/12/2024 21:46
Age	26-54

ROADWAY COMMENTS

ALTERNATE TRANSPORTATION COMMENTS

While many great projects have been implemented, there is a long way to go in this area.

OTHER ISSUES

Rural residents lack transportation access.

ONE PROBLEM

Rural transportation and community connection.

Survey Comments

RESPONDENT

Community	Medford
Date	12/2/2024 4:02
Age	55-74

ROADWAY COMMENTS

Huge variability from location to location.

ALTERNATE TRANSPORTATION COMMENTS

OTHER ISSUES

Due to geography, there are a lot of choke points within the valley that either force people onto the freeway, or through neighborhoods. A long term plan needs to be executed.

ONE PROBLEM

Exit 27 needs to be addressed.