

**ROGUE VALLEY
METROPOLITAN PLANNING
ORGANIZATION**

**TRANSPORTATION
IMPROVEMENT
PROGRAM**

**Federal Fiscal Years
2027 -2030**

Adopted by the RVMPO
Policy Committee
May 26, 2026

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Background

Following the 1980 Census, the Greater Medford urbanized area was designated a Metropolitan Statistical Area (an urbanized area with a population of more than 50,000 persons). Transportation planning activities in such areas must be coordinated through a Metropolitan Planning Organization (MPO).

The Rogue Valley Council of Governments (RVCOG) was designated by the Governor of Oregon as the Rogue Valley MPO (RVMPO) in July 1982. Initially included were the local jurisdictions of Medford, Central Point, Jackson County, and the Rogue Valley Transportation District. The urbanized area and the scope of the RVMPO have grown over the years to include other nearby cities. Phoenix was added in 1990, Ashland, Talent, and Jacksonville in 2000, and Eagle Point in 2002. Population of the RVMPO is estimated to be 184,473 as of July 2024.

The planning area is shown in Figure 1 on Page 2. In addition, the Oregon Department of Environmental Quality, Oregon Department of Transportation, Oregon Department of Land Conservation and Development, Federal Highway Administration, and Federal Transit Administration participate in the MPO process.

The RVCOG Board of Directors has delegated responsibility for RVMPO policy functions to the Policy Committee, which is composed of elected and appointed officials from member jurisdictions and the White City Urban Renewal Agency, the Oregon Department of Transportation, and the Rogue Valley Transportation District. The Policy Committee considers recommendations from the public and RVMPO advisory committees as part of its decision-making process. Standing RVMPO advisory committees are the Public Advisory Council (PAC), composed of representatives from a broad range of constituencies; and the Technical Advisory Committee (TAC), composed of public works and planning staff from member jurisdictions, and state agency staff. Committee rosters are listed on the next page.

Federal and state transportation planning responsibilities for the RVMPO can generally be summarized as follows:

- Develop and maintain a Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP) consistent with state and federal planning requirements
- Perform regional air quality conformity analyses for carbon monoxide (CO) for which the Medford area is a Maintenance Area, and particulate matter (PM₁₀) for which an area corresponding roughly to the MPO boundary is a Maintenance Area
- Review specific transportation and development proposals for consistency with the RTP
- Develop a Public Participation Plan that establishes an open decision-making process in which interested parties can influence decisions
- Coordinate transportation decisions among local jurisdictions, state agencies and area transit operators
- Develop an annual planning work program
- House and staff the regional travel demand model for the purposes of assessing, planning, and coordinating regional travel demand impacts. ODOT's Transportation Planning Analysis Unit currently provides modeling services to the RVMPO

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Table of Contents

Introduction	1
Project Selection and Prioritization	
Purpose.....	3
TIP Project Summary	3
Public Involvement Process.....	4
TIP Adjustments and Amendments	4
Performance-Based Planning and Programming	
RVMPO Performance Measures	5
TAM Plan Targets	5
PTASP Targets.....	5
Performance Measure Investments.....	6
Summary.....	6
RVMPO TIP Projects	10
Financial Constraint	
Adequate Maintenance and Operation of Existing System.....	17
Available and Committed Revenues and Funding Sources	18
Reasonably Available Revenues and Funding Sources	18
Tables	
Table 1: TIP Projects Supporting Performance Targets.....	6
Table 2: Federal Performance Measures	7
Table 3: TIP Amendment Process.....	8
Table 4: Glossary of Fund Source Abbreviations.....	9
Table 5: Program of 2027-2030 Transportation Projects.....	10
Table 6: Jurisdictions With No 2027-2030 TIP Projects.....	18
Figures	
Figure 1: RVMPO and AQMA Area Map.....	2
Figure 2: Project Location Map	19
Figure 3: ODOT Project Types and Associated Funding Sources 2027-2030	21
Figure 4: CMAQ, and Gas Tax Funds Available for the 2027-2030 RVMPO TIP.....	22
Figure 5: Available PL and 5303 Funds for 2027-2030 RVMPO TIP	23
Figure 6: RVTD Funding for 2027-2030 TIP	23

Table of Contents

Appendices

Appendix A:	RVMPO Policy Committee Resolution Adopting TIP	20
Appendix B:	Transportation Project Funding Sources	21
Appendix C:	Transportation Planning Acronyms and Terms.....	30
Appendix D:	Regionally Significant Projects Definition.....	34
Appendix E:	Comments and Responses.....	35
Appendix F:	RVMPO Self-Certification	36

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Introduction

The Rogue Valley Metropolitan Planning Organization (RVMPO) Transportation Improvement Program (TIP) identifies transportation projects in the RVMPO that are expected to be implemented in federal fiscal years 2027-2030 (2027 year begins October 1, 2026). Projects included in the TIP are drawn from the RVMPO 2025-2050 Regional Transportation Plan (RTP). All of the projects selected and scheduled for implementation in the TIP are consistent with the RTP. Both the RTP and the TIP have been found by the U.S. Department of Transportation to meet air quality conformity requirements over at least a 20-year rolling planning horizon.

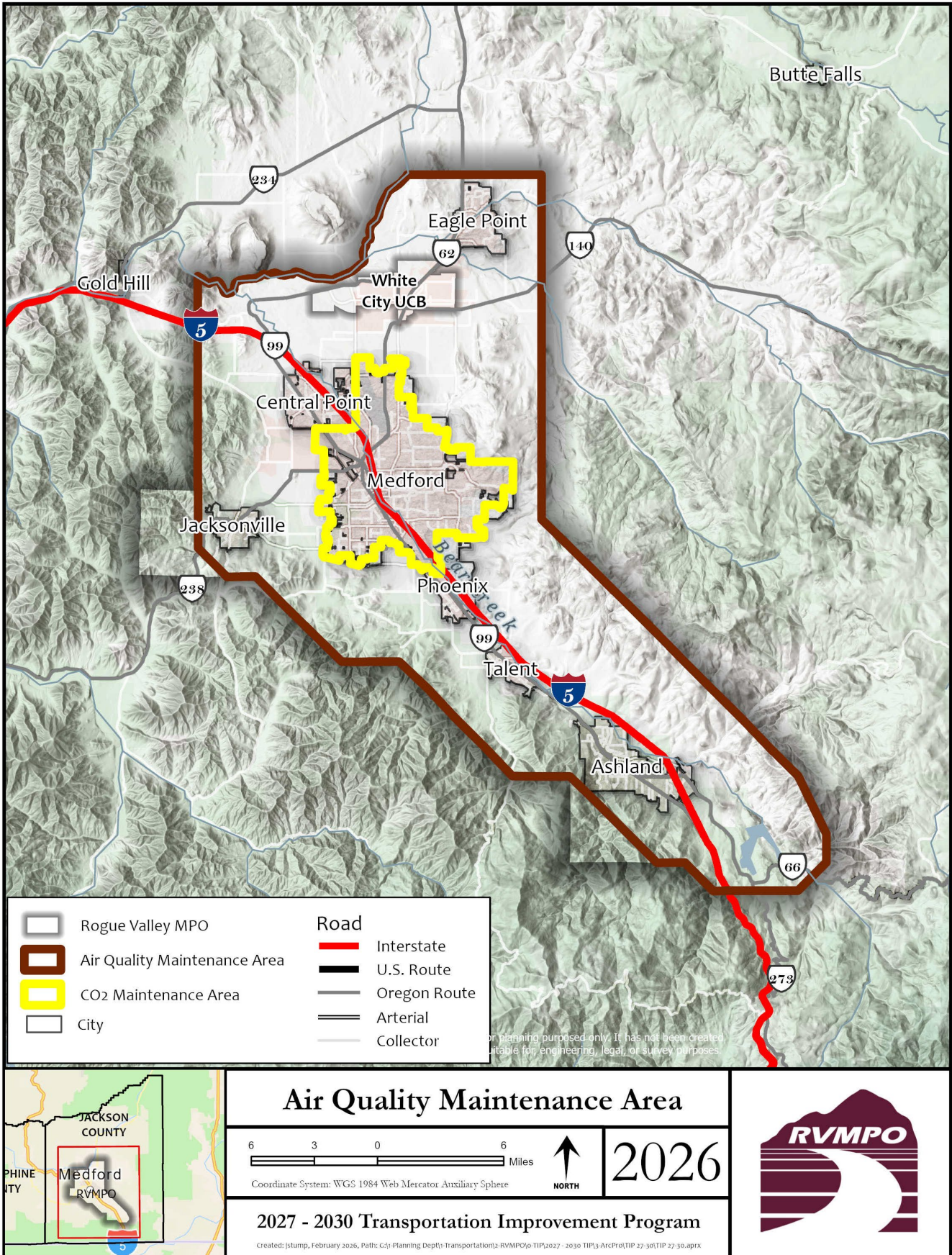
The projects listed in this document are financially constrained, which means that funds required for completion are identified and expected to be available as indicated. As the amount of federal funds coming into the region may vary as the result of Congressional action, the revenues anticipated in the TIP represent the best estimates possible at this time based on federal, state, and local consultation. Programmed projects may need to be delayed or phased over two or more years if less federal funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes, and other unforeseen circumstances.

This TIP was prepared as a coordinated and cooperative effort of the RVMPO member jurisdictions. In addition to RVMPO Technical Advisory Committee and Public Advisory Council meetings at which drafts of the TIP content were discussed, advance notice was given to the public and other interested parties, and the draft document underwent a 30-day public review and comment period as required by the RVMPO Public Participation Plan.

An air quality conformity determination was performed on the TIP and is submitted as a separate document showing conformity with requirements of the Clean Air Act and well as Oregon rules. The RVMPO contains two separate air quality maintenance areas that must be monitored for conformity with federal air quality standards as illustrated in Figure 1 on the following page. The Medford-Ashland AQMA area is designated as an attainment and maintenance area for particulate matter (PM₁₀). The Medford Urban Growth Boundary (UGB) area is an attainment and maintenance area for carbon monoxide (CO). All known “regionally significant” (see definition, p.29) and federally funded transportation projects have been included in the 2027-2030 TIP, and their estimated air quality impacts analyzed.

The Air Quality Conformity Determination (AQCD) prepared on this TIP demonstrates that projects scheduled will result in carbon monoxide and particulate (PM₁₀) emissions lower than the budgeted amounts (see the AQCD for further details). As a result, the TIP complies with specific requirements of the federal Clean Air Act and Oregon State Conformity Rule (OAR 340 Division 252).

Figure 1: RVMPO & Air Quality Area Boundaries



Project Selection & Prioritization

Purpose

Federal regulations require that a program of transportation investments for the urban area covering a period of at least four years be prepared by the Metropolitan Planning Organization (MPO). The 2027-2030 Transportation Improvement Program (TIP) fulfills this requirement, prioritizing the short-term projects identified in the long-range Regional Transportation Plan (RTP). It is consistent with the RTP as required by 23 CFR 450.234 (f) (2). It provides the mechanism by which the incremental implementation of the RTP is accomplished. Development of the TIP represents an important consensus among the jurisdictions in the region concerning the identification and implementation of priority transportation projects.

The RVMPO undertakes a competitive process for project selection. In Fiscal Year 2024-25, the TAC undertook a months-long review of the current selection process and developed recommendations that were presented to the Policy Committee. These included:

- Placing a minimum of \$1 million on the amount of CMAQ funds that could be requested for projects solely to be funded by CMAQ funds
- Creating a category of projects known as planning studies and placing a minimum request for such projects at \$150,000
- Developing and hosting a project application workshop and making the workshop mandatory for all applicants.

The TIP is the formal programming mechanism by which funds are committed to specific transportation projects. Funding levels identified by the RVMPO Policy Committee through TIP adoption indicate regional commitments to specific dollar amounts, but not necessarily the completion of projects. Cost overruns remain the responsibility of implementing jurisdictions.

TIP Project Summary

The TIP must contain all the transportation projects which either: a) use federal funds; or b) use state and/or local funds and are deemed to be “regionally significant.” In addition, the TIP must describe the selected projects and identify the funding necessary to complete them. For federally funded and regionally significant projects to be implemented within the RVMPO region they must be found to be consistent with the Clean Air Act requirements. Projects must conform to maintenance plans for particulates (PM10) and carbon monoxide (see the current RVMPO Air Quality Conformity Determination for details at www.rvmppo.org). Once conformity is established, the RVMPO may consider listing the project in this program. To be considered for the TIP, the project must already be listed in the RVMPO long-range plan (RTP) or it must be consistent with the RTP goals so that it can be amended into the RTP. Then, the Statewide Transportation Improvement Program is developed and maintained to be consistent with the TIP.

There are different processes for developing projects for inclusion in the TIP, depending on the funding sources and the sponsoring agency. Projects are funded with federal discretionary funds that come to the region for allocation, or with funds provided by the sponsoring agency. Often a combination of sources is used to fully fund a project.

For projects receiving federal funds over which the RVMPO has discretion – Congestion Mitigation and Air Quality program (CMAQ) funds and state gas tax funds (in lieu of STBG funds) – the RVMPO engages in an open solicitation of project applications from the member jurisdictions, develops a project evaluation and selection process that reflects regional, state and federal priorities, and selects projects and sets funding levels. Although the RVMPO Policy Committee is responsible for allocating regional discretionary federal transportation funds to projects, the U.S. Department of Transportation (USDOT) makes final eligibility determinations. Details about project evaluation for RVMPO funding is available on the internet at www.rvmppo.org.

The RVMPO awards about \$2.2 million a year in gas tax funds and about \$1.3 million in CMAQ funds. Additionally, through an Inter-Governmental Agreement, the RVMPO provides an annual allocation of \$566,240 in gas tax funds to the Rogue Valley Transportation District (RVTD) to enable the district to offer greater service.

Local and agency funded projects are drawn from Transportation System Plans (TSPs) (for cities and the county) and other long- and short-ranged planning documents. The jurisdiction- and agency-funded projects reflect priorities of the agency as well as the RVMPO.

Setting project priorities involves considering local and regional needs, addressing deficiencies with both short and long-range projects, and allocating investments among the various transportation modes. Regional transportation investment priorities are implemented through the decisions of the RVMPO Policy Committee. As required by 23 CFR 450.324(n) (1), the criteria for prioritization and implementation of TIP projects are shown in the RTP, and implemented through a discretionary funding process (see materials at <https://rvmpo.org/plans-programs/discretionary-funds-project-solicitation/>), and on file at RVCOG. Generally, priorities set in 2025 with the adoption of the RTP have been implemented through the previous TIP and continue in this TIP.

Public Involvement Process

Projects included in the TIP are subject to public review as they typically come from adopted plans such as local TSPs as well as the RTP. Before their inclusion in the draft TIP, the public has several opportunities to comment and suggest revisions to these projects and whether and what amount of funds should be allocated. Prior to its adoption by the Policy Committee, the proposed TIP is reviewed and recommended for adoption by the standing RVMPO advisory committees and undergoes a publicized 30-day public review and comment period.

Third party comments received during this process are considered by the Policy Committee at the time of adoption. If significant changes to the Draft TIP are to be made, a revised draft document is resubmitted to the public for an additional 30-day review and comment period. Such revisions haven't occurred with this TIP. Public notice of public involvement activities and time established for public review and comment on the TIP satisfy the Program of Projects (POP) requirements of the Section 5307 Program and other Federal Transit Administration funding programs.

Amending the TIP

Conditions under which projects are implemented can change before and during implementation. All such changes must be in the TIP before they can occur on the ground. For that reason, the TIP often is amended. For the most up-to-date status on any given project, the sponsoring agency or RVMPO staff should be contacted.

The process of amending the TIP includes both "administrative" or "full" amendments. Full amendments require Policy Committee approval with a 21-day public participation and comment period. Federal regulations do not require this process for administrative amendments, so they are accomplished through staff action. Table 1 on the following page describes the amendment process in detail.

Performance-Based Planning & Programming

RVMPO Performance Measures

The MPO implements a performance based planning and programming process consistent with 23 CFR 450.306(d). As part of this process, the MPO coordinates with ODOT and RVTD to establish performance targets for all federally required performance measures. These targets guide investment decisions in both the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP).

This section describes how the projects and strategies programmed in the TIP are expected to contribute to achieving the supported statewide performance targets, as required by 23 CFR 450.326(d).

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

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

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.

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 (PTASP)					
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

Performance Measure

Investments

The RVMPO uses performance targets to guide transportation investments. These targets focus on safety, pavement and bridge condition, system reliability, freight movement, transit asset condition, and transit safety.

The TIP includes projects that directly support the MPO performance target goals. Examples include:

- **Safety:** Intersection upgrades, pedestrian crossings, and bicycle improvements
- **Asset Condition:** Pavement rehabilitation and bridge preservation
- **System Performance:** Congestion relief, signal timing, and freight mobility projects
- **Transit:** Bus replacements, facility improvements, and safety upgrades

Each project in the TIP was reviewed to determine how it supports the region’s performance targets. The TIP reflects a balanced investment strategy that advances safety, reliability, and state of good repair across the transportation system.

For example, the 2027-30 TIP programs approximately \$22.7 million in safety projects, including intersection improvements, signal upgrades, and safety enhancements. These investments are expected to contribute to progress toward the RVMPO’s safety targets by reducing fatal and serious injury crashes.

Summary

This TIP reflects the RVMPO’s performance targets and describes how programmed investments are expected to contribute to achieving those targets, consistent with 23 CFR 450.326(d). The TIP is therefore compliant with federal performance-based planning and programming requirements.

Table 1: TIP Projects Supporting Performance Targets

2027-30 TIP Projects Supporting Performance Targets

Key #	Project Name	Project Type	Primary Performance Area Supported	Anticipated Contribution
23303	Table Rock Rd: Merriman to I-5	Freight, Congestion	PM3 – Truck Travel Time Reliability	Reduces bottlenecks and improves freight reliability through lane widening and signal coordination.
23348	Capitalization of Maintenance	Transit	TAM – Rolling Stock	Replaces aging vehicles, improving state of good repair and reducing maintenance failures.
23480	OR99:Glenwood – Matt Loop	Bike/Ped, CMAQ	PM3 – CMAQ Emissions Reduction	Encourages mode shift and reduces emissions through improved bike lanes, crossings, and pedestrian access.
24313	Region 3 Rural Intersection Safety Improvements	Safety	PM1 – Safety	Improves safety by installing larger warning signs

Table 2: Federal Performance Measures

Federal Performance Measures					
	Performance Measure Criteria	ODOT Initial Targets Due	MPO Initial Targets Due	Update Frequency	RVMP0 Supports Target Specified
PM1 : Road Safety	# of Fatalities	Aug. 31, 2017	Feb 27 2018	Every Year	ODOT
	Fatality Rate				
	# of Serious Injuries				
	Serious Injury Rate				
	# of non-motorized Fatalities and Serious Injuries				
PM 2: Pavement and Bridge Condition	% of pavements of Interstate System in Good Condition	May 20 2018	Nov 27 2018	Every 4 Years	ODOT
	% of pavements of Interstate System in Poor Condition				
	% of pavements of non-interstate NHS in Good Condition				
	% of pavements of non-interstate NHS in Poor Condition				
	% of NHS Bridges classified as in Good Condition				
	% of NHS Bridges classified as in Poor Condition				
PM3: System Performance, Freight Movement, CMAQ Traffic Congestion and On-road Mobile Source Emissions	% of person-miles traveled on the Interstate that are reliable	May 20 2018	Nov 27 2018	Every 4 Years	ODOT
	% of person-miles on non-Interstate that are reliable				
	Truck Travel Time Reliability Index				
	Annual Hours of Peak Hour Excessive Delay Per Capita				
	% of non-SOV Travel				
	Total Emissions Reduction				
Greenhouse Gas Emissions	Total Emission Reduction	Feb 8 2024	No Later Than Aug 8 2024	Every 4 Years	ODOT

Table 3: TIP Amendment Process

	Type of Change	Federal Action	Full Amend	Admin Amend
If it is NOT in the TIP:				
1	Adding a state or federally funded (FHWA or FTA*) project, or a project that requires an action by FHWA or FTA (any funding source), to the TIP	Approval if in first 3 years	✓	
2	Adding a regionally significant project to the TIP (any funding source)	Approval if in first 3 years	✓	
3	Adding a federally funded project that is funded with discretionary funds	Notification		✓
4	Adding a non-federally funded project that doesn't impact air quality conformity or require FHWA or FTA action to the TIP	Notification		✓
If it is already in the TIP:				
5	Deleting a state or federally funded project, or a project that requires an action by FHWA or FTA (any funding source), from the TIP	Approval if in first 3 years	✓	
6	Major change in scope of a project with state or federal funds, or a project with CMAQ funds that requires a new CMAQ eligibility finding, or a project that requires a new regional air quality conformity finding.	Approval if in first 3 years	✓	
7	Advancing a project or phase of a project from the fourth year to the first three years of the TIP **	Approval	✓	
8	Advancing an approved project or phase of a project from year two or three into the current year of the STIP	Notification		✓
9	Slipping an approved project or phase of a project from the current year of the STIP to a later year			✓
10	Adding PE or ROW phase to an approved project in the first three years of the STIP	Notification		✓
11	Combining two or more approved projects into one project	Notification		✓
12	Splitting one approved project into two or more projects	Notification		✓
13	Minor technical corrections to make the printed STIP consistent with prior approvals	Notification		✓
14	Adding FHWA funds to an approved FTA-funded project	Notification		✓
15	Increasing or decreasing the federal funds of an FTA-funded project, without affecting fiscal constraint of the STIP	Notification		✓
16	Increasing or decreasing the federal funds of an FHWA-funded project, without affecting fiscal constraint of the STIP			✓

*Funds from 49 USC Chapter 53 or 23 USC, excluding State Planning & Research funds, Metropolitan Planning funds, and most Emergency Relief funds.

**The federally approved STIP contains years one to three; year four is informational only.

The RVMPO TIP identifies transportation projects and programs to be implemented in the RVMPO planning area in the years 2027 through 2030. All RVMPO member jurisdictions participated in developing the TIP as well as the project solicitation and selection process for RVMPO discretionary funds and development and adoption of the Air Quality Conformity Determination. Details about RVMPO committee discussion of these processes is available at www.rvmppo.org

The TIP provides the intended schedule and estimated cost for each phase of listed projects. Table 2 below lists the abbreviations that are used to identify the funding sources for TIP projects. Funding sources are described in detail in Appendix C. Table 3 on the following pages lists 2027-2030 TIP projects by jurisdictions. Work is described by phase and cost. Consistent with 23 CFR 450.324(n)(2). Air Quality Conformity status is indicated for each project; the conformity determination for this program is published separately.

Table 4: Glossary of Fund Source Abbreviations

Federal Sources	
CMAQ	Congestion Mitigation and Air Quality
TE	Transportation Enhancement
Earmark	Earmarked Funds
HEP	Hazard Elimination Program
HBRR	Highway Bridge Rehabilitation and Replacement
NHS	National Highway System
STBG	Surface Transportation Block Grant Program
FTA 5307	Urban Operations Support
FTA 5310	Transit Elderly and Disabled Services
State Sources	
Bike/Ped	Bicycle and Pedestrian Grants
LSN	Local Street Network
Mod	State Modernization Fund
OTIA	Oregon Transportation Investment Act
TDM	Transportation Demand/Rideshare Program
JTA	Jobs & Transportation Act (2009 Legislature)
Local Sources	
Local	Funds provided by project sponsor

Table 5: Program of 2027-2030 Transportation Projects

City of Ashland

Ashland - Clay Street						
Project Name	Clay Street: Faith Ave to Siskiyou Blvd					
Description	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)					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Bicycle & pedestrian facilities.					
Key #	22278		Local Project #		ASH-116	
Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
	Planning					\$ -
FFY2025	Design	\$ 289,877	CMAQ (L)	\$ 33,178	Local	\$ 323,055
FFY2025	Design	\$ 1,110,997	STBG (L)	\$ 127,159	Local	\$ 1,238,156
FFY2027	Land Purchase	\$ -	STBG/CMAQ	\$ -	Local	\$ -
FFY2027	Utility Relocate	\$ -	CMAQ	\$ -	Local	\$ -
FFY2027	Construction	\$ -	STBG	\$ -	Local	\$ -
FFY2027	Construction	\$ -	CMAQ	\$ -	Local	\$ -
FFY2027	Other	\$ -	STBG	\$ -	Local	\$ -
Total Project FFY27-30		\$ 1,400,874		\$ 160,336		\$ 1,561,211
Total Ashland Projects		\$ 1,400,874		\$ 160,336		\$ 1,561,211

City of Central Point

Central Point - West Pine Street									
Project Name	West Pine St. Reconstruction: Glenn Way to Brandon Ave								
Description	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								
Air Quality	Carried over from 2024-27 conforming TIP: Exempt: 40 CFR 93.126 Table 2: Safety: Projects that correct, improve, or eliminate a hazardous location or feature Air Quality: Bicycle and pedestrian improvements.								
Key #	21017		Local Project #		CP-03				
Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed +Req Match	Other		Total All Sources
		\$	Source	\$	Source		\$	Source	
	Planning								
FFY2024	Design	\$ 1,345,950	CMAQ/STBG	\$ 154,050	Central Point	\$ 1,500,000	\$ -	-	\$ 1,500,000
FFY2026	Land Purchase	\$ 471,083	CMAQ	\$ 53,918	Central Point	\$ 525,001	\$ -	-	\$ 525,001
FFY2027	Construction	\$ -		\$ -	Central Point	\$ -	\$ 2,498,734	Local	\$ 2,498,734
FFY2027	Construction	\$ 7,965,897	CMAQ (L400)	\$ 911,733	Central Point	\$ 8,877,630	\$ -	-	\$ 8,877,630
FFY2027	Construction	\$ 281,189	STBG (L)	\$ 32,183	Central Point	\$ 313,372	\$ -	-	\$ 313,372
FFY2026	Other	\$ 8,973	STBG (L)	\$ 1,027	Central Point	\$ 10,000	\$ -	-	\$ 10,000
Total Project FFY27-30		\$ 10,073,092		\$ 1,152,910		\$ 11,226,002	\$ 2,498,734		\$ 13,724,736
Total Central Point Projects		\$ 10,073,092		\$ 1,152,910		\$ 11,226,002	\$ 2,498,734		\$ 13,724,736

City of Medford

Medford - Table Rock Road						
Project Name	Table Rock Rd.: Merriman to I-5					
Description	Improve to Minor Arterial standards. Sidewalks, separated bike lanes, center turn lane, streetlights					
Air Quality	Carried over from 2024-27 conforming TIP: Exempt: 40 CFR 93.126 Table 2: Safety: Widening narrow pavements with no additional travel lanes. Air Quality: Bicycle and pedestrian facilities.					
Key #	23303		Local Project #		MED-015	
Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
	Planning					\$ -
FFY2026	Design	\$ 1,794,600	STBG I/JA	\$ 205,400	Medford	\$ 2,000,000
FFY2027	Land Purchase	\$ 897,300	STBG/CMAQ	\$ 102,700	Medford	\$ 1,000,000
	Utility Relocate	\$ -		\$ -		\$ -
	Construction	\$ -		\$ -		\$ -
	Other	\$ -		\$ -		\$ -
Total Project FFY27-30		\$ 2,691,900		\$ 308,100		\$ 3,000,000
Subtotal Medford Projects		\$ 2,691,900		\$ 308,100		\$ 3,000,000

Medford - Crater Lake Avenue						
Project Name	Crater Lake Ave Signal Improvements (Medford)					
Description	Install retroreflective backplates at 8 signalized intersections. Install pedestrian activated flashing lights at the intersections of Minnesota Ave, Grand Ave, and Bradbury St with a ped refuge island at Bradbury. Replace the signal at Brookhurst St to include east/west left turn pockets, replace all permissive left turn phasing and relocate a refuge island; modify the signal at Roberts Rd N to replace five section "doghouse" signal heads. Upgrade ADA.					
Air Quality	Exempt: 40 CFR 93.127 Table 3: Intersection signalization projects at individual intersections.					
Key #	21728		Local Project #		MED-013	
Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
	Planning					
FFY2024	Design	\$ 585,000	ARTS	\$ 65,000	Local	\$ 650,000
FFY2027	Land Purchase	\$ 90,000	ARTS	\$ 10,000	Local	\$ 100,000
FFY2027	Utility Relocate	\$ 90,000	ARTS	\$ 10,000	Local	\$ 100,000
FFY2027	Construction	\$ 2,504,487	ARTS	\$ 278,277	Local	\$ 2,782,764
	Other					\$ -
Total Project FFY27-30		\$ 3,269,487		\$ 363,277		\$ 3,632,764
Subtotal Medford Projects		\$ 5,961,387		\$ 671,377		\$ 6,632,764

Medford - N Columbus Avenue						
Project Name	N Columbus Ave @ W. Jackson St Roundabout (Medford)					
Description	Construct a mini roundabout (compact roundabout) at the intersection of North Columbus Avenue and Jackson Street in the City of Medford.					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Safety: Traffic control devices and operating assistance other than signalization projects.					
Key #	22846		Local Project #			
Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
	Planning	\$ -		\$ -		\$ -
FFY2026	Design	\$ 621,975	HSIP - IIJA	\$ 69,108	Local	\$ 691,083
FFY2027	Land Purchase	\$ 156,332	HSIP - IIJA	\$ 17,370	Local	\$ 173,702
	Utility Relocate	\$ -		\$ -		\$ -
FFY2027	Construction	\$ 1,524,894	HSIP - IIJA	\$ 169,433	Local	\$ 1,694,327
	Other	\$ -		\$ -		\$ -
Total Project FFY27-30		\$ 2,303,201		\$ 255,911		\$ 2,559,112
Subtotal Medford Projects		\$ 8,264,588		\$ 927,288		\$ 9,191,876
Medford - Various Signals						
Project Name	City of Medford Signal Improvements					
Description	Signal visibility upgrades, signal controller and communications upgrades, Doghouse signal conversion to flashing-yellow-arrows (FYA), permissive left conversion to FYA, pedestrian countdown heads, and Accessible Pedestrian Push Buttons at various signals throughout the City depending on the needs of each location. 22 total locations.					
Air Quality	Exempt: 40 CFR 93.127 Table 3: Intersection signalization projects at individual intersections.					
Key #	24284		Local Project #			
Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
	Planning	\$ -		\$ -		\$ -
FFY2027	Design	\$ 486,000	HSIP - IIJA	\$ 54,000	Medford	\$ 540,000
	Land Purchase	\$ -		\$ -		\$ -
	Utility Relocate	\$ -		\$ -		\$ -
FFY2028	Construction	\$ 3,069,000	HSIP - IIJA	\$ 341,000	Medford	\$ 3,410,000
	Other	\$ -		\$ -		\$ -
Total FFY27-30		\$ 3,555,000		\$ 395,000		\$ 3,950,000
Subtotal Medford Projects		\$ 11,819,588		\$ 1,322,288		\$ 13,141,876

Medford - Various Crosswalks						
Project Name	City of Medford Enhanced Crosswalks					
Description	Install RRFB without median and advanced yield and stop signs at the following intersections: *Riverside Avenue/Bank Street; *Central Avenue/Bank Street; *Central Avenue/12th Street, *Riverside Avenue/N of Jackson Street (near Shirleen Trailer Park entrance), *Riverside Avenue/Edwards Street					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Air Quality: Bicycle and pedestrian facilities					
Key #	24294		Local Project #		MED-172	
Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
	Planning	\$ -		\$ -		\$ -
FFY2027	Design	\$ 405,000	HSIP - IJJA	\$ 45,000	Local	\$ 450,000
FFY2029	Land Purchase	\$ 252,000	ARTS	\$ 28,000	Local	\$ 280,000
FFY2029	Utility Relocate	\$ 13,500	ARTS	\$ 1,500	Local	\$ 15,000
FFY2030	Construction	\$ 1,386,000	HSIP - IJJA	\$ 154,000	Local	\$ 1,540,000
	Other					\$ -
Total FFY27-30		\$ 2,056,500		\$ 228,500		\$ 2,285,000
Total Medford Projects		\$ 13,876,088		\$ 1,550,788		\$ 15,426,876

Oregon Department of Transportation (ODOT)

Oregon Department of Transportation - Various Rural Intersections						
Project Name	Region 3 Rural Intersection Safety Improvements, Phase 2					
Description	Design to install larger warning signs at various locations to help reduce intersection related crashes to improve safety for the traveling public.					
Air Quality	Exempt: 40 CFR 93.127 Table 3: Intersection signalization projects at individual intersections					
Key #	24313		Local Project #			
Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
	Planning	\$ -		\$ -		\$ -
FFY2027	Design	\$ 360,000	ARTS	\$ 40,000	ODOT	\$ 400,000
	Land Purchase	\$ -		\$ -		\$ -
	Utility Relocate	\$ -		\$ -		\$ -
	Construction	\$ -		\$ -		\$ -
	Other	\$ -		\$ -		\$ -
Total Project FFY27-30		\$ 360,000		\$ 40,000		\$ 400,000
Subtotal ODOT Projects		\$ 360,000		\$ 40,000		\$ 400,000

Oregon Department of Transportation – Highway 99						
Project Name	OR99: Glenwood - Matt Loop					
Description	Widen road to add sidewalks and bike lanes. Update ADA and add pedestrian crossings and transit locations to improve safety for the traveling public.					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Air Quality: Bicycle and pedestrian facilities					
Key #	23480		Local Project #			
Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
	Planning	\$ -		\$ -		\$ -
FFY2024	Design	\$ 2,358,400	RAISE	\$ 589,600	ODOT	\$ 2,948,000
FFY2024	Land Purchase	\$ 4,928,000	RAISE	\$ 1,232,000	ODOT	\$ 6,160,000
FFY2026	Utility Relocate	\$ 1,404,000	RAISE	\$ 351,000	ODOT	\$ 1,755,000
FFY2027	Construction	\$ 12,996,000	RAISE	\$ 3,249,000	ODOT	\$ 16,245,000
	Other	\$ -		\$ -		
Total Project FFY27-30		\$ 21,686,400		\$ 5,421,600		\$ 27,108,000
Total ODOT Projects		\$ 22,046,400		\$ 5,461,600		\$ 27,508,000

Rogue Valley Transit District (RVTD)

Rogue Valley Transportation District						
Project Name	Enhanced Mobility S&ID					
Description	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit dependent populations in rural areas. State administration included.					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Operating assistance to transit agencies.					
Key #	Multiple		Local Project #		N/A	
Federal Fiscal Year	Key #	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
FFY2027	22984	\$ 500,013	FTA 5310	\$ 112,503	RVTD	\$ 612,516
FFY2028	23950	\$ 530,247	FTA 5310	\$ 119,306	RVTD	\$ 649,553
FFY2029	23951	\$ 535,549	FTA 5310	\$ 120,499	RVTD	\$ 656,048
FFY2030	23952	\$ 540,905	FTA 5310	\$ 121,704	RVTD	\$ 662,609
Total Project FFY27-30		\$ 2,106,714		\$ 474,012		\$ 2,580,726
Subtotal RVTD Projects		\$ 2,106,714		\$ 474,012		\$ 2,580,726

Rogue Valley Transportation District						
Project Name	Oregon Transportation Network					
Description	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Operating assistance to transit agencies.					
Key #	Multiple		Local Project #		N/A	
Federal Fiscal Year	Key #	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
FFY2028	23967	\$ 19,949		\$ 2,283	RVTD	\$ 22,232
FFY2029	23968	\$ 19,949		\$ 2,283	RVTD	\$ 22,232
FFY2030	23969	\$ 19,949		\$ 2,283	RVTD	\$ 22,232
Total Project FFY27-30		\$ 59,847		\$ 6,849		\$ 66,696
Subtotal RVTD Projects		\$ 2,166,561		\$ 480,861		\$ 2,647,422

Rogue Valley Transportation District						
Project Name	Urban Operations Support and Preventative Maintenance					
Description	Operation support, including operating assistance and preventive maintenance to transit agencies					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Operating assistance to transit agencies.					
Key #	Multiple		Local Project #		N/A	
Federal Fiscal Year	Key #	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
FFY2027	23351	\$ 4,250,000	5307	\$ 4,250,000	RVTD	\$ 8,500,000
FFY2028	24403	\$ 4,700,000	5307	\$ 4,300,000	RVTD	\$ 9,000,000
FFY2029	24404	\$ 4,700,000	5307	\$ 4,300,000	RVTD	\$ 9,000,000
FFY2030	24405	\$ 4,700,000	5307	\$ 4,300,000	RVTD	\$ 9,000,000
Total FFY27-30		\$ 18,350,000		\$ 17,150,000		\$ 35,500,000
Subtotal RVTD Projects		\$ 20,516,561		\$ 17,630,861		\$ 38,147,422

Rogue Valley Transportation District						
Project Name	Capitalization of Maintenance (MPO STP Transfer)					
Description	Vehicle & Facility Maintenance/Transit Improvements.					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Rehabilitation of transit vehicles.					
Key #	Multiple		Local Project #		N/A	
Federal Fiscal Year	Key #	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
FFY2027	23348	\$ 700,000	STBG-IIJA	\$ 80,118	RVTD	\$ 780,118
FFY2028	24409	\$ 566,240	MPO GAS TAX	\$ 64,809	RVTD	\$ 631,048.70
FFY2029	24410	\$ 566,240	MPO GAS TAX	\$ 64,809	RVTD	\$ 631,048.70
FFY2030	24411	\$ 566,240	MPO GAS TAX	\$ 64,809	RVTD	\$ 631,048.70
Total FFY27-30		\$ 2,398,720		\$ 274,544		\$ 2,673,264
Subtotal RVTD Projects		\$ 22,915,281		\$ 17,905,405		\$ 40,820,686

Rogue Valley Transportation District						
Project Name	Enhanced Mobility E&D					
Description	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Operating assistance to transit agencies.					
Key #	Multiple		Local Project #		N/A	
Federal Fiscal Year	Key #	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
FFY2027	23035	\$ 270,083	FTA 5310	\$ 30,912	RVTD	\$ 300,995
FFY2028	24412	\$ 450,000	FTA 5310	\$ 46,215	RVTD	\$ 496,215
FFY2029	24413	\$ 450,000	FTA 5310	\$ 46,215	RVTD	\$ 496,215
FFY2030	24414	\$ 419,026	FTA 5310	\$ 104,757	RVTD	\$ 523,783
Total FFY27-30		\$ 1,589,109		\$ 228,099		\$ 1,817,208
Subtotal RVTD Projects		\$ 24,504,390		\$ 18,133,504		\$ 42,637,894

Rogue Valley Transportation District						
Project Name	Region 3 ITS Feature Replacement					
Description	Design to remove existing variable message signs (VMS) and cabinets and install new at the following locations: I-5 Southbound @ Crowson Rd MP 13, I-5 Northbound @ Hugo MP 64, OR140 Eastbound @ Medford MP 13.8 to enhance system reliability, improve message visibility for motorists, and ensure compatibility with current Intelligent Transportation System (ITS) standards for a more effective traffic management and provides timely, accurate information to the traveling public.					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Operating assistance to transit agencies.					
Key #	24335		Local Project #		N/A	
Federal Fiscal Year	Other	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
FFY2027		\$ 278,163	FIX R3	\$ 31,837	RVTD	\$ 310,000
Total FFY27-30		\$ 278,163		\$ 31,837		\$ 310,000
Total RVTD Projects		\$ 24,782,553		\$ 18,165,341		\$ 42,947,894

Rogue Valley Council of Governments (RVCOG)

Rogue Valley Council of Governments						
Project Name	Rogue Valley MPO Planning					
Description	Planning funds for projects identified in the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).					
Air Quality	Exempt: 40 CFR 93.126 Table 2: Planning & Technical Studies					
Key #	Multiple		Local Project #		N/A	
Federal Fiscal Year	Key #	Federal		Federal Required Match		Total Fed +Req Match
		\$	Source	\$	Source	
SFY2028	22912	\$ 529,197.00	PL	\$ 60,568.96	ODOT/MPO	\$ 589,765.96
SFY2028	22912	\$ 216,578.00	FTA 5303	\$ 24,788.32	RVMPPO	\$ 241,366.32
SFY2029	24051	\$ 421,408.35	PL	\$ 48,232.08	ODOT/MPO	\$ 469,640.43
SFY2029	24051	\$ 149,977.05	FTA 5303	\$ 17,165.55	RVMPPO	\$ 167,142.60
SFY2029	24051	\$ 10,693.33	SAT IJJA	\$ -		\$ 10,693.33
SFY2030	24061	\$ 421,408.35	PL	\$ 48,232.08	ODOT/MPO	\$ 469,640.43
SFY2030	24061	\$ 149,977.05	FTA 5303	\$ 17,165.55	RVMPPO	\$ 167,142.60
SFY2030	24061	\$ 10,693.33	SAT IJJA	\$ -		\$ 10,693.33
SFY2031	24071	\$ 421,408.35	PL	\$ 48,232.08	ODOT/MPO	\$ 469,640.43
SFY2031	24071	\$ 149,977.05	FTA 5303	\$ 17,165.55	RVMPPO	\$ 167,142.60
SFY2031	24071	\$ 10,693.33	SAT IJJA	\$ -		\$ 10,693.33
SFY2027-30		\$ 6,551,792.00		\$ 749,881.91		\$ 7,301,673.91
Total FFY27-30		\$ 9,043,803		\$ 1,031,432		\$ 10,075,234
Total RVCOG Projects		\$ 9,043,803		\$ 1,031,432		\$ 10,075,234

Projects Summary

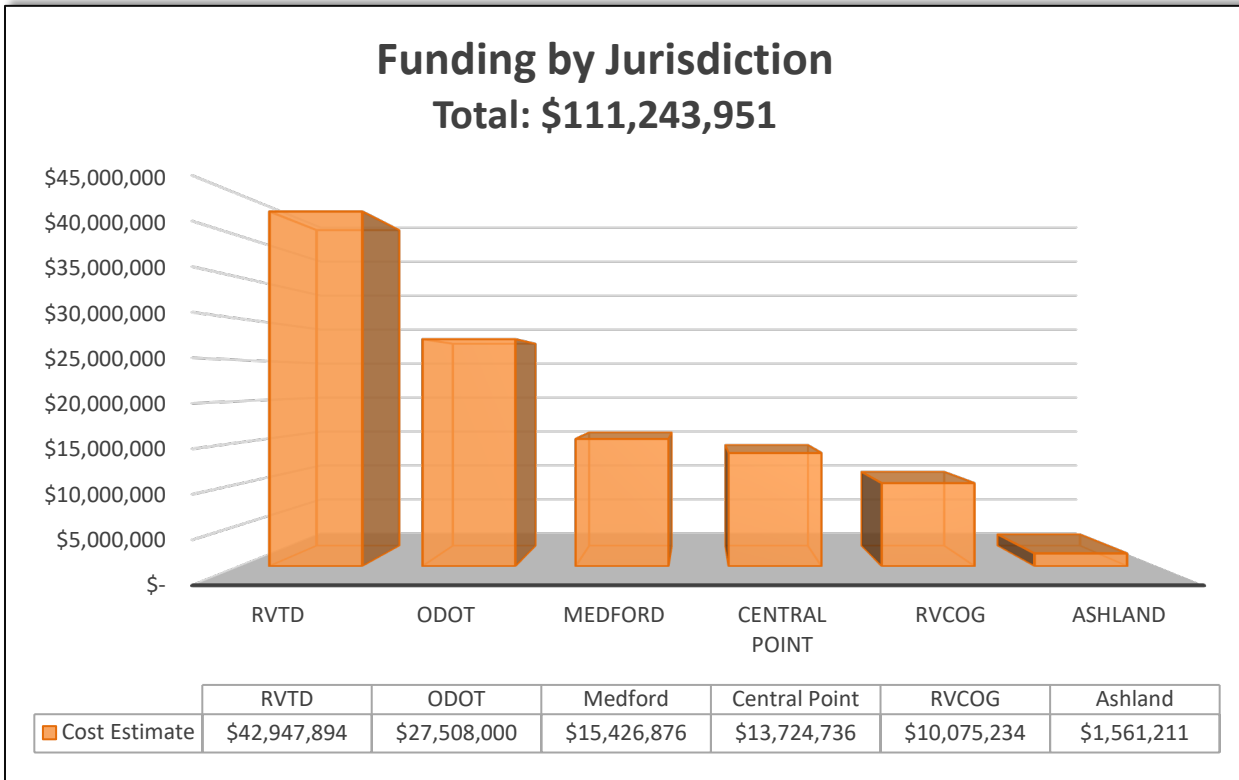
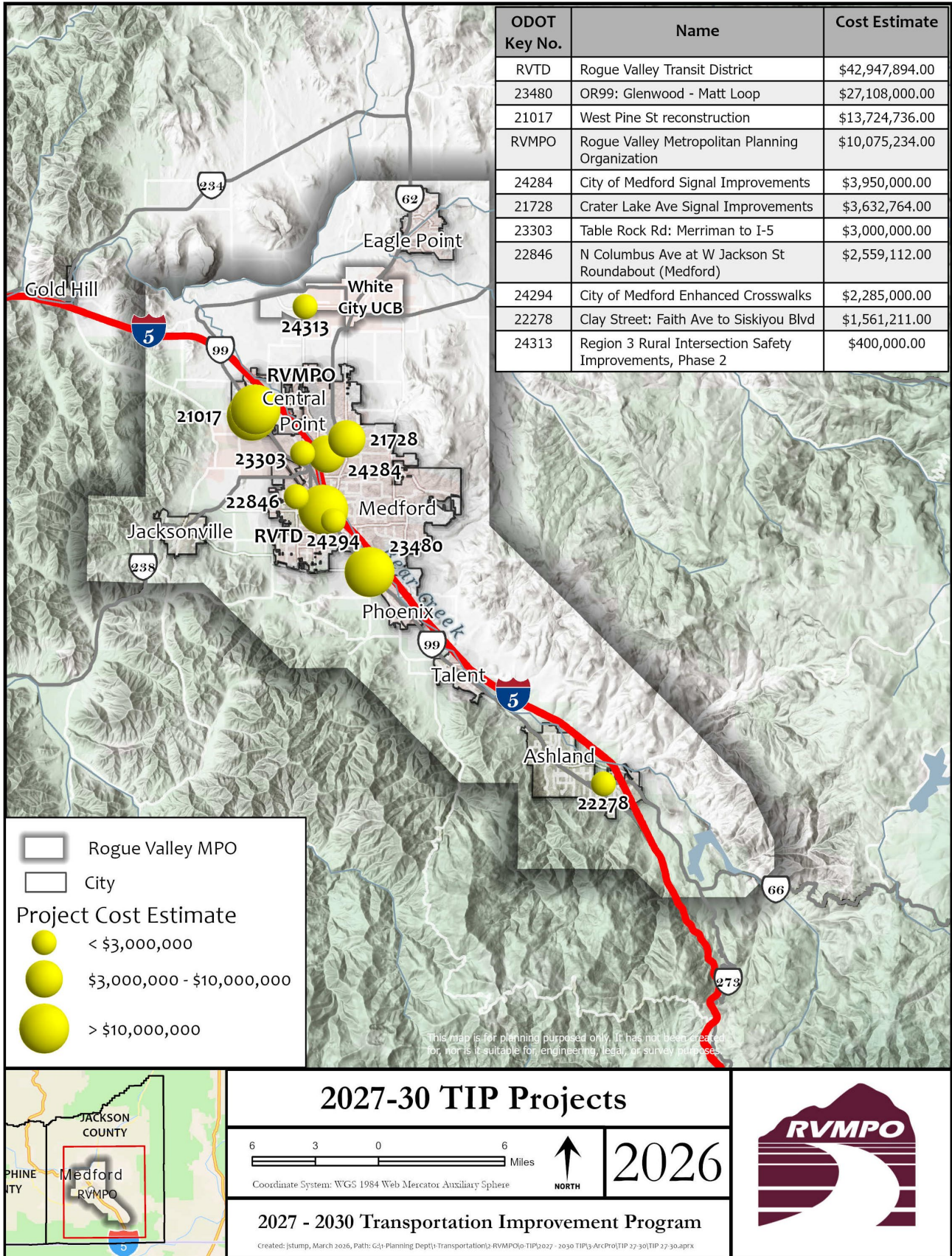


Table 6: Jurisdictions with no 2027-30 TIP Project

Jurisdiction	Federal		Federal Required Match		Total Fed +Req Match
	\$	Source	\$	Source	
Jackson County	\$0		\$0		\$0
City of Eagle Point	\$0		\$0		\$0
City of Jacksonville	\$0		\$0		\$0
City of Phoenix	\$0		\$0		\$0
City of Talent	\$0		\$0		\$0

Figure 2: RVMPO 2027-2030 TIP Projects



Appendix A: Resolution

**Resolution Number 2026-03
Rogue Valley Metropolitan Planning Organization - Policy Committee**

Adopting 2027-2030 Transportation Improvement Program

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 Urbanized Area; and

Whereas, the RVCOG has delegated responsibility for MPO policy functions to the RVMPO Policy Committee, a Committee of elected officials from Ashland, Central Point, Eagle 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 2027-2030 Transportation Improvement Program (TIP); and

Whereas, a public involvement process was developed and implemented throughout the development of the TIP; and

Whereas, the RVMPO advertised and held a 30-day public comment period and public hearing to secure input and comment on the proposed TIP; and

Whereas, the improvements contained in the TIP demonstrate financial constraint; and

Whereas, the 2027-2030 TIP has been shown to meet the requirements of the Clean Air Act Amendments and state law;

NOW, THEREFORE, the Rogue Valley Metropolitan Planning Organization Policy Committee approves and adopts the attached 2027-2030 TIP.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 26th day of May 2026.

Nick Card
RVMPO Policy Committee Chair

Appendix B: Transportation Project Funding Sources

Financial Constraint

The Infrastructure Investment and Jobs Act (IIJA) requires the development of a financial plan as part of the RTP and TIP planning process. The financial plan demonstrates that the existing system of transportation facilities is being adequately operated and maintained. The plan further demonstrates which projects can be implemented using current revenues and funding sources and which projects will be implemented using proposed revenue sources. A comprehensive financial analysis was conducted to develop the 2025-2050 RTP (RTP Financial Plan).

Demonstration of Financial Constraint needs to be reflected in the TIP. For the 2027- 2030 TIP, available funding has been identified in several ways depending on the funding source and agency.

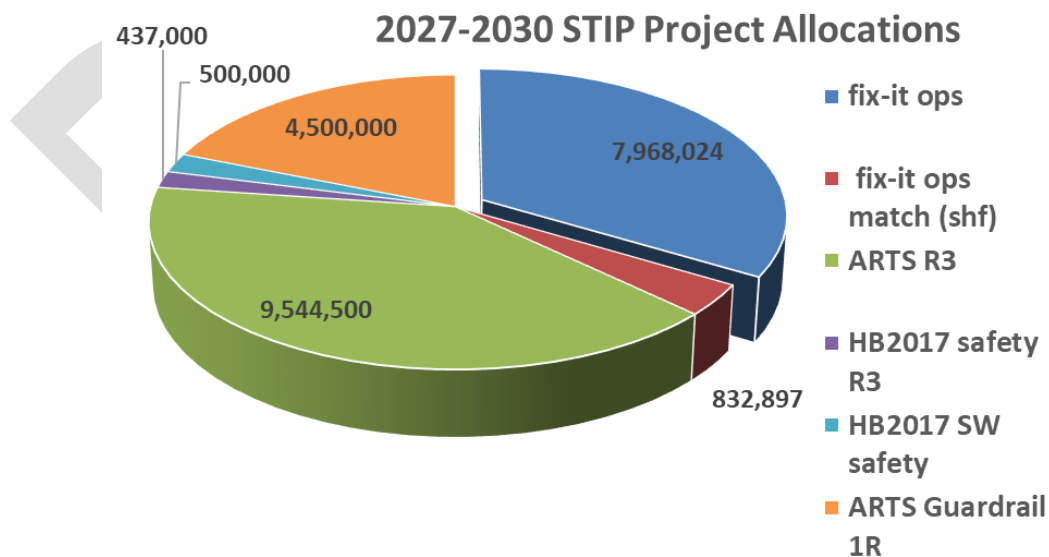
Funding for projects to be pursued by the Oregon Department of Transportation is

tied directly to the projects being pursued and therefore is considered, by the MPO, to be fiscally constrained. For those projects that are to be pursued by member local governments or by the local transit district (RVTD), a forecast of federal funding sources has been provided by the Oregon DOT and is identified in the subsequent figures.

Adequate Maintenance and Operation of Existing System

Conservative assumptions based on past expenditures for non-capital (e.g. operations and maintenance) needs were developed in consultation with various departments of each jurisdiction. Primary emphasis has been placed on the maintenance and operation of the existing system to ensure that these needs are met before resources are devoted to capital projects. Projects contained in the 2027-2030 TIP reflect this emphasis.

Figure 3: ODOT Project Types and Associated Funding Sources 2027-2030



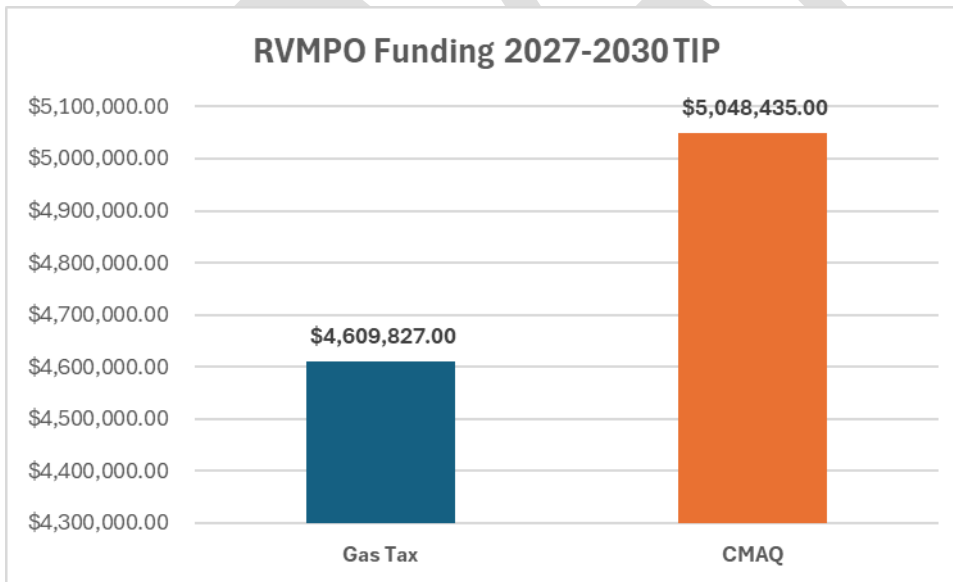
Appendix B: Transportation Project Funding Sources

Available and Committed Revenues and Funding Sources

The Oregon Department of Transportation distributes state gas tax funds to the small MPOs by formula. As part of an Inter-Governmental Agreement, the RVMPO dedicates \$566,240 per year of its gas tax funds to the RVTD. The RVMPO is also a non-attainment area for PM10 (particulate matter of 10 microns or less in size) and Carbon Monoxide (CO). As a non-attainment area, the RVMPO receives Congestion Mitigation and Air Quality (CMAQ) funds. Member jurisdictions vie for gas tax and CMAQ funds to help them pursue those projects that meet the federal requirements and help them towards their local goals. Figure 4 identifies the available gas tax and CMAQ funds for the period 2027-2030. The funds for 2027 have already been programmed through the previous TIP cycle.

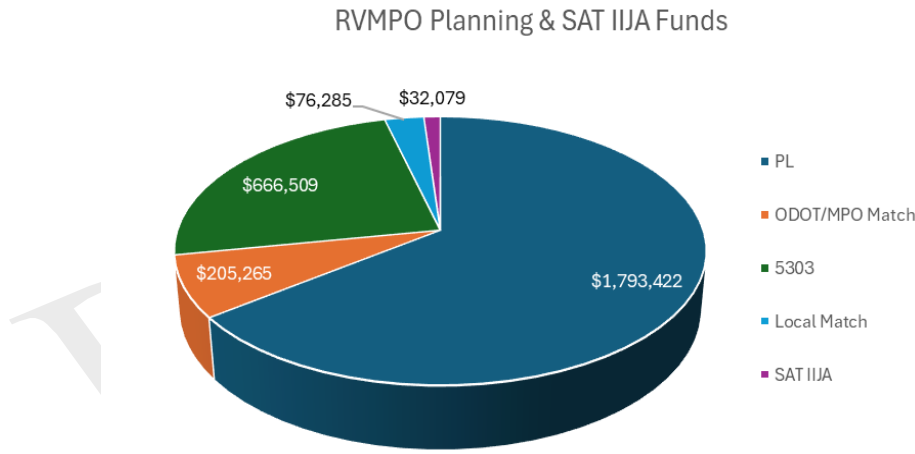
MPOs are also recipients of Planning (PL) funds from the Federal Highway Administration and Section 5303 funds from the Federal Transit Administration. These funds are used to support the primary work of an MPO – the Unified Planning Work Program (UPWP), the TIP, the RTP, and the day-to-day administration and operation of the MPO. Federal funds require a “match” of funding by the state and/or recipient. The State, through the Department of Transportation, matches the PL funds from the FHWA. The MPOs are required to provide the match for the FTA’s Section 5303 funds. Figure 5 below identifies the projected planning funds revenue stream for the 2027- 2030 TIP.

Figure 4: CMAQ and Gas Tax Funds Available for the 2027-2030 RVMPO TIP



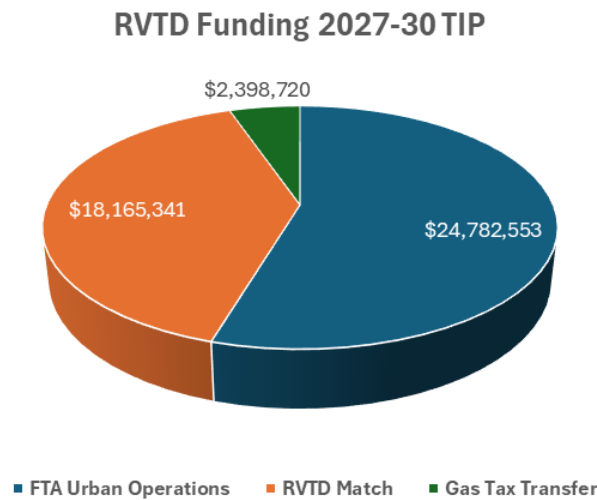
Appendix B: Transportation Project Funding Sources

Figure 5: Available PL and 5303 Funds for 2027-2030 RVMPO TIP



The region also receives FTA funds, through the RVRTD, for both capital and operational expenses of transit. The RVRTD receives direct allocations of State funds and can also apply for state grants. Figure 6 below provides a summary of anticipated revenues for the RVRTD over the four-year period covered by this TIP.

Figure 6: RVRTD Funding for 2027-2030 TIP



Statement of Financial Constraint

Each programmed project in the 2027-2030 TIP has an identified funding source or combination of sources reasonably expected to be available over the planning period.

Appendix B: Transportation Project Funding Sources

The jurisdictions in the RVMPO use a variety of federal, state, and local funding sources for implementing the transportation projects and programs outlined in this TIP. A brief description of each of the fund sources, along with project programming information is provided below. A breakdown of funding sources by program year is provided in Figure 3 on Page 15.

Federal Highway Administration

Federal surface transportation legislation is the primary federal revenue for highway projects in the region. The current federal legislation on surface transportation, the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021. It continued the emphasis on a streamlined and performance-based transportation program. Estimates of available federal funding are provided to the MPOs by the Oregon Department of Transportation.

National Highway Performance Program (NHPP)

Under Map-21, the majority of highway funding will be focused on preserving and improving the National Highway System (NHS) under the National Highway Performance Program (NHPP), which combines the Interstate Maintenance and National Highway System programs and a portion of Bridge funding (those bridges on the NHS).

Highway Safety Improvement Program (HSIP)

Highway Safety Improvement Program (HSIP) funds pay for infrastructure projects that improve highway safety. The High Risk Rural Roads Program is eliminated as a set aside, although HSIP funding can be spent on high risk rural road projects.

Federal Surface Transportation Block Grant Program (STBG)

The Federal surface transportation program provides funding for roads functionally classified as rural major collector and above. The program is largely the same as under SAFETEA- LU with the exception that STBG funds can be used on bridge projects.

ODOT Transportation Alternatives Program (TAP)

TAP Funding: ODOT has funding available for community-identified projects, including sidewalks, bikeways, trails, and Safe Routes to School projects. Eligible entities include local governments, school systems, natural resources departments, transit agencies, non-profit organizations, Tribal governments, and small metropolitan planning organizations.

Oregon Community Paths Program (OCP)

The Oregon Community Paths Program, or OCP is a grant program that helps communities create and maintain connections through multiuse paths, with the goal of complementing and expanding existing active transportation programs across the state.

The Oregon Department of Transportation uses monies from the state Multimodal Active Transportation fund and federal Transportation Alternatives Program fund for this program.

The OCP funds grants for project development, construction, reconstruction, major resurfacing or other improvements of multiuse paths that improve access and safety for people walking and bicycling.

Appendix B: Transportation Project Funding Sources

ODOT STBG

In the RVMPO area, STBG funds allocated to the State of Oregon through ODOT are primarily used to fund improvements to state highways in the region. STBG-funded projects generally require a 10.27 percent non-federal match. Bridges not on the NHS are funded using STBG flexible funds.

The Oregon Transportation Commission (OTC) and ODOT began a new program with the development of the 2015-2018 Statewide Transportation Improvements Program (STIP). Previously, there were several smaller programs with a separate funding pool and project selection process for each. The primary objective of the change is to enable ODOT to take care of the existing transportation assets while still providing a measure of funding to enhance the state and local transportation system in a multimodal way. The new STIP is divided into two broad categories: Fix-It and Enhance.

Fix-It

Activities that fix or preserve the transportation system.

Enhance

Activities that enhance, expand, or improve the transportation system. The Fix-It project selection process is similar to prior STIPs as these projects are developed mainly from management systems that help identify needs based on technical information for things like pavement and bridges. As of 2017, with the signing of HB-2017 into law by Governor Brown, enhance funds have been greatly restricted and are not available for use.

RVMPO State Gas Tax

The RVMPO receives \$2,117,849 per year of state gas tax funds in lieu of STBG Funds. The RVMPO Policy Committee has the most discretion of these funds within the TIP. A variety of multi-modal projects can be funded with gas tax funds.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Intermodal Surface Transportation Efficiency Act created the CMAQ program to deal with transportation-related air pollution and the program is continued under the IIJA. 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 (PM10) non-attainment areas if certain requirements are met. Funds are directed to projects and programs in certain non-attainment areas that meet standards contained in the Clean Air Act Amendments of 1990 (CAAA). 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 has no non-attainment areas, the allocated funds may be used for STBG or CMAQ projects. The standard local match required for CMAQ is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

Division 36 – MULTIModal Active Transportation Fund

The Oregon Department of Transportation's Division 36 oversees the Multimodal Active Transportation Fund, which is dedicated to providing grants for pedestrian and bicycle transportation projects. These projects include the development, construction, reconstruction, resurfacing, or other capital improvements of multiuse paths, bicycle paths, and footpaths that improve access and safety for people walking and bicycling. The fund is continuously appropriated to the Department of Transportation for the purposes described in the Oregon Constitution.

Appendix B: Transportation Project Funding Sources

Federal Transit Administration

The Federal Transit Administration (FTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal assistance to help urban areas (and, to some extent, nonurban areas) plan, develop, and improve comprehensive mass transportation systems.

The IJA will provide assistance to transit providers under the following formula grant programs:

- Urbanized Areas
- Rural Areas
- Enhanced Mobility for Seniors and Individuals with Disabilities
- Bus and Bus Facilities
- State of Good Repair
- Transportation Planning

Urbanized Area Program (Section 5307 and 5340)

Providers serving urbanized areas of 50,000 or more will continue to receive funding directly from FTA under the Section 5307 Urbanized Area program. The Job Access and Reverse Commute (JARC) program is eliminated as a standalone program, but urbanized areas are required to spend a portion of their FTA resources on these activities. The federal share for capital assistance is 80 percent. The federal share for operating assistance is 50 percent. The federal share for ADA non-fixed route paratransit service is 80 percent and can use up to 10 percent of a recipient's apportionment.

Rural Area Program (Section 5311)

Section 5311 provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more).

Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310)

The New Freedom (Section 5317) program is consolidated into the Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) to create a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities. Operating assistance is now an eligible expense with a 50 percent non-federal match rate. Funds are distributed by formula.

Bus and Bus Facilities (Section 5339)

The Bus and Bus Facilities Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program replaced the Section 5309 Bus and Bus Facilities Program. It is a formula grant program and requires a 20 percent match.

State of Good Repair (Section 5337)

The State of Good Repair program is a formula-based program that is dedicated to repairing and upgrading the nation's rail transit system along with high-intensity motor bus systems that use high-occupancy vehicle lanes. This program replaces the Fixed Guideway Modernization program. RVMPO does not receive 5337 funds.

Metropolitan Statewide Transportation Planning (Section 5303)

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

Appendix B: Transportation Project Funding Sources

Oregon State Highway

The major source of funding for transportation capital improvements and activities statewide is the State Highway Fund. The Highway Fund derives its revenue through fuel taxes, weight-mile taxes, and licensing and registration fees. Approximately 40 percent of this Highway Fund is distributed to cities and counties for developing and maintaining transportation facilities. ODOT retains the remaining 60 percent for improving and maintaining the state system. County shares of the Fund are based on the number of vehicle registrations, while the allocations to the cities are based on population. The majority of the funds received by cities and counties are used for maintenance projects.

Oregon Special Transportation Funds (STF)

ODOT's Public Transit section administers a discretionary grant program (Community Transportation Program) derived from state cigarette tax revenues that provides supplementary support for select transit-related projects.

Small City Allotment

ODOT sets aside \$1 million 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 \$100,000 each. The cities of Eagle Point, Jacksonville and Phoenix are eligible for Small City Allotment funds.

Local Funding

Local revenue sources include, but are not limited to, transportation system development charges (TSDCs), general obligation bonds, urban renewal district financing, and private developer funding of projects. The following describes these revenue sources.

Systems Development Charges

Systems Development Charges (SDC) are fees paid by land developers and reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Charges are calculated to include the costs of impacts on adjacent areas or services, such as increased school enrollment, parks and recreation use, or traffic congestion. The SDC typically varies by the type of development. Transportation SDCs are collected by all MPO member cities and Jackson County.

Street Utility Fees

Most city residents pay water and sewer utility fees. Street utility fees apply the same concepts to city streets. A fee is assessed for all businesses and households in the city for use of streets based on the amount of traffic typically generated by a particular use. Street utility fees differ from water and sewer fees because usage cannot be easily monitored. The fees are typically used to pay for maintenance projects. Street utility fees are currently collected by the cities of Ashland, Medford, Phoenix, and Talent.

Special Assessments/Urban Renewal Agency/Local Improvement Districts (LIDs)

Special assessments are charges levied on property owners for neighborhood public facilities and services, with each property assessed a portion of total project cost. They are commonly used for such public works projects as street paving, drainage, parking facilities and sewer lines. The justification for such levies is that many of these public works activities provide services to or directly enhance the value of nearby land, thereby providing direct financial benefits to its owners. Urban renewal agencies are essentially a form of a special assessment district.

LIDs are legal entities established by local government to levy special assessments designed to fund improvements that have local benefits. Through an LID, streets or other transportation improvements are constructed, and a fee is assessed to adjacent property owners.

Appendix B: Transportation Project Funding Sources

Local Parking Fees

Local parking fees are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements. Parking fees are not currently collected in the MPO area.

Revenue Bonds

Revenue bonds are financed by user charges, such as service charges, tolls, admissions fees, and rents. If revenues from user charges are not sufficient to meet the debt service payments, the bond issuer generally is not legally obligated to levy taxes to avoid default, unless they are also backed by the full faith and credit of the issuing governmental unit. In that case, they are called Indirect General Obligation Bonds. Revenue bonds can be secured by a local gas tax, street utility fee or other transportation-related stable revenue stream.

General Obligation Bonds

All taxpayers of the issuing governmental unit, which must pay the interest and principal on the debt as they come due, finance general Obligation (GO) bonds. Municipal bonds are GO bonds issued by a local governmental subdivision, such as a city, and are secured by the full faith and credit of the issuing municipality. Oregon law requires GO bonds to be authorized by popular vote.

Property Taxes

Local property taxes are used to fund public transportation and could be used to fund other transportation projects. Within the Rogue Valley Transportation District, a portion of the property tax revenue (18 cents per \$1000 assessed valuation) collected by the state goes to RVTD.

Farebox Revenues and Bus Pass Revenues

Portions of RVTD's operating funds are received from farebox revenues and bus pass revenues.

Vehicle Registration Fees

Counties can implement a local vehicle registration fee. This fee is similar to the state vehicle registration fee. A portion of a county's fee could be allocated to local jurisdictions. Jackson County does not currently have a vehicle registration fee.

Local Jurisdictions

Local funds not only directly pay project costs, they also provide the matching funds for grants such as CMAQ program funds. Most transportation grant funds require a local match.

Rogue Valley Transportation District

The Rogue Valley Transportation District receives transportation revenues from property taxes, farebox revenues and bus pass revenues. Nearly all sources of federal and state public transit revenue require a local match, with some grants requiring a 50% local match.

Jackson County

Primary sources of transportation revenue include Timber Receipts and Oregon gas tax receipts. The County's revenues are grouped into one large fund known as the Jackson County Road Fund for purposes of developing the capital improvement program.

City of Medford

Revenue sources include Oregon gas tax receipts, systems development charges, utility fees, and parking fees.

City of Central Point

Oregon gas tax receipts and system development charges are the primary sources of transportation revenue.

City of Phoenix

Oregon gas tax revenues, systems development charges and utility fees are the primary sources of transportation revenue.

Appendix B: Transportation Project Funding Sources

City of Ashland

Oregon gas tax receipts, STBG funds, street utility fees, and SDCs are the primary sources of transportation revenue.

City of Jacksonville

Oregon gas tax receipts, SDCs and franchise fees are the primary source of transportation revenue.

City of Eagle Point

Oregon gas tax receipts, STBG funds, street utility fees, and SDCs are the primary sources of transportation revenue.

City of Talent

Oregon gas tax receipts, STBG funds, street utility fees, and SDCs are the primary sources of transportation revenue.

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Appendix C: 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
FAST:	Fixing America's Surface Transportation
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 cars with more than one occupant
HPMS:	Highway Performance Monitoring System
I/M, I & M:	Inspection and Maintenance Program for emissions control
ITS:	Intelligent Transportation Systems
JJTC:	Jackson-Josephine Transportation Committee
LOS:	Level of Service, a measure of traffic congestion from A (free flow) to F (gridlock)
LRT:	Light Rail Transit, self-propelled rail cars such as Portland's MAX
MAP-21:	Moving Ahead for Progress in the 21st Century Act
MIS:	Major Investment Study
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
NAAQS:	National Ambient Air Quality Standards
NARC:	National Association of Regional Councils

Appendix C: Transportation Planning Acronyms and Terms

NHS:	National Highway System
NPTS:	Nationwide Personal Transportation Survey
NTI:	National Transit Institute
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission
OTP:	Oregon Transportation Plan
PL Funds:	Public Law 112, Federal Transportation Planning Funds
PM10:	Particulate Matter of less than 10 Micrometers
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
RVTD:	Rogue Valley Transportation District
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
SOV:	Single Occupant Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STBG:	Surface Transportation Block Grant Program
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TEA-21:	Transportation Equity Act for the 21st Century
TIP:	Transportation Improvement Program
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
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 Traveled

Appendix C: Transportation Planning Acronyms and Terms

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 it 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, stationery, 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.

Appendix C: Transportation Planning Acronyms and Terms

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 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), hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM10). Mobile sources are subject to a different set of regulations than 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.” Current metropolitan planning requirements in SAFETEA-LU broaden the framework for such a process to include consideration of social, environmental and energy goals, and to involve the public in the process at several key decision-making points.

Appendix D: Regionally Significant Projects Definition

Federal Conformity Rule Definition of Regional Significance

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 of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals themselves and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Examples of Regionally-Significant Projects

Below are examples of projects which must be included in the network modeling for the regional emissions analysis for the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and amendments to RTP and TIP. This list is not necessarily comprehensive.

- **Interstates and Expressways**

- * New segment
- * Added through lane
- * Continuous auxiliary lane
- * New interchange

- **Other Principal Arterial**

- * New segment
- * Added through lane
- * Continuous auxiliary lane
- * New interchange

- **Rail and Fixed Guide-Way Transit**

- **Major expansion of fixed rail or fixed guide-way system**

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- **Examples of Non-Exempt Projects the are not Regionally-Significant**

- * Addition of thru traffic lanes on arterial roads that do not extend the full distance between major intersections
- * Addition of thru traffic lanes on roads that are not functionally classified as an arterial or higher and do not serve regional transportation needs
- * New collector roads that serve minor developments
- * New or expanded park-and-ride lots that do not serve regional transportation needs
- * New collector road overpasses

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Appendix F: RVMPO Self-Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

THE ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION FOR THE MEDFORD URBANIZED AREA HEREBY CERTIFIES THAT THE TRANSPORTATION PLANNING PROCESS IS ADDRESSING THE MAJOR ISSUES IN THE METROPOLITAN PLANNING AREA AND IS BEING CARRIED OUT IN ACCORDENCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450(c).
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Nick Card, Chair
RVMPO Policy Committee



Rogue Valley
Metropolitan Planning
Organization
2026

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