



**Date: Tuesday, October 15, 2024**

**Time: 5:30 p.m.**

**Join In-Person**

**Location:** Lewis Conference Room  
 RVCOG, 155 N 1<sup>st</sup> Street,  
 Central Point  
**Transit:** Served by RVTD Route #40  
**Contact:** RVCOG: 541-423-1375  
**Website:** [www.rvmppo.org](http://www.rvmppo.org)

**Or via Zoom**

**Meeting ID:** 874 6544 1555  
**Phone #:** +1 669 900 6833  
**Zoom Link:**  
<https://us06web.zoom.us/j/87465441555>

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. 48 HOURS ADVANCE NOTICE IS PREFERABLE, AND WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS

**1. Call to Order / Introductions / Review Agenda Chair**

**Consent Agenda**

**2. Review / Approve Minutes Chair**

Attachment: [#1 RVMPO PAC Meeting Draft Minutes 09/17/2024](#)

**Action Items**

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

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

- A. Cancel Project in TIP: *10th St Bike and Pedestrian Improvements (KN23301)*
- B. Cancel Project in TIP: *Delta Waters: Waterford Ct to Colonial Ave (KN 23302)*

The 21-day public comment period and public hearing was advertised on or before Tuesday, September 3, 2024, in the *Rogue Valley Times*, and information is currently available on the RVMPO website.

Attachment: [#2 TIP Amendments](#)

*Action Requested: Recommendation of Approval*



**4. Chapter 1 and 2 of the 2025-2050 Regional Transportation Plan (RTP) Ryan MacLaren**

Background: The PAC is being asked to review the draft Chapter 1 and Chapter 2 of the RTP.

Links: [#3 Chapter 1: Introduction](#)  
[#4 Chapter 1: Introduction \(Red Lined Version\)](#)  
[#5 Chapter 2: Goals and Policies](#)

Action Requested: *Review, comment, and recommendations to Policy Committee*

**Discussion Items**

**5. Public Comment Chair**

**Regular Updates**

**6. RVMPO Update Ryan MacLaren**

**7. Other Business / Local Business Chair**

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

**8. Adjournment Chair**

Scheduled Meetings		
RVMPO TAC	November 13, 2024	1:30 p.m.
RVMPO PAC	November 19, 2024	5:30 p.m.
RVMPO Policy Meeting	October 22, 2024	2:00 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



**Date: Tuesday, September 17, 2024**

Voting Members	Organization	Phone Number
Larry Martin	Central Point	941-6788
Mike Stanek	Eagle Point	821-1804
Christine Gleason	Medford	719-645-3458

Special Interest	Organization	Phone Number
Edgar Hee	Bicycle/Pedestrian	734-4872
Mike Montero, Chair	Freight	779-0771
Robin Lee	Senior	773-7185

Non-Voting Member	Organization	Phone Number
Thomas Guevara	ODOT	957-3692

Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Dan Moore	RVCOG	423-1393

Interested Parties	Organization
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**RVMPO PAC Minutes – Tuesday, September 17, 2024**

[Agenda Packet](#)

[Meeting Audio](#)

**1. Call to Order at 5:36 / Introductions / Review Agenda 00:00 – 01:18**

Quorum: 6 Total Members

**2. Review / Approve Minutes 01:18 – 01:49**

**01:34** Michael Stanek moved to approve the June 18, 2024, RVMPO PAC Meeting Minutes as presented. Seconded by Larry Martin.

No further discussion.

Motion passed unanimously by voice vote.



**Action Items**

- 3. Amendments to the 2024-2027 Transportation Improvement Program 01:49 – 08:59**
  - 07:11** Michael Stanek moved to recommend approval of the amendments to the 2024-2027 TIP as presented. Seconded by Christine Gleason.  
 No further discussion.  
 Motion passed unanimously by voice vote.
  
- 4. Regional Transportation Plan Goals and Policies 08:59 – 25:53**
  - 16:27** Larry Martin moved to recommend approval of the revised draft of the RTP goals and policies as presented. Seconded by Mike Stanek  
 No further discussion.  
 Motion passed unanimously by voice vote.

**Discussion Items**

- 5. Public Comment 25:53 – 26:25**  
*No comments provided.*

**Regular Updates**

- 6. MPO Planning Update 26:25 – 35:21**  
*Provided by Ryan MacLaren regarding possible new PAC members, RTP project list and open house, and the Talent Harvest Festival being held on October 5, 2024.*
  
- 7. Other Business / Local Business 35:21 – 36:21**
  
- 8. Adjournment**  
 6:13 p.m.

Scheduled Meetings		
RVMPO TAC	October 9, 2024	1:30 p.m.
RVMPO PAC	October 15, 2024	5:30 p.m.
RVMPO Policy Meeting	September 24, 2024	2:00 p.m.



**Rogue Valley  
Metropolitan Planning Organization**

**Regional Transportation Planning**

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

DATE: September 30, 2024  
 TO: RVMPO Public Advisory Council  
 FROM: Ryan MacLaren, Planning Program Director  
 SUBJECT: TIP Amendments

The PAC is being asked to make recommendations to the Policy Committee on the proposed TIP amendments described below and on the following pages. The Policy Committee will hold a public hearing at 2:00 p.m. on Wednesday, October 22, 2024, to consider adoption of the proposed TIP amendments. A press release for the 21-day public comment period and public hearing was sent on or before September 30<sup>th</sup> to the Rogue Valley Times and information is currently available on the RVMPO website. Information on the projects is enumerated, below:

**A. Cancel Project in TIP: 10th St Bike and Pedestrian Improvements (KN23301)**

Description: Cancel project. The project has been fund exchanged.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Central Point</b>														
10th St Bike and Pedestrian Improvements	Construct multi-use path for bicycle and pedestrian travel and install water quality structures for stormwater containment.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety Bike Ped			Planning					\$ -			\$ -
				23301	2026	Design	\$ -		\$ -		\$ -		\$ -	
				23301	2026	Land Purchase	\$ -		\$ -		\$ -		\$ -	
						Utility Relocate					\$ -		\$ -	
				23301	2027	Construction	\$ -		\$ -		\$ -		\$ -	
						Other					\$ -		\$ -	
					Total FFY24-27		\$ -		\$ -		\$ -		\$ -	\$ -

**B. Cancel Project in TIP: *Delta Waters: Waterford Ct to Colonial Ave (KN 23302)***

Description: Cancel project. The project has been fund exchanged.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Medford</b>														
Delta Waters: Waterford Ct to Colonial Ave	Improvements to include widening and restriping of the roadway, add new sidewalks and bike/ped facilities to improve pedestrian safety.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety Bike Ped			Planning					\$ -			\$ -
				23302	2025	Design	\$ -		\$ -		\$ -		\$ -	
				23302	2026	Land Purchase	\$ -		\$ -		\$ -		\$ -	
						Utility Relocate					\$ -		\$ -	
				23302	2027	Construction	\$ -		\$ -		\$ -		\$ -	
						Other					\$ -		\$ -	
						<b>Total FFY24-27</b>			\$ -		\$ -		\$ -	\$ -

**“The RTP provides the framework and foundation for the region’s transportation future.”**

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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.

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<sub>10</sub>) 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.

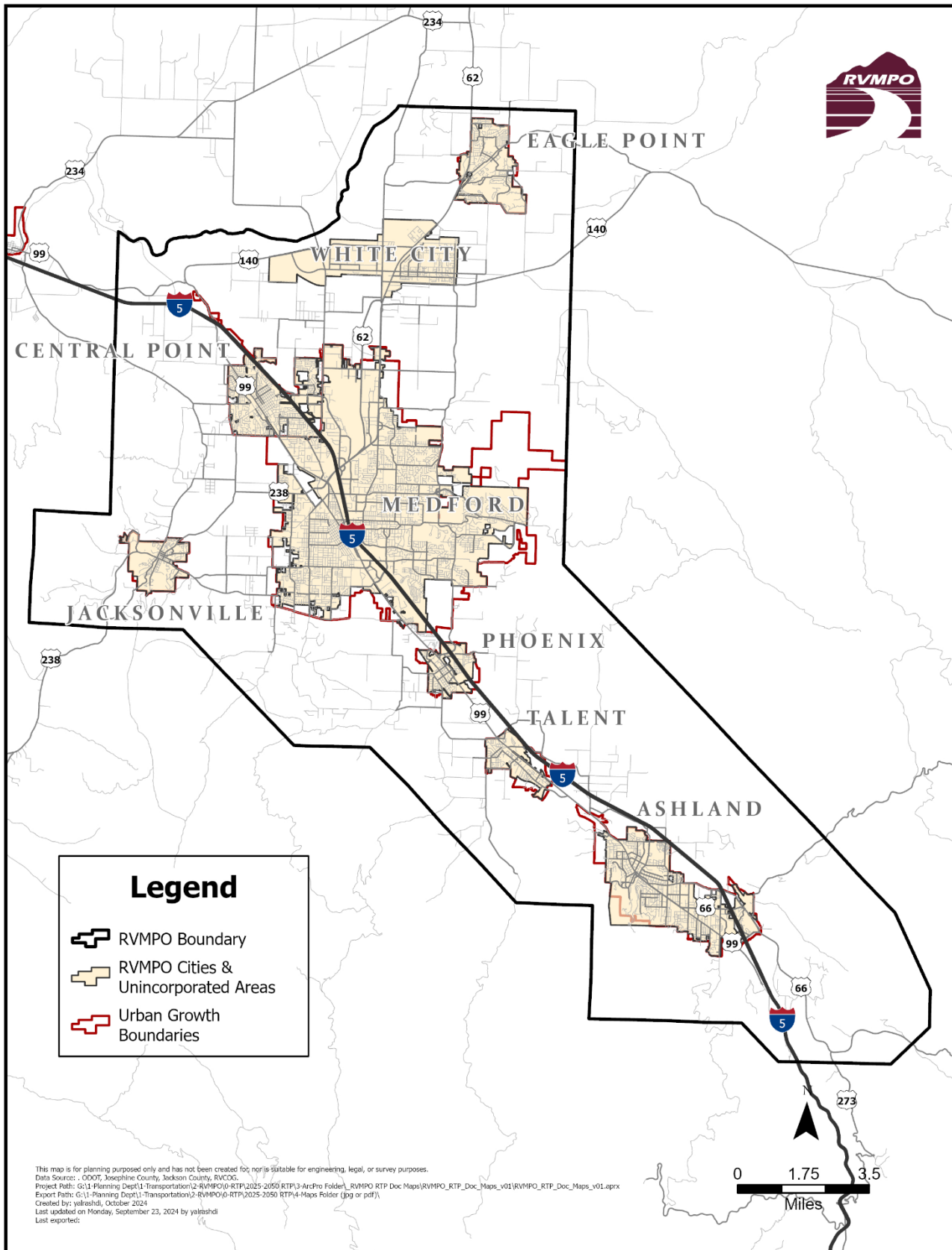
The state and federal regulatory framework that guides RTP development embodies many of the goals routinely brought forward by the public when they talk about the Rogue Valley area's future. None of the jurisdictions within the RVMPO exist in isolation: residents live in one city, work in another, shop 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

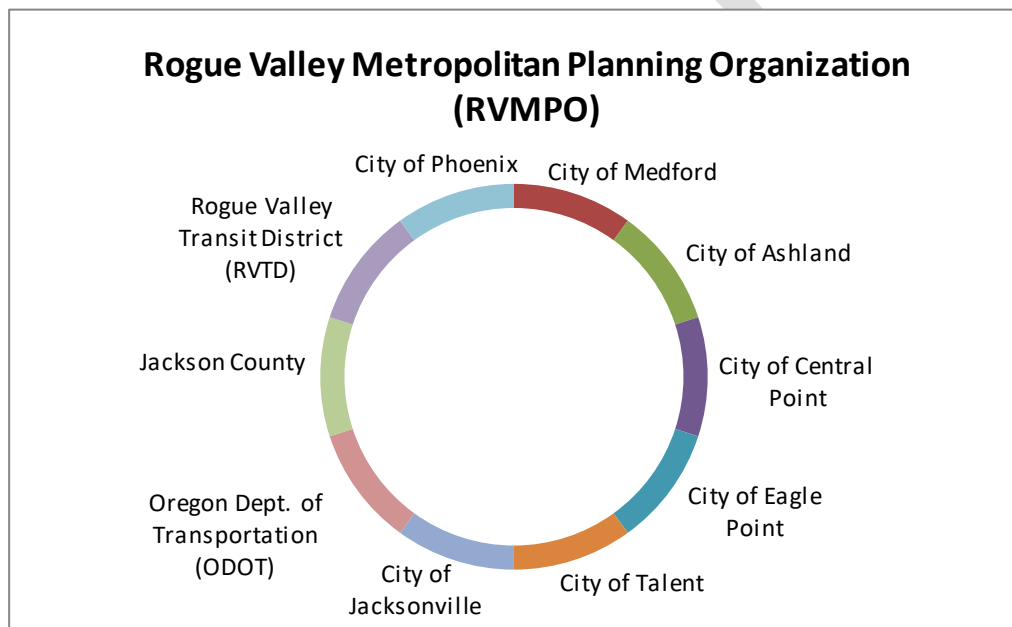


## 1.2 THE RVMPO

### 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<sub>10</sub>) within the Medford-Ashland Air Quality Maintenance Area will not exceed the budget set in the Medford-Ashland PM<sub>10</sub> 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

## 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.



**“The RTP provides the framework and foundation for the region’s transportation future.”**

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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.

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, 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.

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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 \(BIL\), Fixing America's Surface Transportation Act \(FAST Act\)](#), 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 is directed at the jurisdictional level.

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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 205045, 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 205045. 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 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 205045 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<sub>10</sub>) 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 ~~unwelcome~~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.

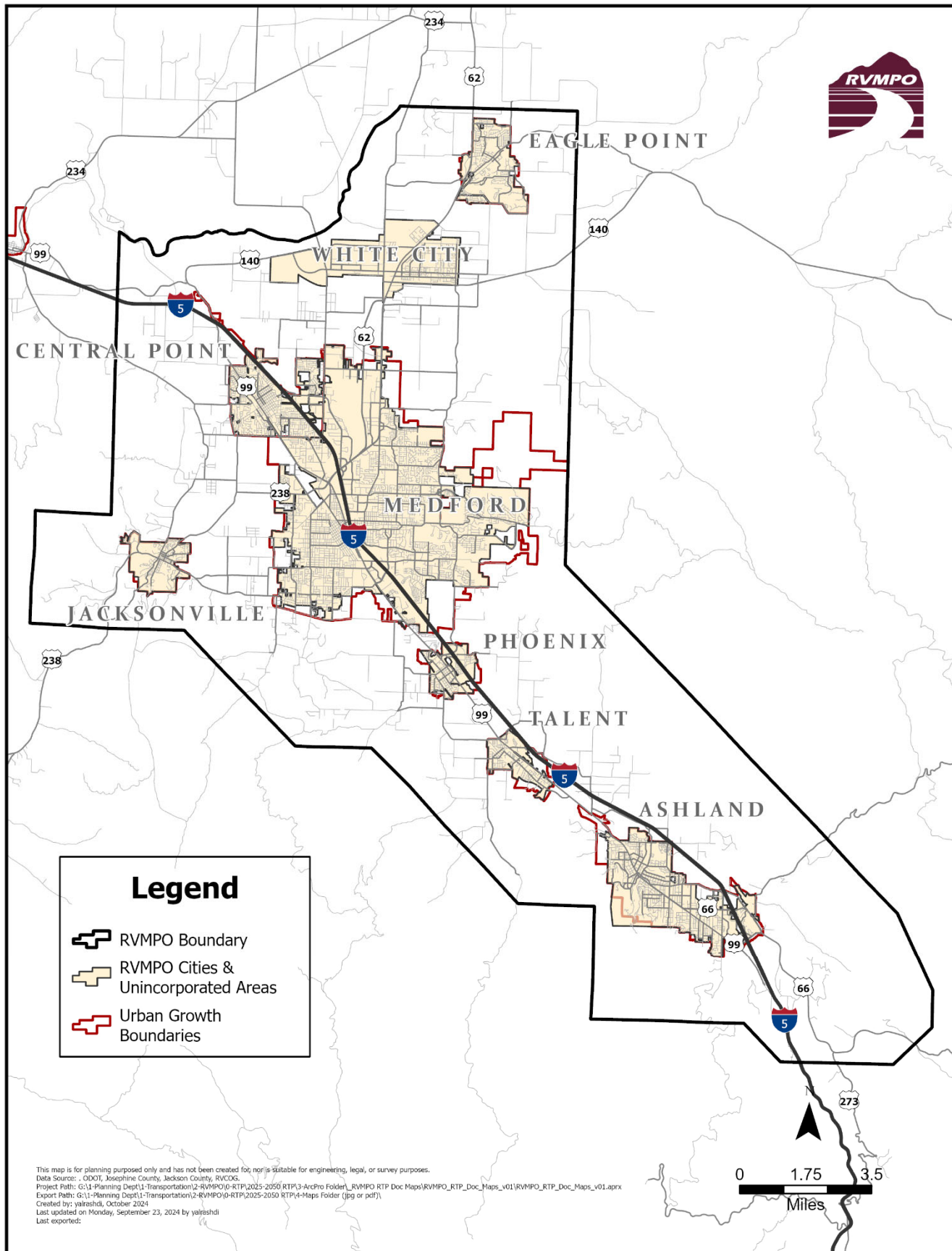
The state and federal regulatory framework that guides RTP development embodies many of the goals routinely brought forward by the public when they talk about the Rogue Valley area's future. None of the jurisdictions within the RVMPO ~~exists~~exist in isolation: residents live in one city, work in another, shop and recreate in others. Significant development in one city is bound to ~~effect~~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 20~~50~~45 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 ~~such update~~update will be required in Spring 20~~29~~25. 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



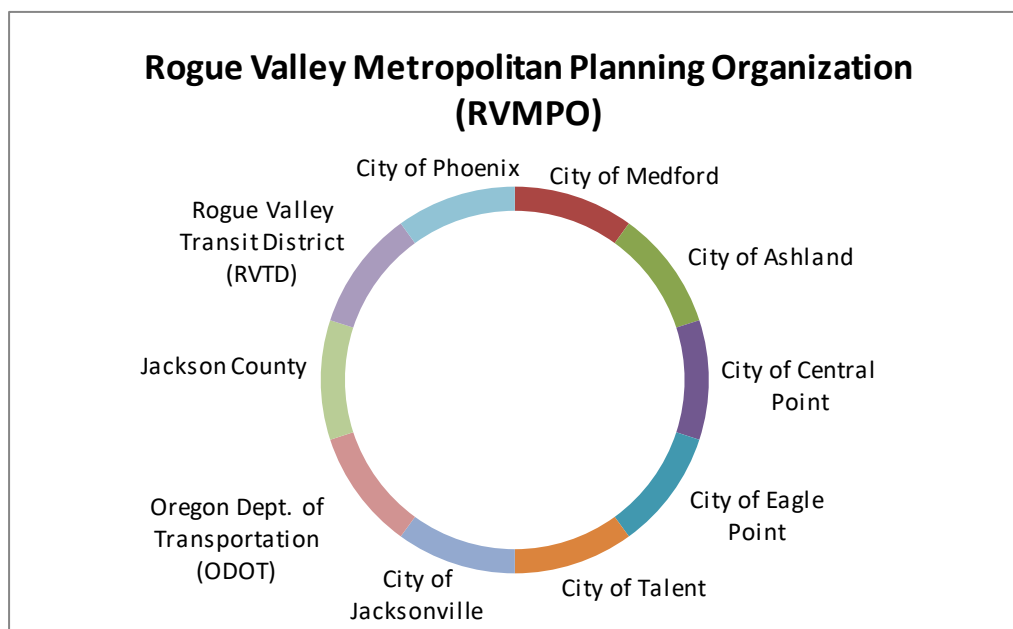
This map is for planning purposes only and has not been created for, nor is it suitable for, engineering, legal, or survey purposes.  
 Data Source: ODOT, Josephine County, Jackson County, RVCOS.  
 Project Path: G:\1-Planning Dept\1-Transportation\2-RVMPO\0-RTP\2025-2050 RTP\3-ArcPro Folder\RVMP0 RTP Doc Maps\RVMP0 RTP Doc Maps\RVMP0 RTP Doc Maps\_v01\RVMP0 RTP Doc Maps\_v01.aprx  
 Export Path: G:\1-Planning Dept\1-Transportation\2-RVMPO\0-RTP\2025-2050 RTP\4-Maps Folder (jpg or pdf)  
 Created by: yalreshdi, October 2024  
 Last updated on Monday, September 23, 2024 by yalreshdi  
 Last exported:

## 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 ~~some~~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 area of interest, such as



mass transit, freight, ect.. 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 as a result 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 \(BIL\). Funding America's Surface Transportation Act \(the FAST Act\)](#). 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~~ 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<sub>10</sub>) within the Medford-Ashland Air Quality Maintenance Area will not exceed the budget set in the Medford-Ashland PM<sub>10</sub> 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](#)

## 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 plan and~~ meets land use planning **requirements for state agency** coordination and the TPR. The transportation ~~rule requires~~rules require 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.

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# 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) (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 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 – policies 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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