

SUMMARIZING THE PLANNING CONTEXT

SEPTEMBER 13, 2018



ROGUE VALLEY
ACTIVE TRANSPORTATION PLAN

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Project Rogue Valley Active Transportation Plan

Subject Final Plan and Policy Review Memorandum



SUMMARIZING THE PLANNING CONTEXT

This memorandum reviews state, regional, and local plans and policies that relate to active transportation within the Rogue Valley Metropolitan Planning Organization (RVMPO) boundary.

This planning context review focuses on the following questions to help inform the development of the Rogue Valley Active Transportation Plan (RVATP):

- What are the vision/goals from existing plans?
- To what extent do the plans specify walking and bicycling routes, and how were these routes selected?
- What are the identified needs and projects related to walking and biking?
- Do the plans speak to regional connections?
- Do these plans provide guidance on facility design?
- How does facility design differ across jurisdictional boundaries?
- Do the plans identify barriers to active transportation?
- What specific state policies and standards are applicable to the RVATP?

To the extent that documents included in this review establish active transportation-related standards, targets, and guidelines, the RVATP will be coordinated and consistent with those policies and regulations. This document is organized as follows:

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State Plans and Policies

This section presents a review of relevant statewide plans, regulations, and policies as they relate to active transportation in the Rogue Valley Metropolitan Planning Organization (RVMPO) area. The review summarizes the relationship between the documents and active transportation planning in this area and identifies key issues that will guide the Rogue Valley Active Transportation Plan (RVATP) development process.

The following state plans and policies were reviewed:

- Oregon Bicycle and Pedestrian Plan (2016)
- Oregon Bicycle and Pedestrian Design Guide (2011)
- Oregon Statewide Transportation Improvement Program (STIP)
- Oregon Transportation Planning Rule (TPR)

Oregon Bicycle and Pedestrian Plan

The Oregon Bicycle and Pedestrian Plan (OBPP), adopted in May of 2016, is a modal plan that implements the Oregon Transportation Plan (OTP). The OBPP establishes the roles of walking and biking as essential modes of travel within the context of the entire transportation system. The vision of the plan is:

“In Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well connected biking and walking routes. People can enjoy Oregon’s scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians.”

The goals and policies of the plan are rooted in the numerous benefits of walking and biking; they reflect a growing body of evidence that walking and biking support economic growth, health, environmental quality, and mobility. The plan outlines nine (9) goals that further the broader OTP goals, which reflect statewide values and desired accomplishments relating to walking and biking. These goals, outlined below, are accompanied by 20 policies and associated strategies designed to help develop, sustain, and improve walking and biking networks.

- **Goal 1: Safety.** Eliminate pedestrian and bicyclist fatalities and serious injuries and improve the overall sense of safety of those who bike or walk.
- **Goal 2: Accessibility and Connectivity.** Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.
- **Goal 3: Mobility and Efficiency.** Improve the mobility and efficiency of the entire transportation system by providing high quality walking and biking options for trips of short and moderate distances. Support the ability of people who bike, walk or use mobility devices to move easily on the system.
- **Goal 4: Community and Economic Vitality.** Enhance community and economic vitality through walking and biking networks that improve people’s ability to access jobs, businesses, and other

destinations, and to attract visitors and tourists, new residents, and new business to the state, opening new opportunities for Oregonians.

- **Goal 5: Equity.** Provide opportunities and choices for people of all ages, abilities, races, ethnicities, and incomes in urban, suburban, and rural areas across the state to bike or walk to reach their destinations and to access transportation options, assuring transportation disadvantaged communities are served and included in decision making.
- **Goal 6: Health.** Provide Oregonians opportunities to become more active and healthy by walking and biking to meet their daily needs.
- **Goal 7: Sustainability.** Help to meet federal, state, and local sustainability and environmental goals by providing zero emission transportation options like walking and biking.
- **Goal 8: Strategic Investment.** Recognize Oregon's strategic investments in walking and biking as crucial components of the transportation system that provide essential options for travel, and can help reduce system costs, and achieve other important benefits.
- **Goal 9: Coordination, Cooperation, and Collaboration.** Work actively and collaboratively with federal, state, regional, local, and private partners to provide consistent and seamless walking and biking networks that are integral to the transportation system.

The OBPP also provides background information, including relevant state and federal laws, funding opportunities, and implementation strategies proposed by ODOT to improve bicycle and pedestrian transportation. It outlines the role that local jurisdictions can play in the implementation of the plan, including developing local pedestrian and bicycle plans as stand-alone documents or as part of transportation system plans (TSPs); ensuring that planning and design practices are consistent with the OBPP and other ODOT plans; working with adjacent jurisdictions; revising ordinances; collecting data; performing inventories; and partnering with community organizations for education and encouragement programs.

ODOT also published a work plan to provide more detailed information on ODOT-led actions to advance implementation of the OBPP. The work plan organizes the actions into the following three key initiatives:

1. Defining the network by inventorying the existing system, updating design guidelines, and setting expectations for how the system should be built and rebuilt.
 2. Data collections and standardization.
 3. Development of plan- and program-level performance measures.
- ▶ **Project Relevance:** *The statewide goals, policies, and strategies articulated in the OBPP are relevant to developing a regional active transportation plan. Similar to the OBPP work plan, the RVATP planning process will inventory the existing system, define deficiencies through data collection, determine priorities for the system through a public process, and develop a plan to implement improvements. The RVATP will implement State objectives at a regional level and will be drafted to be consistent with applicable goals, policies, strategies, and standards outlined in the OBPP.*

Oregon Bicycle and Pedestrian Design Guide

Adopted in 2011, the ODOT Bicycle and Pedestrian Design Guide includes design standards and recommendations that guide the design and management of bicycle and pedestrian facilities on state-owned facilities. It is a companion piece to the Highway Design Manual (HDM Appendix L) and includes updated and innovative pedestrian and bicycle treatments.

The OBPP anticipates a future update to the design guidelines, which are a central component of "defining the network." Strategy 1.1A of the OBPP calls for continued updates to the ODOT Design

Guidelines and HDM to ensure that State practices and policies reflect the latest national guidelines on active transportation design for walking, biking, and other alternative modes. A number of variables should be considered in identifying appropriate design features, including: vehicle speed, roadway characteristics and constraints, planned land uses, users and uses, and latent demand. These variables are likely to dictate what is most appropriate for different parts of the walking and biking system. The OBPP emphasizes that the implementation of design policy should be a coordinated effort between federal, state, regional, and local jurisdictions and should consider the balance between consistency and the need for flexibility across urban, rural, and suburban contexts.

- ▶ **Project Relevance:** *The definition of safe and appropriate walking and biking solutions is foundational for all aspects of this plan, especially investment needs. The guidance from the Oregon Bicycle and Pedestrian Design Guide can be used for both state-owned and locally-owned facilities in the RVMPO area, as appropriate; state-owned facilities must be designed in alignment with ODOT design guidance. Future work in Task 8 of this project will provide design guidance for various types of routes within the study area; in cases where routes are state-owned facilities, the RVATP will be consistent with guidelines identified in the Oregon Bicycle and Pedestrian Design Guide.*

Oregon Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is Oregon’s four-year transportation capital improvement program that identifies funding for, and determines scheduling of, transportation projects and programs. It includes projects in the federal, state, city, and county transportation systems; multimodal projects (highway, passenger rail, freight, public transit, bicycle, and pedestrian); and projects in the National Parks, National Forests, and Native American tribal lands. It includes state- and federally-funded system improvements that have approved funding and are expected to be undertaken during the planning period. Oregon’s STIP covers a four-year construction period but is updated every two years in accordance with federal requirements. The program currently approved is the 2018-2021 STIP. Work on the next STIP, which will provide funds for 2021-2024, began in July 2017 and is expected to be complete by 2020. The STIP document is organized by county. Projects found in the 2018-2021 STIP as amended and within Jackson County and the Rogue Valley MPO are presented in **Error! Reference source not found.** below.

Table 1: 2018-2021 STIP Projects in the Rogue Valley MPO

PROJECT NAME	PROJECT DESCRIPTION	KEY	PROJECT COST	ACTIVE TRANSPORTATION COMPONENT IDENTIFIED
I-5: California state line - Ashland	Diamond grind to remove ruts in the pavement. Replace decks on bridges 09259 and 09259A, bridge work (overlay, seal, joints) on bridges 09312A, 09260A, and 08749.	18873	\$16,788,604.00	No
Twin Creeks rail crossing (Central Point)	New access route into the Twin Creeks development for OR99.	18972	\$4,185,151.56	No
OR 140: Exit 35 Blackwell Road	Add center turn lane, widen shoulders and add bike lanes.	18975	\$5,775,000.00	Yes
Stevens Rd-East Main St to Robert Trent Jones Blvd	Add bike lanes and sidewalks.	19230	\$2,800,413.36	Yes

PROJECT NAME	PROJECT DESCRIPTION	KEY	PROJECT COST	ACTIVE TRANSPORTATION COMPONENT IDENTIFIED
Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb gutter, sidewalk and bike lanes.	19231	\$14,477,599.69	Yes
Regional Active Transportation Plan	The Active Transportation Plan (ATP) will identify key destinations and routes to connect them as well as policies and programs that will improve the transportation system for people walking and biking.	19232	\$200,000.00	Yes
Washington Street Extension	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 access.	19365	\$1,055,000.00	No, but will include standard facilities with new street.
2017 Urban Operations Support	Operation support (RVTD).	19384	\$5,100,000.00	No
2018 Urban Operation Support	Operation support (RVTD).	19385	\$5,200,000.00	No
2017 Capitalization of Maintenance (MPO STP XFER)	Capitalization of maintenance.	19387	\$1,049,214.00	No
2018 Capitalization of Maintenance (MPO STP XFER)	Vehicle & facility maintenance/transit improvements.	19388	\$1,063,903.00	No
Columbus Avenue Extension	New road section and urban upgrade, 5 lane major arterial.	19397	\$4,000,000.00	No, but will include standard facilities with new street.
I-5: Medford Viaduct & Barnett Road Overpass	Deck overlay, bridges #08332 and #08676B.	19538	\$2,048,557.02	No
I-5: Exit 33 Off Ramp Improvements	Construct additional right turn lane on the north bound off ramp.	19789	\$967,000.00	No
RVTD Mass Transit Program (15-17)	Category A vehicle replacement (1 vehicle).	19915	\$475,001.00	No
OR140/OR238: Bridge & Culvert Rail Upgrades	Rail upgrades on three bridges (#09777, #07813, #29C269).	19961	\$849,000.00	No
TDM Rideshare in 2019	Rogue Valley Transit District transportation options strategies, programs, and investments enhance traveler opportunities and choices to bike, walk, take transit, share rides, and telecommute.	20049	\$144,000.00	Yes
TDM Rideshare in 2020	Rogue Valley Transit District transportation options strategies, programs, and investments enhance traveler opportunities and choices to bike, walk, take transit, share rides, and telecommute.	20051	\$144,000.00	Yes
TDM Rideshare in 2021	Rogue Valley Transit District transportation options strategies, programs, and investments enhance traveler opportunities and choices to bike, walk, take transit, share rides, and telecommute.	20052	\$144,000.00	Yes

PROJECT NAME	PROJECT DESCRIPTION	KEY	PROJECT COST	ACTIVE TRANSPORTATION COMPONENT IDENTIFIED
I-5: Ashland - Gold Hill	Design work in preparation of the repair or replacement of culverts and addressing scour and road embankment problems near culverts.	20133	\$334,663.00	No
OR140: Bear Creek - OR62	Grind out the existing pavement and replace with new asphalt.	20135	\$7,922,000.00	No
OR99: Birch St to Coleman Ck. Culvert (Phoenix)	Replace culvert, add sidewalks, bike lanes, pedestrian crossings. Install Transit Signal Prioritization on OR-99 Ashland to Central Point.	20162	\$7,691,000.00	Yes
OR99: I-5 to Scenic Ave	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal.	20185	\$3,262,000.00	No
OR99: Ashland Pedestrian Upgrades	Add street lighting at Lithia/3rd and Siskiyou/Morton. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFB @ Siskiyou/Tolman Creek Rd.	20186	\$1,112,000.00	Yes
OR140: Atlantic Ave. intersection improvements	Construct a roundabout and raised median to improve safety.	20192	\$2,208,000.00	No, but will include standard facilities with new roundabout.
OR238: @ W. Main St. Roundabout	Install roundabout and associated medians.	20218	\$3,800,000.00	No, but will include standard facilities with new roundabout.
Freeman Rd at Pine St intersection (Central Point)	Improve drainage and install raised island, enhance striping to include bike lane.	20249	\$121,000.00	Yes
W. Valley View Rd Safety Improvements (Talent)	Road diet on West Valley View from Hwy 99 to approximately 0.46 miles to the east. Remove existing asphalt and repave and restripe, as well as bike and pedestrian upgrades.	20254	\$537,000.00	Yes
Rogue Valley MPO Planning SFY20	Rogue Valley MPO planning funds for Federal fiscal year 2019. Projects will be selected in the future through the MPO process.	20610	\$411,723.09	No
Rogue Valley MPO Planning SFY21	Rogue Valley MPO planning funds for Federal fiscal year 2020. Projects will be selected in the future through the MPO process.	20611	\$411,723.09	No
Rogue Valley MPO Planning SFY22	Rogue Valley MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.	20611	\$411,723.02	No
City of Ashland Chip Seal	Double asphalt with embedded sand and gravel on existing dirt roads.	21016	\$561,648.00	No

PROJECT NAME	PROJECT DESCRIPTION	KEY	PROJECT COST	ACTIVE TRANSPORTATION COMPONENT IDENTIFIED
West Pine St. Reconstruction	Add sidewalk, curb & gutter, bike lanes, 2 travel lanes and one continuous left turn lane.	21017	\$4,549,000.00	Yes
S. Royal Ave Improvements	Right of way purchase.	21018	\$498,903.00	No
North Couplet Pedestrian Crossing	Install pedestrian crossing.	21020	\$100,000.00	Yes
2019 Urban Operation Support	Operation support (RVTD).	21022	\$6,300,000.00	No
2020 Urban Operation Support	Operation support (RVTD).	21023	\$6,600,000.00	No
2021 Urban Operation Support	Operation support (RVTD).	21024	\$6,900,000.00	No
2019 Capitalization of Maintenance (MPO STP XFER)	Vehicle & facility maintenance/transit improvements.	21025	\$1,108,882.00	No
2020 Capitalization of Maintenance (MPO STP XFER)	Vehicle & facility maintenance/transit improvements.	21026	\$1,134,515.00	No
2021 Capitalization of Maintenance (MPO STP XFER)	Vehicle & facility maintenance/transit improvements.	21027	\$1,160,147.00	No
Foothill Rd: Corey Rd. to Atlantic Ave.	Add 2-Lane rural major collector and Signal at 140.	21028	\$1,800,000.00	No
Foothill Rd: Delta Waters to Dry Creek	Widen to add shoulders and turn lanes at intersection, minor alignment changes.	21029	\$3,298,734.00	No
Bear Creek Greenway/ Hwy 140: Shared Use Path	Extend Bear Creek Greenway as a sidepath along Blackwell Road (OR 140) from Dean Creek Road to Kirtland Road (See also key # 18975)	21030	\$588,836.00	Yes
Oregon Salt Pilot Phase 2: Bridge Deck Testing & Sealing	Salt testing on bridge decks; design of sealing and overlay projects, and construction of protective systems.	21076	\$763,618.22	No
RVTD-5310 Enhanced Mobility Small Urban (2017-19)	Contracted service and mobility management.	21097	\$647,828.00	No
OR66 over Central Oregon and Pacific Railroad (Ashland)	Deck overlay.	21180	\$1,920,000.00	No
East Main Street over I-5 Bridge (Ashland)	Deck overlay.	21181	\$737,000.00	No
OR66: Railroad Bridge - Dead Indian Memorial Rd	Design shelf ready plans to grind out existing surface and inlay new asphalt.	21184	\$500,000.00	No
OR99: South Valley View	Right of Way purchase for future bridge realignment.	21196	\$400,000.00	No
OR99: Creel to Bear Creek Greenway Connector (Talent)	Connecting Hwy 99 to the shared multi-use path.	21197	\$625,000.00	Yes
RVTD Rideshare and TDM (FFY 18-20)	Promote available transportation alternatives.	21222	\$210,276.96	Yes

PROJECT NAME	PROJECT DESCRIPTION	KEY	PROJECT COST	ACTIVE TRANSPORTATION COMPONENT IDENTIFIED
I-5 over Crowson Road North and Southbound Bridges (Ashland)	Structural overlays.	21228	\$2,577,482.92	No
Rogue Valley MPO Planning SFY19	Planning funds to be used by the MPO during Federal fiscal year 2018. Projects will be selected in the future through the MPO process.	21268	\$415,905.00	No
Southern Oregon Seismic Triage	Perform seismic upgrades on 17 bridges and 7 hillside slopes.	21296	\$35,000,000.00	No

- ▶ **Project Relevance:** *The RVATP update will consider projects that are programmed in the STIP. The RVATP will ultimately develop and prioritize networks of regional routes for walking and bicycling, which may influence which projects will be recommended for inclusion in the next STIP.*

Oregon Transportation Planning Rule (TPR)

The Transportation Planning Rule (TPR), OAR 660-012, implements Goal 12 (Transportation) of the statewide planning goals. The overall purpose of the TPR is to provide and encourage a safe, convenient, and economical transportation system. The TPR requires the State to prepare the Oregon Transportation Plan (OTP) and mode and topic plans; MPOs to prepare a Regional Transportation Plan (RTP) consistent with the State's best practices; and counties and cities to prepare local TSPs that are consistent with the OTP and RTPs. The TPR directs TSPs to integrate comprehensive land use planning with transportation needs and to enhance, promote, and facilitate safe and convenient pedestrian and bicycle travel.

The TPR contains numerous requirements governing transportation planning and project development. Related to active transportation specifically, Section -0020 requires that TSPs include a bicycle and pedestrian plan that identifies bicycle and pedestrian routes throughout the planning area and that the standards for the layout of local streets provide for safe and convenient bicycle and pedestrian circulation.

In addition to transportation planning, the TPR requires each local government to amend its land use regulations to implement its TSP (Section -0045 Implementation of the Transportation System Plan). Subsection -0045(3)(b) requires local jurisdictions to provide for safe and convenient pedestrian, bicycle, and vehicular circulation and to ensure that new development provides reasonably direct routes for pedestrians and bicycle travel on-site, through street improvements and accessways, in a way that avoids levels of automobile traffic that could interfere with or discourage pedestrian or bicycle travel. This Subsection also requires that bikeways be included along arterials and major collectors and sidewalks along arterials, collectors and most local streets in urban areas. Land use and subdivision requirements must also support transit by requiring on-site pedestrian circulation systems – plans that show pedestrian connections to existing or proposed streets, walkways, and driveways that abut the property and demonstrate how proposed development provides connections to existing and planned transit stops

(Subsection -0045(4)). TPR Subsection -0045(5) specifically requires jurisdictions in MPO areas to adopt land use and subdivision regulations to reduce reliance on the automobile.¹

- ▶ **Project Relevance:** *By preparing and adopting an active transportation plan, the RVMPO is complying with TPR requirements for increasing transportation choices and reducing reliance on the automobile. Task 10 of the RVATP planning process will include guidance for local jurisdictions on code amendments needed to implement the RVATP consistent with provisions of the TPR. These recommendations will help to ensure that the RVATP and local jurisdiction development regulations are consistent with applicable requirements established in OAR 660-012-0045.*

Regional Plans and Policies

This section presents a review of relevant regional plans and guides as they relate to active transportation in the RVMPO area. This review examines key active transportation policies and issues that will inform the Rogue Valley Active Transportation Plan development process.

The following regional plans and policies were reviewed:

- RVMPO 2017-2042 Regional Transportation Plan
- RVMPO Transportation Improvement Program (2018-2021)
- RVMPO Transportation Demand Management Reference Guide (2012)
- Bear Creek Greenway Management Plan (2005-2010)
- Rogue Valley Transit District Ten-Year Long Range Plan (2007-2017)

RVMPO 2017-2042 Regional Transportation Plan

As part of its transportation planning responsibilities, RVMPO prepares and regularly updates its Regional Transportation Plan (RTP). The RTP is a multi-modal transportation plan designed to meet the anticipated 25-year transportation needs within the RVMPO planning area boundary. The RTP serves as a guide for management of existing transportation facilities and for the design and implementation of future transportation facilities.

Development and adoption of the RTP is required to ensure the area remains eligible to receive state and federal transportation funding. The federal and state rules requiring completion and adoptions of the RTP include federal legislation (Fixing America's Surface Transportation (FAST) Act and the US Clean Air Act) and Oregon's Transportation Planning Rule (TPR). The RTP serves as the regional transportation system plan required by the TPR.

The RTP establishes a set of transportation goals and associated policies, potential actions, and performance indicators. The goals and policies guide project selection. The goal framework is composed of the following:

¹ Note that the Land Conservation and Development Commission will be considering rulemaking in September 2018 that will replace TPR Subsections -0045(4) and (5) with a new Section specific to jurisdictions within Metropolitan Service Districts. The proposed Section -0120 covers required local land use and subdivision regulations related to transit, parking, and transportation demand management. See *Metropolitan Transportation Planning Rulemaking at https://www.oregon.gov/LCD/Pages/Rules.aspx#Rulemaking_to_Amend_the_Transportation_Planning_Rules,_clarifying_local_governments_may_mitigate_across_jurisdictions*

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

The focus of the RTP is the presentation of the region's funded projects. Pursuant to Federal Highway Administration rules (23 CFR Part 450.324), MPO plans must show capital investment, operations, and management strategies that promote an integrated multi-modal transportation system over a horizon of at least 20 years. The projects must be “financially constrained;” funding for all projects in the plan must be identified, or there must be a reasonable expectation for funding.

The projects in the RTP are presented in tables and in maps, by jurisdiction and by project type and system need through 2042. Projects are categorized in terms of short-, medium-, and long-range implementation. The full RTP project list is included in Attachment A, and the projects can be viewed in an online map available through the RVMPO website.²

- ▶ **Project Relevance:** *Recommended bicycle and pedestrian networks developed through the ATP process will be consistent with the goals, policies, performance indicators, and projects that are in the RTP. The ATP may also include recommendations and/or identified projects to be included in the next RTP update, as appropriate.*

RVMPO Transportation Improvement Program (2018-2021)

The most recent RVMPO Transportation Improvement Program (TIP) includes transportation projects and associated funding in the region for the federal fiscal years 2018-2021. Projects in the TIP are drawn from the RVMPO 2017-2042 Regional Transportation Plan (RTP), and are “financially constrained,” which means that required funds are expected to be available for implementation based on federal, state, and local consultation and best estimates. The TIP was prepared as a collaborative effort between RVMPO jurisdictions, with direction from a Technical Advisory Committee, a Public Advisory Council, and public input.

The TIP document consists primarily of the table of projects, which specifies whether the programming is for planning, design, acquisition, and/or construction. Projects are organized by jurisdiction; jurisdictions with projects in the 2018-2021 TIP include:

- Ashland

² <http://rvcog.maps.arcgis.com/apps/View/index.html?appid=d38542acc7a44ce3bb6370ad49f54754>

- Central Point
- Eagle Point
- Jacksonville
- Medford
- Phoenix
- Talent
- Jackson County
- Oregon Department of Transportation (ODOT)
- Rogue Valley Transit District (RVTD)
- Rogue Valley Council of Governments (RVCOG)

The full list of projects is included in Attachment B and the projects can also be viewed on an online map available through the RVMPO website.³

- ▶ **Project Relevance:** *In defining regional networks for walking and bicycling, the ATP route evaluation process will consider projects within the TIP that are scheduled for construction in the next three years. Where applicable, recommendations in the ATP will be coordinated with projects programmed in the TIP.*

RVMPO Transportation Demand Management Reference Guide (2012)

The RVMPO Transportation Demand Management Reference Guide (guide) refines the RTP's Transportation Demand Management (TDM) element. It identifies specific implementation measures needed to support the TDM policies listed in RVTD's program. It also identifies additional measures needed to specifically support implementation of the RVMPO's Alternative Measures⁴ and meet TPR requirements for Integrated Land Use and Transportation Plans (ILUTP). The Alternative Measures consist of the following:

1. Transit, bicycle, and walking mode share
2. Percentage of dwelling units within ¼ mile walking distance of 30-minute transit
3. Percentage of collectors and arterials with bicycle facilities
4. Percentage of collectors and arterials in Transit-Oriented Development (TOD) areas with sidewalks
5. Percentage of new dwelling units in mixed-use/pedestrian-friendly areas
6. Percentage of new employment in mixed-use/pedestrian friendly areas
7. Alternative transportation funding

The recommendations included in the guide reflect the Alternative Measures adopted by the RVMPO. The recommendations include specific measures communities can include in their transportation plans and land development codes to increase the effectiveness of their TDM programs. Recommendations from the guide that may be reflected in the ATP include the following:

³ <http://rvkog.maps.arcgis.com/apps/PublicInformation/index.html?appid=cb9e59efc1cc49ab99f6d58fbee5c1b7>

⁴ In December 2001, the Land Conservation and Development Commission approved seven Alternative Measures adopted by the RVMPO in place of the VMT reduction standards contained in the state Transportation Planning Rule (TPR). The Alternative Measures meet requirements to reduce reliance on the automobile established in OAR 660-012-0035(5).

- Partnering with city governments to encourage employers with more than 50 employees to adopt TDM strategies.
 - Supporting the use of transit among major employers by encouraging the purchase of individual or subsidized group transit passes, having a bus shelter added nearby or other actions to reduce commuting trips.
 - Prioritizing all county bicycle and pedestrian construction projects to be complete in the early phases of their plans.
 - Encouraging developments with a large footprint to have a bicycle and pedestrian circulation plan.
 - Adopting traffic-calming street design standards.
 - Securing funding for street aesthetics such as street furniture, landscaping, lighting, and creating dispersed tiny public places.
 - Encouraging development of discount transit fare programs and shuttle services by event sponsors.
 - Engaging in public, government and employer outreach to raise awareness about the use of TDM strategies, including actively marketing to groups that have the greatest potential for reducing SOV trips.
 - Modifying land use codes to require creation of non-motorized infrastructure on public roadways, and/or the concentration of mixed land uses (residential, office, and commercial) into smaller areas.
 - Providing for park-and-ride lots.
 - Adopting Trip Reduction Ordinances.
- ▶ **Project Relevance:** *Recommendations from the RVMPO Transportation Demand Management Reference Guide will be considered as part of this planning process. Specific measures that reflect regional TDM goals and strategies will be included in the ATP and associated implementation measures as applicable.*

Bear Creek Greenway Management Plan (2005-2010)

The Bear Creek Greenway is an 18-mile paved multi-use path that links the cities of Ashland, Talent, Phoenix, Medford and Central Point. It is continuous from the Ashland Dog Park to Pine Street in Central Point.⁵ Completed in 2005, the Bear Creek Greenway Management Plan was prepared by the RVCOG and represents a collaboration between the Bear Creek Valley Foundation, Jackson County, RVMPO, ODOT, and the Cities of Ashland, Talent, Phoenix, Medford, and Central Point.

The plan addresses the following operations:

- Public safety and emergency services
- Litter and vandalism control
- Surface management
- Vegetation management
- Natural resources protection

It categorizes operations into essential or potential activities, recommends frequency, identifies preferred equipment and training needed, and approximates cost (in 2005 dollars). The plan also identifies capital improvements – including interpretive signs, information kiosks, off-street parking at trailheads, restrooms,

⁵ <http://www.bearcreekgreenway.com/>

drinking fountains, and benches – for the Greenway, and documents public feedback received regarding these improvements. However, these are identified only as potential improvements, with no cost estimates or assignment of responsibility for the improvements.

- ▶ **Project Relevance:** *Potential capital improvements identified in the Bear Creek Greenway Management Plan will be considered within the ATP planning process. The ATP may provide further direction on prioritization and implementation of improvements to the Bear Creek Greenway, including potential connections from the adjacent street system.*

Rogue Valley Transit District Ten-Year Long Range Plan (2007-2017)

The Rogue Valley Transit District (RVT) Ten-Year Long Range Plan is RVT's most recent comprehensive planning document related to transit planning. The plan addresses revenue forecasting, fixed-route and paratransit services, departmental needs, and program recommendations. The plan is designed to meet the community's public transportation needs to the extent possible given future revenue potential.

Four revenue scenarios were developed (Figure 1.3 in the plan), as were three tiers of potential service expansions and improvements (Figure 5.1 in the plan). The intention, upon adoption of the plan, was that RVT would determine the revenue scenario that would best serve the needs of the community. Based on the preferred revenue option RVT would then prepare a Strategic Business and Operations Plan.

The plan includes a section on local coordination and development review, which documents that RVT receives notice of proposed development from each jurisdiction it serves. RVT treats these development proposals as opportunities to improve bus stop facilities along existing routes and preserve right-of-way along planned routes. The plan recommends that RVT staff should become more involved in early planning stages, specifically at site review meetings, and that RVT staff provide more detailed information about future transit needs and planned facilities and amenities so that jurisdictions can more easily require these facilities and amenities as part of development approval.

- ▶ **Project Relevance:** *Recommendations from the RVT Long Range Plan (and future updates of the plan) related to local coordination and development review will be considered within the ATP planning process. The ATP will consider locations of transit routes and stops in development of the regional active transportation networks.*

Local Plans and Policies

This section presents a review of the city and county transportation system plans (TSPs) inside the RVMPO boundary. The purpose of a transportation system plan (TSP) is to guide transportation planning and project development inside a jurisdictional Urban Growth Boundary over a 20-year period. A TSP describes a jurisdiction's transportation system by travel mode (walking, bicycling, transit, freight, motor vehicles, etc.) and outlines projects, programs, and policies to meet the jurisdiction's transportation needs now and in the future based on the community's goals and aspirations. Each plan typically includes an implementation plan for how (and when) to finance future projects. Plan elements are implemented by the jurisdiction, private developers, and regional or state agencies.

TSPs are required by the Transportation Planning Rule documented in the Oregon Administrative Rule 660-012-0015.

This review summarizes TSP vision and goals as they relate to active transportation, what barriers they address for active transportation, a needs and projects list for bicycle and pedestrian projects, and how they discuss regional connections for walking and bicycling.

The following TSPs are reviewed in chronological order:

- City of Central Point TSP (2008)
- City of Jacksonville TSP (2009)
- City of Eagle Point TSP (2010)
- City of Ashland TSP (2012)
- City of Talent TSP (2015)
- City of Phoenix TSP (2016)
- Jackson County TSP (2017)
- City of Medford TSP (2018)

City of Central Point TSP (Adopted December 2008)

The City's comprehensive plan from 2007 adopted the following statement as a core value for the planning and development of the City's transportation system:

"The City of Central Point values a system of transportation and infrastructure that is modern, efficient and sensitive to the environment."

In addition to this core transportation value, the citizens of Central Point developed a series of transportation related principles. The use of principles is intended to serve as a point of reference as the City navigates its way through the goals, policies, and implementation strategies necessary to attain the City's transportation vision. The following principles guided the TSP development:

- To strike a balance between accessibility and connectivity of people and goods, while keeping the system safe, attractive and well-maintained.
- To advocate land use patterns, such as transit-oriented development and in-fill strategies, that support the continued enhancement of multi-modal transportation.
- To increase street system safety and function through the adoption and implementation of access management standards for the purpose of maintaining and preserving the existing investment in transportation facilities.
- To design streets in a manner that maximizes the utility of public right-of-way; is appropriate to their functional role, and provides for multiple travel modes, while minimizing their impact on the character and livability of surrounding neighborhoods, business districts and the environment.

There are sidewalks across the majority of Central Point, and the city's development standards require sidewalks on all streets. However, older neighborhoods in the city are still lacking sidewalks; adding sidewalks around schools and transit is the top priority in this TSP. For bicycles, there is little infrastructure and it provides few connections to destinations in town or to the Bear Creek Greenway. The city identifies several strategies for improving bicycle infrastructure: filling in gaps, focusing on access to schools, parks, and activity centers, and connecting with transit.

The Bear Creek Greenway starts in Central Point, and the TSP identifies this as an important regional connection for people walking and bicycling. When the TSP was adopted, only part of the trail had been completed in Central Point. The plan does not provide any guidance on active transportation facility design.

- ▶ **Project Relevance:** *The existing conditions in Central Point reflect wide differences in walking and bicycling infrastructure. The ATP will identify opportunities to improve bicycling as a mode of transport to better connect Central Point with the rest of the region. Since this TSP is 10 years old, the ATP*

process will seek input related specifically to Central Point from the Technical Advisory Committee as appropriate.

City of Jacksonville TSP (Adopted June 2009)

This TSP is the legal basis and policy foundation for decisions that Jacksonville makes regarding transportation. The goals and policies guide the development of the plan and can be used to evaluate how well the plan reflects the community's values. The TSP outlines seven goals:

- Goal 1: Preserve and enhance public safety and security
- Goal 2: Support increased travel options
- Goal 3: Support accessibility and mobility
- Goal 4: Support livability and community identity
- Goal 5: Encourage economic vitality
- Goal 6: Support efficiency and good stewardship
- Goal 7: Assure accountability

The TSP identifies minimal barriers to walking and bicycling in Jacksonville – roads have wide shoulders for bicycles where there isn't marked infrastructure, and pathway networks are popular around the periphery of town. Few bicyclists were counted during weekday commute hours, however, and pedestrians were only seen in the city's downtown core.

The TSP calls for a study of reconstructing the Rogue River Valley Railway with a bicycle path connecting Jacksonville and Medford. Pedestrian projects are focused on connecting downtown with a music festival venue on the edge of town. The city's Transportation Design Standards show four-foot and 5.5-foot bike lanes on arterials, depending on whether there are curbs and sidewalks.

- ▶ **Project Relevance:** *Jacksonville has an important legacy for bicycling in Oregon: Donald Stathos, state legislator and city resident, was the legislative champion for Oregon's Bicycle Bill in 1971. In the present day, this small city swells with tourists for the Britt Music and Arts Festival, which brings people onto the numerous off-street paths in the city. Additionally, the city is just one of two in the study area that does not have the Bear Creek Greenway running through city limits. The ATP will identify opportunities to better connect Jacksonville with the rest of the region.*

City of Eagle Point TSP (Adopted December 2010)

The TSP's broad transportation goals include:

- Provision and encouragement of a safe, convenient, and economic transportation system, accommodating all users and transportation modes.
- Maximization of public investment in transportation facilities and the use of the facilities.
- Development of a transportation system supporting compact, livable communities, economic development, and other City objectives.

Around bicycle and pedestrian facilities and programs, the TSP sets the following goal:

- Provision of a safe, accessible system of bicycle and pedestrian facilities, connecting important community destinations, featuring a range of off-road and on-road facilities, and including amenities that make walking and bicycling attractive and feasible in Eagle Point.

The TSP finds significant barriers to walking in Eagle Point: sidewalks are lacking in core downtown areas and around schools, there are few connections over Little Butte Creek, and Highway 62 is challenging to

cross. For bicycling, few urban arterial and collector streets have bike infrastructure. Strategies and projects were identified that address these active transportation barriers: filling in gaps in the sidewalk network, connecting neighborhoods with amenities, improving access over Little Butte Creek, improving safety, and incorporating high-quality bicycle facility design standards.

Improving regional active transportation connections is a policy goal for the TSP, but the TSP does not provide specific detail or projects related to this policy. Bicycle facility design guidance sets standards for multi-use paths that address safety concerns, such as not building paths next to roadways and minimizing street crossings, and it establishes bike lanes next to the curb as a preferred alternative over bike lanes next to parked cars.

- ▶ **Project Relevance:** *Eagle Point, one of only two cities in the region that is not connected to the Bear Creek Greenway, must therefore approach regional active transportation connections differently from other cities. The TSP puts a major focus on providing access and connections for residents who need to cross Highway 69 or Little Butte Creek. The ATP will consider these needs in the development of regional active transportation routes.*

City of Ashland TSP (Adopted October 2012)

For this TSP, the City updated its transportation goals and objectives in collaboration with the City's Transportation Commission and Planning Commission. The goals and objectives provided guidance on the types and priorities of policies, programs, studies and projects. The four goals are:

- Goal 1: Create a "green" template for other communities in the state and nation to follow.
- Goal 2: Make safety a priority for all modes of travel.
- Goal 3: Maintain small-town character, support economic prosperity and accommodate future growth.
- Goal 4: Create a system-wide balance for serving and facilitating pedestrian, bicycle, rail, air, transit, and vehicular traffic in terms of mobility and access within and through the City of Ashland.

In the scope of work to develop the TSP, the City and community clearly emphasized the desire for the TSP to integrate multimodal transportation and future land use to create a TSP aligned with the community's values. The resulting plan focuses on policies, projects, programs and studies that:

- Improve bicycle and pedestrian facilities and enhance transit service to make Ashland a less auto dependent community;
- Integrate future land use considerations to plan for and preserve opportunities for development that supports and facilitates bicycle, pedestrian and transit modes; and
- Enhance livability, small-town character, and the natural environment.

There are gaps in the sidewalk network across the city that are addressed in the TSP, and pedestrian policies call for safety improvements such as curb extensions and refuge islands. The TSP also introduces the idea of a pedestrian place, which is a small, walkable node where services and amenities are heavily concentrated and easily accessible on foot. The city's bike network has very few east-west routes, and it lacks the infrastructure to serve the "interested, but concerned" group of potential bicyclists who are wary of bicycling with or next to vehicular traffic. The TSP calls for bicycle improvements across the city that serve a broad range of bicyclist abilities and looks at crash data to identify areas where improvements are needed. The TSP evaluated potential active transportation demand based on destinations and count data.

The Bear Creek Greenway connects to the north end of Ashland, but there are limited connections to the path from the city. The TSP calls for an east-west multi-use path along a railroad line that is much more

accessible to all of Ashland – this path connects with Highway 99 at either end of town. The TSP also provides guidance on a wide range of pedestrian and bicycle infrastructure types centered on comfort and safety.

- ▶ **Project Relevance:** *The city has made multimodal transportation – and active transportation modes specifically – a central part of current and future transportation planning efforts. Additionally, the city has major regional hubs including Southern Oregon University and the Oregon Shakespeare Festival, which have the potential to generate substantial active transportation demand. The ATP will consider direction from the TSP in developing the regional active transportation networks. The ATP will also consider the design guidance within the Ashland TSP in the development of the regional design guidance.*

City of Talent TSP (Adopted May 2015)

At the most basic level, the TSP provides a blueprint for all modes of travel: vehicles (both personal and freight), bicycle, pedestrian, and transit. For bicycle travel, the TSP aims to facilitate and encourage the increased use of bicycle transportation in Talent by ensuring that convenient, accessible and safe cycling facilities are provided. For pedestrian travel, the TSP aims to provide a comprehensive system of connected sidewalks and walkways that will encourage and increase safe pedestrian travel. The general transportation goal includes the following policies:

- Reduces energy requirements
- Reduces regional air contaminants
- Reduces public costs
- Provides for the needs of those not able or do not wish to drive a vehicle.

The goals and objectives were used to develop evaluation criteria for to assess whether projects should be included in the TSP. The evaluation criteria were then used to objectively evaluate potential improvements for consistency with the city vision for its transportation system.

Talent's TSP aims to create a safe and efficient transportation system with a specific emphasis on multimodal access and reducing single-occupancy vehicle trips. The bicycle and pedestrian specific vision centers on new and improved facilities to encourage safe and convenient travel. While sidewalk construction has helped pedestrian movement, there are few access points to the Bear Creek Greenway from Talent. The bicycle network has seen similar growth and the TSP does not identify significant barriers.

The bicycle element puts a heavy emphasis on multi-use paths. Many bicycle projects are either multi-use path construction or connections to the Bear Creek Greenway. The TSP envisions building the Wagner Creek Greenway from downtown to connect with the regional Bear Creek Greenway. The pedestrian network will also benefit from these path connections, and the TSP calls for continued sidewalk infill. The TSP provides design guidance for two major roads: West Valley View Road and Talent Avenue. The TSP calls for West Valley View Road to move from a four-lane road to a three-lane, two-way left-turn lane road with protected bike lanes using landscaping elements, bollards, and buffered bike lanes with extra paint. On Talent Avenue, street parking on one side will be removed to create room for a bike lane in each direction.

- ▶ **Project Relevance:** *The TSP uses energy savings and public health improvements as a rationale for investing walking and bicycling conditions inside the city. The TSP lays out a list of 39 bicycle projects and 48 pedestrian projects over the next 20 years, which will be considered in the development of the regional active transportation plan networks. The ATP will consider design guidance from the Talent TSP in the development of the regional design guidance.*

City of Phoenix TSP (Adopted January 2016)

The overall goal of the TSP is to establish a system of connected transportation facilities, services, and policies to meet long-range (20-year) local transportation needs. The TSP addresses local transportation needs with cost-effective street, transit, freight, bicycle, and pedestrian facility improvements. The plan provides a connected transportation network for residents, employers, and visitors, through a balanced system, to support livability and economic development. The goals and objectives are based on regional coordination, state ordinance, and public input and were used to develop evaluation criteria for TSP projects. The comprehensive transportation goals include:

- Improving multimodal access
- Improving connectivity
- Improving goods movement
- Reducing reliance on single-occupancy vehicles

For walking, the plan seeks to improve the network and enhance street crossings, while for biking, the plan looks to improve facilities on collector streets, improve connections to greenways, and complete gaps in the network. Walking and bicycling projects were included if they could be categorized into one of these categories. Barriers include a lack of bicycle facilities on arterial and collector streets and gaps in the city's sidewalk network.

From a regional perspective, the TSP identifies the Bear Creek Greenway as a major regional route and prioritizes improved connections to it to fulfill its multimodal access and connectivity vision. All projects that connect with the Bear Creek Greenway are high-priority, short-term projects in the TSP. The plan calls for 6-foot bike lanes on each side of the road with 6-10 foot sidewalks for all arterial and collector streets, while local streets do not need bike infrastructure and sidewalks can be 5 feet wide. Multi-use paths should be 8-12 feet wide and paved.

- ▶ **Project Relevance:** *The TSP lays out a list of 18 bicycle projects and 29 pedestrian projects over the next 20 years. Several of these projects improve access to regional destinations, and a guiding goal for the bicycle and pedestrian portion of the plan is to "Improve Local Greenway Connections" and provide more access points to the Bear Creek Greenway. The ATP will build on these goals and priorities, and it will consider design guidance from the Phoenix TSP in the development of the regional design guidance.*

Jackson County TSP (Adopted May 2017)

The TSP goals and policies will guide the development of the Jackson County transportation system. These goals and policies will allow the County to plan for, and consistently work towards, achieving the transportation-related goals of the County, including:

- **Livability Goal:** To develop and maintain a safe multi-modal transportation system capable of meeting the diverse transportation needs of the County while minimizing adverse impacts to the environment and to the County's quality of life.
- **Modal Components Goal:** To plan an integrated transportation system that maintains existing facilities and responds to the changing needs of the County by providing effective multi-modal transportation options.
- **Integration Goal:** Provide an open and balanced process for planning and developing a transportation system that integrates land use, financial, and environmental planning to prioritize strategic transportation investments.

Specific policies around active transportation include reducing single-occupancy vehicle trips and vehicle miles traveled, creating safe and appealing bicycle and pedestrian networks, and prioritizing shared-use paths for pedestrians in rural settings.

For pedestrians, sidewalks are broadly provided throughout White City, the largest urbanized area for which Jackson County oversees transportation improvements. Outside of White City, there are few sidewalks on rural roads across the county or along Highway 99 outside of urbanized areas. For bicyclists, a Level of Traffic Stress analysis shows that most county roads are medium- to high-stress environments for bicyclists. For both modes, the plan also highlights the importance of the Bear Creek Greenway and the Rogue River Greenway, which is under construction.

The TSP aims to improve walking and bicycling conditions on county roads through adding wider shoulders and shared-use pavement markings on lower-volume roads, and projects have been chosen that address existing deficiencies. Urban bicycling improvements include bike lanes, buffered bike lanes, multi-use paths, and sidewalk construction. Greenway improvements address safety, construction, and trail management and naturally speak of regional connections through the Rogue Valley and connecting with Josephine County. One of the policies in the TSP says that Jackson County will adopt and maintain transportation design guidelines. The TSP provides guidance around bicycle facilities organized by level of separation and protection.

- ▶ **Project Relevance:** *The Jackson County TSP includes all areas within of the Rogue Valley Active Transportation Plan that are not inside a city's jurisdictional boundaries. As a result, it can be considered as a key guiding document for transportation goals and policies across the valley. The Jackson County TSP will help guide the development and selection of regional routes connecting the cities and places within the RVMPO area.*

City of Medford TSP (Drafted March 2018, not yet adopted)

The following provides the City's vision for transportation and the identified goals, objectives, and action items that will help the City achieve this vision:

In 2038, the City of Medford will be served by a transportation system that is safe, efficient, and pleasant to use. The City's many different neighborhoods, districts, and destinations will be conveniently connected with another, just as this network connects the City of Medford with neighboring communities and the surrounding region. In Medford, you will be able to walk, bike, or use public transportation to reach stores, restaurants, parks, schools, work and other common destinations. Streetscapes will welcome visitors and invite people to walk.

From this vision, the TSP outlines three overarching goals:

- Goal 1: Plan, manage and invest comprehensively and strategically
- Goal 2: Make cost-effective investments
- Goal 3: Support a complete multimodal transportation system

The TSP documents considerable gaps in both the sidewalk and bicycle infrastructure network across Medford. Downtown has a complete sidewalk network and a more well-developed bicycle network, but large portions of the city are lacking basic active transportation infrastructure. For bicycling specifically, there are large gaps in the network citywide, and many roads have Bicycle Level of Traffic Stress (LTS)

scores of 3 and 4, signifying these as stressful places to bike. However, the Bear Creek Greenway runs the north-south length of the city, providing connections throughout the city and beyond.

The TSP includes plans to complete the sidewalk network and build out a shared-used path network. The paths will primarily be located in Southwest Medford. Sidewalks and paths were chosen to fill gaps near schools, activity centers and essential destinations, transit routes, and transit-oriented development areas. For bicycling, the TSP includes plans to construct neighborhood bikeways and facility projects for reconfiguring roadway space to add bicycle infrastructure and to reduce bicycle LTS.

The TSP provides extensive design guidance for all roadway classifications to prioritize sidewalk construction and reduce bicycle LTS conditions, and it provides design toolkits for both pedestrian and bicycle projects.

- ▶ **Project Relevance:** *The largest city and employment hub in the region has the most up-to-date (still to be adopted) TSP with a strong vision for active transportation throughout the community. The vision emphasizes low-stress bicycling conditions and a connected sidewalk network to major destinations. The ATP will build on this vision, and it will consider design guidance from the Medford TSP in the development of the regional design guidance.*

Appendix 1 RVMPO Regional Transportation
Plan (RTP) Projects

RVMPO 2017-2042 RTP Project List

February 21, 2017

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Ashland									
120	Laurel St. RR Crossing	R/R X-ing improvements, surface improvements (175-ft, 0.03 Miles)	short	\$ 813,552				Exempt - Table 2 - Safety	PM10
160	Hersey St: N. Main to Oak St Sidewalk	Sidewalk Construction (1,760-ft, 0.33 Miles)	short	\$ 829,000				Exempt - Table 2 - Air Quality	PM10
161	E. Nevada Street Extension	Extend street over Bear Creek to link roadway at Kestrell; sidewalks, bicycle lanes (675-ft, 0.13 Miles)	short	\$ 5,055,500				Non-Exempt	PM10
162	Independent Way	Extend street from Washington St to Tolman Creek Rd; sidewalks, bicycle lanes (715-ft, 0.13 Miles)	short	\$ 1,055,000				Non-Exempt	PM10
166	Chip Seal	project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits. (approx. 5.3 miles)	short	\$ 561,648				Exempt - Table 2 - Safety	PM10
Short Range (2017-2021) Total					\$ 8,314,700	\$ 8,706,000			
163	Intersection Improvements: Ashland-Oak Knoll-E. Main	Realign intersection, install speed-reduction treatments (950-ft, 0.18 Miles)	medium	\$ 1,184,195				Exempt - Table 3	PM10
Medium Range (2022-2030) Total					\$ 1,184,195	\$ 6,499,000	\$ -		
164	Normal Avenue Extension	Extend roadway to East Main; sidewalks, bicycle lanes (2,250-ft, 0.43 Miles)	long	\$ 5,916,032				Non-Exempt	PM10
165	Clear Creek Drive Extension	Extend road to connect with N. Mountain Ave. (2,000-ft, 0.38 Miles)	long	\$ 4,601,359				Non-Exempt	PM10
Long Range (2031-2042) Total					\$ 10,517,391	\$ 12,754,000	\$ -		
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Central Point									
232	Twin Creeks Rail Crossing	Add new at grade crossing and signal, sidewalks at OR99 and Twin Creeks Crossing (1,080 ft)	short	\$ 3,900,000				Non-Exempt	PM10
233	E. Pine Street Downtown Improvement Projects	New Sidewalks, street lights, and new signals at 2nd and 4th Streets. New Pedestrian Crossing at 6th Street (1,600 ft, 0.3 miles)	short	\$ 5,000,000				Exempt-Table 3 - Signalization	PM10
234	W. Pine Street Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded (2,200 ft, 0.42 miles)	short	\$ 4,549,000				Exempt - Table 2 - Safety	PM10
Short Range (2017-2021) Total					\$ 13,449,000	\$ 14,143,000			
215	OR 99: Traffic Calming Unit 3	Traffic Calming (300 ft)	medium	\$ 259,043				Exempt-Table 2 - Safety	PM10
227	W. Pine St., Hanley St. to Haskell St.	Widen to add center turn lane, bike lanes, sidewalks (no new travel lanes) (2,150 ft)	medium	\$ 3,286,685				Exempt-Table 2 - Safety	PM10
Medium Range (2022-2030) Total					\$ 3,545,727	\$ 18,276,000	\$ -		
214	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidewalks (urban upgrade - no new travel lanes) (700 ft)	long	\$ 865,078				Exempt-Table 2 - Safety	PM10
219	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	long	\$ 1,751,803				Exempt-Table 3 - Channelization	PM10
224	Scenic Ave, 10th St. to Scenic Middle School	Widen to add continuous turn lane with bike lanes and sidewalks (no new travel lanes) (700 ft)	long	\$ 1,117,473				Exempt-Table 2 - Safety	PM10
Long Range (2031-2042) Total					\$ 3,734,354	\$ 9,001,000	\$ -		

RVMPO 2017-2042 RTP Project List

February 21, 2017

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Eagle Point									
330	Stevens Road - East Main Street to Robert Trent Jones	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,450 ft	short	\$ 2,700,000				Exempt - Table 2 - Safety	PM10
340	Linn Rd: OR62 to Buchannan	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 1,400 ft	short	\$ 2,098,000				Exempt - Table 2 - Safety	PM10
329	South Shasta Avenue - Alta Vista Road to Arrowhead Trail (Phase I)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,060 ft	short	\$ 450,000				Exempt - Table 2 - Safety	PM10
345	Stevens Road - Riley Road	Pedestrian Path to EP National Cemetery 1,750	short	\$ 300,000				Exempt - Table 2 - Air Quality	PM10
353	S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgrade to roadway	short	\$ 488,423				Exempt-Table 2 - Other	PM10
Short Range (2017-2021) Total					\$ 6,036,423	\$ 6,626,000			
322	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail 2,500 ft	medium	\$ 150,000				Exempt-Table 2 - Air Quality	PM10
325	Arrowhead Trail - Black Wolf Ln to Pebble Creek Blvd	Extension (Collector) with Bike Lanes and Sidewalks 2,075 ft	medium	\$ 1,800,000				Non-Exempt	PM10
334	South Royal Avenue - OR62 to Loto Street	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,100 ft	medium	\$ 5,100,000				Exempt-Table 2 - Safety	PM10
323	Barton Road - Highway 62 to Havenwood	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,800 ft	medium	\$ 475,000				Exempt-Table 2 - Safety	PM10
327	Havenwood Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 690 ft.	medium	\$ 525,000				Non-Exempt	PM10
308	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 700 ft.	medium	\$ 625,000				Non-Exempt	PM10
Medium Range (2022-2030) Total					\$ 8,675,000	\$ 4,912,000			

RVMPO 2017-2042 RTP Project List

February 21, 2017

343	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 575,000				Non-Exempt	PM10
344	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 750,000				Non-Exempt	PM10
335	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,600 ft	long	\$ 1,500,000				Exempt-Table 2 - Safety	PM10
332	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 6,050 ft	long	\$ 750,000				Exempt-Table 2 - Safety	PM10
333	North Royal Avenue - Loto Street to Reese Creek Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 3,520 ft	long	\$ 1,500,000				Exempt-Table 2 - Safety	PM10
336	Hannon Road - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,000 ft.	long	\$ 1,600,000				Exempt-Table 2 - Safety	PM10
337	Nick Young Road - OR 62 to Hannon Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 600 ft.	long	\$ 375,000				Exempt-Table 2 - Safety	PM10
339	West Lin Road - OR 62 to Dahlia Terrace	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,880 ft.	long	\$ 1,800,000				Exempt-Table 2 - Safety	PM10
341	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,500 ft.	long	\$ 550,000				Exempt-Table 2 - Safety	PM10
342	South Shasta Avenue - Highway 62 to Arrowhead Trail (Phase II)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 3,020 ft.	long	\$ 1,500,000				Exempt-Table 2 - Safety	PM10
346	Royal Ave/Old Highway 62 Intersection	Intersection Realignment	long	\$ 550,000				Exempt-Table 3 - Reconfiguration	PM10
347	Little Butte Park Pedestrian Bridge	New Pedestrian Bridge Near Teakwood	long	\$ 2,500,000				Exempt-Table 2 - Air Quality	PM10
348	S. Shasta Ave - Arrowhead Trail to Loto Street	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 4,500 ft.	long	\$ 650,000				Exempt-Table 2 - Safety	PM10
349	Cottonwood at Hwy 62	Realign Intersection	long	\$ 250,000				Exempt-Table 3 - Reconfiguration	PM10
350	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	\$ 120,000				Exempt-Table 3 - Channelization	PM10
351	Onyx St Extension	Extension Collector with Bike Lanes and Sidewalks 1,250 ft.	long	\$ 225,000				Non-Exempt	PM10
352	Hwy 62 @ Rolling Hills Dr	Signalization	long	\$ 250,000				Exempt-Table 3 - Signalization	PM10
Long Range (2033-2042) Total					\$ 15,445,000	\$ 8,289,000			

RVMPO 2017-2042 RTP Project List

February 21, 2017

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Jackson County									
809	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector, add roundabout - 0.60 miles	short	\$ 2,500,000				Non-Exempt	PM10
810	Regional Active Transportation Plan	Planning Study	short	\$ 200,000				Exempt-Table 2 - Other	PM10
821	Table Rock Rd: I-5 Crossing to Biddle	Widen to 3 & 5 Lanes, curb, gutter, & Sidewalk + bike lanes - 0.96 miles (no new travel lanes)	short	\$ 7,883,540				Non-Exempt	PM10
858	Foothill Rd., Delta Waters to Dry Creek Rd.	Improve (widen) to rural major collector standards (no new travel lanes) - 6,800 ft, 1.28 miles	short	\$ 2,298,734				Exempt-Table 2 - Safety	PM10
873	Table Rock Rd. at Gregory	New traffic signal	short	\$ 350,000				Exempt-Table 3 - Signalization	PM10
874	Kirtland to Gold Ray	Rogue River Greenway extension - 0.31 miles	short	\$ 400,000				Exempt-Table 2 - Air Quality	PM10
881	Bear Creek Greenway: Hwy 140 Shared-Use Path	Bear Creek Greenway extension - 1.1 miles	short	\$ 588,836				Exempt-Table 2 - Air Quality	PM10
Short Range (2017-2022) Total					\$ 14,221,110	\$ 11,764,304			
859	Foothill Rd., Dry Creek Rd to Vilas Rd	Improve (widen) to rural major collector standards (no new travel lanes) - 1.1 miles	medium	\$ 2,220,366				Exempt-Table 2 - Safety	PM10
875	Gold Ray Rd, Blackwell Rd to Upper River Rd.	Rogue River Greenway extension - 1.6 miles	medium	\$ 2,000,000				Exempt-Table 2 - Air Quality	PM10
860	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards (no new travel lanes) - 1.7 miles	medium	\$ 3,286,685				Exempt-Table 2 - Safety	PM10
Medium Range (2023-2032) Total					\$ 7,507,051	\$ 4,000,000			
861	Table Rock Rd., Mosquito to Antelope	Widen to 2 lane road to 4 lanes (does not go through intersection) - 0.15 miles	long	\$ 2,191,123				Non-Exempt	PM10
870	Beall Ln. at Bursell	New traffic signal	long	\$ 438,225				Exempt-Table 3 - Signalization	PM10
876	Upper River Rd., Gold Ray Rd to RVMPO Boundary	Rogue River Greenway extension - 0.4 miles	long	\$ 1,500,000				Exempt-Table 2 - Air Quality	PM10
878	E. Vilas Rd, Medford city limits to McLouglin	Improve (widen) to rural major collector standards (no new travel lanes) - 0.9 miles	long	\$ 1,815,000				Exempt-Table 2 - Safety	PM10
879	Wilson Rd, Upton to Table Rock	Improve (widen) to rural minor collector standards (no new travel lanes) - 1.25 miles	long	\$ 1,680,000				Exempt-Table 2 - Safety	PM10
880	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility - 1.25 miles	long	\$ 850,000				Exempt-Table 2 - Air Quality	PM10
Long Range (2033-2042) Total					\$ 8,474,348	\$ 6,600,000			
Jacksonville									
<i>No Short Range Projects Proposed</i>			short	\$ -					
Short Range (2017-2021) Total					\$ -	\$ 215,000	\$ -		
<i>No Medium Range Projects Proposed</i>			medium	\$ -					
Medium Range (2022-2030) Total					\$ -	\$ 485,000	\$ -		
<i>No Medium Range Projects Proposed</i>			long	\$ -					
Long Range (2031-2042) Total					\$ -	\$ 787,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
ODOT									
903	OR 62: I-5 to Dutton Road (Medford), JTA Phase	Right of Way Acquisition and construct phase funded by Oregon Jobs and Transportation Act; 2.76 miles	short	\$ 118,485,000				Non-Exempt	PM10/CO
906	I-5 S. Medford - N. Ashland Paving	Grid/Inlay; 7.64 miles	short	\$ 7,358,000				Exempt - Table 2 - Safety	PM10/CO
907	Antelope Road, White City	CNG Fueling Station	short	\$ 2,213,575				Exempt - Table 2 - Air Quality	PM10
908	Jackson & Josephine Counties	Sign and Delineation Upgrades	short	\$ 729,191				Exempt - Table 2 - Safety	PM10
910	Jackson County	I-5: Barnett Road Overpass Deck Overlay; 0.05 miles	short	\$ 759,600				Exempt - Table 2 - Safety	PM10/CO
912	OR99 Ashland Creek Bridge	Repair Concrete Deterioration, Bridge #0M274; 0.02 miles	short	\$ 660,460				Exempt - Table 2 - Safety	PM10
913	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location; 1 mile	short	\$ 14,715,185				Exempt - Table 2 - Safety	PM10
914	I-5 Southern Oregon	Install cable barriers at various locations; 122.7 miles	short	\$ 2,500,000				Exempt - Table 2 - Safety	PM10
915	I-5 Medford Viaduct Deck Overlay	Overlay deck, 0.5 miles	short	\$ 1,650,000				Exempt - Table 2 - Safety	PM10/CO
916	R-3 ADA Improvement Projects	ADA improvements at various locations	short	\$ 133,800				Exempt - Table 2 - Safety	PM10
917	Hwy 62 & Hwy 140 Intersection Improvements	Relocate signal, modify lane configuration; 1.02 miles	short	\$ 1,622,500				Exempt - Table 2 - Safety	PM10/CO
918	1-5 Exit 33 Off-Ramp improvement Project	Construct 2nd right turn lane on the northbound off-ramp, 900 ft.	short	\$ 967,000				Exempt - Table 2 - Safety	PM10
919	Regionwide Rumble Strips	Install rumble strips at various locations	short	\$ 5,102,153				Exempt - Table 2 - Safety	PM10
920	I-5: Medford Viaduct Protective ROW Purchase	Purchase parcel of land abutting viaduct for protective right-of-way	short	\$ 1,000,000				Exempt - Table 2 - Safety	PM10
921	OR140: Exit 35 Blackwell Rd	Add center turn lane, widen shoulders, add bike path	short	\$ 5,775,000				Exempt - Table 2 - Safety	PM10
945	OR99: Rapp Road to Ashland	Reducing to 3 lanes, consolidating accesses, adding bike/ped improvements; 17 miles	short	\$ 3,341,000				Exempt - Table 2 - Safety	PM10
946	I-5: Bear Creek Bridges NB & SB, Scour Repair	Scour Repair, Bridges 08771N & 08771S; 0.08 miles	short	\$ 1,994,000				Exempt - Table 2 - Safety	PM10
950	I-5 California State Line - Ashland Paving	Grind/Inlay; 11.45 miles	short	\$ 13,631,000				Exempt - Table 2 - Safety	PM10
953	OR99: Laurel Street Signal Upgrade	Upgrade traffic signal; 0.04 miles	short	\$ 620,000				Exempt - Table 2 - Safety	PM10
954	Rogue Valley VMS Replacement Project	Replace boards: I-5/MTN Ave, I-5 Table Rock, Hwy 199	short	\$ 700,000				Exempt - Table 2 - Safety	PM10/CO
955	I-5 Medford Viaduct	Environmental Assessment Study	short	\$ 4,000,000				Exempt - Table 2 - Safety	PM10/CO

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956	OR-99: Coleman Crk to Birch Street	Restripe Highway to add bike lanes. Adds Sidewalks. Adds Bus Signal Prioritization Ashland to Central Point; 0.7 miles	short	\$ 7,300,000				Exempt - Table 2 - Safety	PM10
922	Freeman Rd @ Pine St. Intersection (Central Point)	Improve drainage and install raised island, enhance striping to include bike lane	short	\$ 121,000				Exempt - Table 2 - Safety	PM10
923	OR238: @ W. Main St.	Install roundabout and associated medians	short	\$ 3,800,000				Exempt - Table 2 - Safety	PM10/CO
924	OR140: Atlantic Ave Intersection Improvements	Construct a roundabout and raised median to improve safety	short	\$ 2,208,000				Exempt - Table 2 - Safety	PM10
925	OR99: Ashland Pedestrian Upgrades	Add street lighting at Lithia/3rd and Siskiyou/Morton. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFB @ Siskiyou/Tolman Creek Rd.	short	\$ 1,112,000				Exempt - Table 2 - Safety	PM10
926	OR99: I-5 to Scenic Ave	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	short	\$ 3,262,000				Exempt - Table 2 - Safety	PM10
927	OR140: Bear Creek - Agate Rd	Grind out the existing pavement and replace with new asphalt between MP - 6.70-1.16	short	\$ 4,922,000				Exempt - Table 2 - Safety	PM10
928	I-5: California to Gold Hill	Repair or replace culverts, address scour and road embankment problems near culverts	short	\$ 334,663				Exempt - Table 2 - Safety	PM10/CO
929	OR140: Avenue G - OR62	Structural overlay, deep base repair, add new striping and pavement markers	short	\$ 130,000				Exempt - Table 2 - Safety	PM10
Short Range (2017-2021) Total					\$ 211,147,127	\$ 211,147,127	\$ -		
957	OR-99: Birch Street to Garfield	Add sidewalks and bikelanes; Upgrade Storm Drain; 1.8 miles	Medium	\$ 10,000,000				Exempt-Table 2 - Air Quality	PM10/CO
958	OR-99: Talent to Phoenix	Restripe to 3-lane cross section; Add transit pullouts; 2.6 miles	Medium	\$ 3,000,000				Exempt-Table 3 - Reconfiguration	PM10
959	OR-140 @ Agate and @ Leigh Way	Improve intersections alignments and change thru movement to favor the highway alignment.	Medium	\$ 7,000,000				Exempt-Table 3 - Reconfiguration	PM10
Medium Range (2022-2030) Total					\$ 20,000,000	\$ 20,000,000	\$ -		
951	South Valley View Bridge Replacement	Realign and widen the Bear Creek Bridge over South Valley View Rd, located off Exit 19 near Ashland. It will also widen and add turning lanes to South Valley View Rd from the Interstate to Hwy 99 and connect peds and bikes with the Bear Creek Greenway.;0.5 miles	Long	\$ 15,000,000				Exempt-Table 3 - Reconfiguration	PM10
960	OR-238: West Main to N. Ross Lane	Realign and widen highway; add adequate shoulders and/or bikelanes, add pedestrian improvements in urban areas; 2.8 miles no new travel lanes	Long	\$ 18,000,000				Exempt - Table 2 - Safety	PM10/CO
Long Range (2031-2042) Total					\$ 33,000,000	\$ 33,000,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas			
Medford * does not reflect current need - TSP currently under review - project list may change												
863	Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes (Approx. 5,100 LF)	short	\$ 13,000,000				Non-Exempt	PM10/CO			
5012	Columbus Ave, McAndrews to Sage	New roadway section and urban upgrade; 5 lane major arterial	short	\$4,000,000				Non-Exempt	PM10/CO			
5014	Delta Waters Rd, Provincial to Foothill	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 1,100 LF) no new travel lanes	short	\$1,200,000				Exempt - Table 2 - Safety	PM10/CO			
5015	Springbrook at Spring	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$575,000				Exempt-Table 3 - Signalization	PM10/CO			
5016	4th at Riverside	Add NBR lane (City/MURA) (Approx. 250 LF)	short	\$500,000				Exempt - Table 3 - Channelization	PM10/CO			
5017	Main St at Barneburg	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$300,000				Exempt-Table 3 - Signalization	PM10/CO			
5018	Crater Lake at Jackson	Add left-turn lanes on all approaches and protect movements (Intersection, total length approx. 500 LF)	short	\$2,500,000				Exempt - Table 3 - Channelization	PM10/CO			
5020	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications (ITS Project, N/A)	short	\$400,000				Exempt - Table 2 - Safety	PM10/CO			
Short Range (2017-2022) Total								\$ 22,475,000	\$ 67,887,000	\$ -		
5024	Barnett at N. Phoenix	Widen and add WBR lane and second EBL lane (Intersection, approx. 500 LF) no new travel lanes	medium	\$500,000							Exempt-Table 3 - Reconfiguration	PM10/CO
5025	Crater Lake at Delta Waters	Add EBL and WBL turn lanes and protect movements. Add EBR lane (Intersection, approx. 500 LF)	medium	\$2,500,000	Exempt-Table 3 - Reconfiguration	PM10/CO						
5026	Main at Columbus	Add NBL and SBL lanes and protect movements. Extend second WB lane further west. Add SBR lane. (Intersection, approx. 500 LF)	medium	\$1,500,000	Exempt-Table 3 - Reconfiguration	PM10/CO						
5027	Springbrook, Cedar Links to Delta Waters	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 2,500 LF) no new travel lanes	medium	\$3,500,000	Exempt-Table 2 - Safety	PM10/CO						
5028	Highland, Siskiyou Blvd to E. Main	Widen to three lanes with bike lanes and sidewalks (Approx. 2,550 LF) no new travel lanes	medium	\$2,500,000	Exempt-Table 2 - Safety	PM10/CO						
5029	Arterial or collector locations as needed	2070 signal controller upgrades (ITS, N/A)	medium	\$650,000	Exempt-Table 2 - Safety	PM10/CO						
5031	10th Street Bridge at Bear Creek	Repair bridge (assume 80% federal share/20% city share – city share shown) (N/A, repalce bridge)	medium	\$2,000,000	Exempt-Table 2 - Safety	PM10/CO						
5032	Garfield, Holly to Kings Highway	Widen to provide curb, gutter, bike lanes and sidewalk (Approx. 2,700 LF) no new travel lanes	medium	\$1,602,000	Exempt-Table 2 - Safety	PM10/CO						
Medium Range (2023-2032) Total					\$14,752,000	\$ 52,283,000	\$ -					
5037	Hillcrest at N. Phoenix	Add EBR turn lane and provide signal overlap (Intersection, 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO			
5038	McAndrews at Royal	Add second NBL lane from Royal onto McAndrews (Intersection, approx. 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO			
5039	McAndrews at Springbrook	Add SBR lane (Intersection, approx. 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO			
5040	Black Oak, Hillcrest to Acorn	Widen to two lanes with curb, gutter and sidewalks (Approx 1,500 LF), no new travel lanes	long	\$750,000				Exempt - Table 2 - Safety	PM10/CO			
5041	Cherry Lane, N Phoenix Rd to Hillcrest	Widen to three lanes with bike lanes and sidewalks (eastern ¾) (Approx. 5,200 LF), no new travel lanes	long	\$2,500,000				Exempt - Table 2 - Safety	PM10/CO			
568	Lear Way, Coker Butte to Vilas	Construct new two lane road with bike lanes and sidewalks (Approx. 4,700 LF)	long	\$2,500,000				Non-Exempt	PM10/CO			
5042	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications	long	\$200,000				Exempt - Table 2 - Safety	PM10/CO			
5043	Foothill Rd, McAndrews to Delta Waters	Widen to three lanes with bike lanes and sidewalks (Approx. 7,000 LF), no new travel lanes	long	\$22,000,000				Exempt - Table 2 - Safety	PM10/CO			
5044	Kings Hwy, South Stage Rd to Stewart Ave	Widen to three lanes with bike lanes and sidewalks (Approx. 7,400 LF), no new travel lanes	long	\$4,000,000				Exempt - Table 2 - Safety	PM10/CO			
Long Range (2033-2042) Total								\$34,200,000	\$ 125,574,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Phoenix									
627	N. Church: W. 1st to w. 6th & N. Pine W. 1st to W. 5th	Asphalt overlay, roadway widening to City standards, curb, gutter, sidewalks and storm drainage, AC waterline replacement, sharrows - Church St: length: .323 miles; Pine St: length: .238 miles	short	\$ 749,000				Exempt - Table 2 - Safety	PM10
634	North Couplet Pedestrian Crossing	Ped crossings & connection to Bear Creek Greenway with RRFB at 4th St & Main St and Bear Creek Drive (approx. 400 ft).	short	\$ 100,000				Exempt - Table 2 - Safety	PM10
Short Range (2017-2021) Total					\$ 849,000	\$ 776,000			
628	Urban Reserve Areas PH-5, PH-10	Construct new street network - length: approx. 5.841 miles	Medium	\$20,000,000				Non-Exempt	PM10
629	Rose St, Oak to 1st	Install sidewalks - length: .218 miles	Medium	\$346,500				Exempt-Table 2 - Air Quality	PM10
630	Camp Baker Road, Hilsinger to Colver	new or improved sidewalks on both sides - length: .258 miles	Medium	\$445,000				Exempt-Table 2 - Air Quality	PM10
631	Oak St. Rose to Main	Install sidewalks - length: .216 miles	Medium	\$363,000				Exempt-Table 2 - Air Quality	PM10
611	Colver Rd., First St. to 4th	Widen and construct sidewalks, bike lanes (no new travel lanes) .209 miles	Medium	\$ 595,000				Exempt-Table 2 - Air Quality	PM10
632	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side - length: .410 miles	Medium	\$ 250,000				Exempt-Table 2 - Air Quality	PM10
Medium Range (2022-2030) Total					\$ 21,999,500	\$ 2,307,000			
633	Hilsinger, Colver Road to UGB Boundary	Total reconstruct with addition of bike lanes and sidewalks, stormwater management facilities (no new travel lanes) .450 miles	long	\$ 770,000				Exempt - Table 2 - Safety	PM10
Long Range (2031-2042) Total					\$ 770,000	\$ 3,236,000	\$ -		
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Talent									
<i>No Short Range Projects Proposed</i>			short	\$ -					
Short Range (2017-2021) Total					\$ -	\$ 1,793,000	\$ -		
717	Rapp Rd.: 150' South of Graham Way to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicycle lanes, sidewalks) - no new travel lanes, approximately 3,500 feet	medium	\$ 3,430,000				Exempt-Table 2 - Safety	PM10
728	Wagner St.: Talent Ave to West Valley View Rd.	Construct new collector street (50 feet), approximately 525 feet	medium	\$ 730,000				Non-Exempt	PM10
729	Wagner Creek Greenway Path: West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway (install new creek crossing), approximately 995 feet	medium	\$ 880,000				Exempt-Table 2 - Air Quality	PM10
Medium Range (2022-2030) Total					\$ 5,040,000	\$ 2,607,000			
720	Railroad District Collector: Belmont Rd. to Rapp Rd.	Construct new railroad district collector street, approximately 5,135 feet	long	\$ 4,100,000				Non-Exempt	PM10
730	Belmont Rd.: Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hill Top) - no new travel lanes, approximately 400 feet	long	\$ 800,000				Exempt - Table 2 - Safety	PM10
731	Westside Bypass: Wagner Creek Rd/Rapp Rd to Colver Rd.	Construct new collector street west of city in Urban Reserve area TA-1, approximately 4,415 feet	long	\$ 2,730,000				Non-Exempt	PM10
Long Range (2031-2042) Total					\$ 7,630,000	\$ 3,881,000			

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PROJECT NUMBER	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Rogue Valley Transportation District (RVTD)								
1085	Urban Operations Support, FFY2019	short	\$ 6,300,000				Exempt - Table 2 - Mass Transit	PM10/CO
1086	Urban Operations Support, FFY2020	short	\$ 6,600,000				Exempt - Table 2 - Mass Transit	PM10/CO
1087	Urban Operations Support, FFY2021	short	\$ 6,900,000				Exempt - Table 2 - Mass Transit	PM10/CO
1059	Urban Operations Support, FFY2017	short	\$ 5,100,000				Exempt - Table 2 - Mass Transit	PM10/CO
1060	Urban Operations Support, FFY2018	short	\$ 6,000,000				Exempt - Table 2 - Mass Transit	PM10/CO
1066	Capitalization of Maintenance (MPO STP Transfer, FFY2017)	short	\$ 1,049,214				Exempt - Table 2 - Mass Transit	PM10/CO
1067	Capitalization of Maintenance (MPO STP Transfer FFY2018)	short	\$ 1,063,903				Exempt - Table 2 - Mass Transit	PM10/CO
1093	Capitalization of Maintenance (MPO STP Transfer, FFY2019)	short	\$ 1,078,584				Exempt - Table 2 - Mass Transit	PM10/CO
1094	Capitalization of Maintenance (MPO STP Transfer, FFY2020)	short	\$ 1,093,468				Exempt - Table 2 - Mass Transit	PM10/CO
1095	Capitalization of Maintenance (MPO STP Transfer, FFY2021)	short	\$ 1,108,557				Exempt - Table 2 - Mass Transit	PM10/CO
1073	Valley Feeder	short	\$ 111,445				Exempt - Table 2 - Mass Transit	PM10/CO
1077	Drive Less Connect Outreach	short	\$ 149,000				Exempt - Table 2 - Mass Transit	PM10/CO
1084	Farebox Replacement System	short	\$ 764,516				Exempt - Table 2 - Mass Transit	PM10/CO
1081	Category A Vehicle Replacement	short	\$ 475,001				Exempt - Table 2 - Mass Transit	PM10/CO
1082	Vehicle Replacement	short	\$ 950,000				Exempt - Table 2 - Mass Transit	PM10/CO
1083	Mobility Management, Purchase Service	short	\$ 502,232				Exempt - Table 2 - Mass Transit	PM10/CO
1088	TDM Rideshare in 2017	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1089	TDM Rideshare in 2018	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1090	TDM Rideshare in 2019	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1091	TDM Rideshare in 2020	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1092	TDM Rideshare in 2021	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
Short Range (2017-2021) Total				\$ 39,965,920	\$ 39,965,920	\$ -		
<i>Medium Range Projects, Funding in Finacial Chapter</i>								
Medium Range (2022-2030) Total				\$ 117,648,000	\$ 117,648,000	\$ -		
<i>Long Range Projects, Funding in Finacial Chapter</i>								
Long Range (2031-2042) Total				\$ 213,749,000	\$ 213,749,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
RVCOG									
1010	N/A	Planning and Research in 2017	short	\$293,523				Exempt-Table 2 - Other	
1011	N/A	Support Transit Planning through RTP & TIP in 2017	short	\$93,322				Exempt-Table 2 - Other	
1012	N/A	Planning and Research in 2018	short	\$293,523				Exempt-Table 2 - Other	
1013	N/A	Support Transit Planning through RTP & TIP in 2018	short	\$93,322				Exempt-Table 2 - Other	
1014	N/A	Planning and Research in 2019	short	\$293,523				Exempt-Table 2 - Other	
1015	N/A	Support Transit Planning through RTP & TIP in 2019	short	\$93,322				Exempt-Table 2 - Other	
1016	N/A	Planning and Research in 2020	short	\$293,523				Exempt-Table 2 - Other	
1017	N/A	Support Transit Planning through RTP & TIP in 2020	short	\$93,322				Exempt-Table 2 - Other	
1018	N/A	Planning and Research in 2021	short	\$293,523				Exempt-Table 2 - Other	
1019	N/A	Support Transit Planning through RTP & TIP in 2021	short	\$93,322				Exempt-Table 2 - Other	
Short Range (2017-2021) Total					\$1,934,225	\$1,934,225	\$ -		
No Long Range Projects Proposed			medium	\$ -					
Medium Range (2022-2030) Total					\$ -	\$ -	\$ -		
No Long Range Projects Proposed			long	\$ -					
Long Range (2031-2042) Total					\$ -	\$ -	\$ -		
Total 2017 - 2042 RVMPO RTP Projects					\$830,819,072	\$1,002,556,576	\$48,370,447	Federal Discretionary Funds Needed	

\$879,189,519 \$123,367,057

Appendix 2 RVMPO Transportation Improvement Plan (TIP) Projects

RVMPO 2018-2021 TIP Projects

The RVMPO TIP identifies transportation projects and programs to be implemented in the RVMPO planning area in the years 2018 through 2021. 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 2: Glossary of Fund Source Abbreviations

<u>Federal Sources</u>	
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
<u>State Sources</u>	
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)
<u>Local Sources</u>	
Local	Funds provided by project sponsor

Table 3, on the following pages, lists 2018-2021 TIP projects by jurisdictions. Work is described by phase and cost. Consistent with 23 CFR 450.324(n)(2), status of previously approved TIP projects (2015-18 TIP) is contained in Appendix E. Air Quality Conformity status is indicated for each project; the conformity determination for this program is published separately.

Table 3: Program of 2018-2021 Transportation Projects

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	
Ashland														
East Nevada Street Extension	Extend street over Bear Creek to link roadway at Kestrel; sidewalks and bike lanes	161	Non-Exempt		FFY2018	Planning					\$ -			
						Design	\$ 606,086	STP-Exchange	\$ 69,369	Local	\$ 675,455		\$ 675,455	
						Land Purchase	\$ 470,730	STP-Exchange	\$ 53,877	Local	\$ 524,607		\$ 524,607	
						Utility Relocate					\$ -		\$ -	
						Construction					\$ -		\$ -	
						Other					\$ -		\$ -	
Total FFY18-21							\$ 1,076,816	\$ 123,246	\$ 1,200,062	\$ -	\$ 1,200,062			
Washington Street Extension	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access	162	Non-Exempt		FFY2018	Planning					\$ -			
						Design					\$ -	\$ 105,000	Ashland	\$ 105,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -	\$ 950,000	Ashland	\$ 950,000
						Other					\$ -			\$ -
Total FFY18-21							\$ -	\$ -	\$ -	\$ 1,055,000	\$ 1,055,000			
City of Ashland Chip Seal	The project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits.	166	Exempt (Table 2) Pavement resurfacing		FFY2020	Planning					\$ -			
						Design					\$ -		\$ -	
						Land Purchase					\$ -		\$ -	
						Utility Relocate					\$ -		\$ -	
						Construction	\$ 468,244	CMAQ (L400)	\$ 93,404	Ashland	\$ 561,648		\$ 561,648	
						Other					\$ -		\$ -	
Total FFY18-21							\$ 468,244	\$ 93,404	\$ 561,648	\$ -	\$ 561,648			
Subtotal Ashland Projects							\$ 1,545,060	\$ 216,650	\$ 1,761,710	\$ 1,055,000	\$ 2,816,710			
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
Central Point														
West Pine St. Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded	234	Exempt (Table 2) Safety		FFY2019	Planning					\$ -	\$ -		\$ -
						Design	\$ 517,385	CMAQ (L400)	\$ 344,923	Central Point	\$ 862,308	Other	\$ 862,308	
						Land Purchase			\$ 50,000	Central Point	\$ 50,000	Other	\$ 50,000	
						Construction	\$ 1,000,000	CMAQ (L400)	\$ 1,449,230	Central Point	\$ 2,449,230	Other	\$ 2,449,230	
						Construction	\$ 1,000,000	STBG (L)	\$ -	Central Point	\$ 1,000,000	Other	\$ 1,000,000	
						Other	\$ 187,462	STBG (L)	\$ -		\$ 187,462	\$ -	\$ 187,462	
Total FFY18-21							\$ 2,704,847	\$ 1,844,153	\$ 4,549,000	\$ -	\$ 4,549,000			
Subtotal Central Point Projects							\$ 2,704,847	\$ 1,844,153	\$ 4,549,000	\$ -	\$ 4,549,000			
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
Eagle Point														
Stevens Road - East Main Street to Robert Trent Jones Blvd	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	330	Exempt (Table 2) Safety		FFY2016	Planning	\$ -							\$ 77,478
						Design	\$ 69,521	STP-L (L200)	\$ 7,957	Eagle Point	\$ 77,478		\$ 77,478	
						Design	\$ 208,564	CMAQ (L400)	\$ 23,871	Eagle Point	\$ 232,435		\$ 232,435	
						Land Purchase	\$ 10,000	CMAQ (L400)	\$ 1,145	Eagle Point	\$ 11,145		\$ 11,145	
						Utility Relocate	\$ -				\$ -		\$ -	
						Construction	\$ 1,026,565	STP-L (L200)	\$ 117,495	Eagle Point	\$ 1,144,059		\$ 1,144,059	
						Construction	\$ 1,088,917	CMAQ (L400)	\$ 124,631	Eagle Point	\$ 1,213,548		\$ 1,213,548	
						Construction					\$ 36,749	Eagle Point	\$ 36,749	
Total FFY18-21							\$ 2,403,566	\$ 275,099	\$ 2,678,665	\$ 36,749	\$ 2,715,414			
S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgrade of roadway	353	Exempt (Table 2) Safety		FFY2019	Design	\$ 406,854	STBG (L)	\$ 47,000	Eagle Point	\$ 453,854		\$ 453,854	
						Land Purchase	\$ 31,049	STBG (L)	\$ 14,000	Eagle Point	\$ 45,049		\$ 45,049	
						Utility Relocate			\$ -		\$ -		\$ -	
						Construction			\$ 0		\$ -		\$ -	
						Construction			\$ 0		\$ -		\$ -	
Total FFY18-21							\$ 437,903	\$ 61,000	\$ 498,903	\$ -	\$ 498,903			
Subtotal Eagle Point Projects							\$ 2,841,469	\$ 336,099	\$ 3,177,568	\$ 36,749	\$ 3,214,317			

Table 3: Program of 2018-2021 Transportation Projects

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	
Jacksonville														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
					Total FFY18-21									
Subtotal Jacksonville Projects							\$ -		\$ -		\$ -	\$ -		\$ -
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Medford														
Columbus Avenue Extension	New road section and urban upgrader, 5 lane major arterial	5012	Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2015 Conformity Determination)			Planning								
						FFY2018 Design	\$ -		\$ -		\$ -	\$ -		
						FFY2018 Land Purchase	\$ -		\$ -		\$ -	\$ -		
						FFY2019 Utility Relocate	\$ -		\$ -		\$ -	\$ -		
						19397 FFY2020 Construction	\$ -		\$ -		\$ -	\$ 4,000,000	Medford	\$ 4,000,000
						Other								
					Total FFY18-21	\$ -		\$ -		\$ -	\$ 4,000,000		\$ 4,000,000	
Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes - Add signals	863	Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2015 Conformity Determination)			Planning								
						19231 FFY2015 Design	\$ 165,103.20	CMAQ	\$ 18,896.80	Medford	\$ 184,000.00	\$ 616,000.00	Medford	\$ 800,000.00
						19231 FFY2017 Land Purchase	\$ 193,816.80	CMAQ	\$ 22,183.20	Medford	\$ 216,000.00	\$ 384,000.00	Medford	\$ 600,000.00
						19231 FFY2017 Utility Relocate	\$ 12,921.12	CMAQ	\$ 1,478.88	Medford	\$ 14,400.00	\$ 25,600.00	Medford	\$ 40,000.00
						19231 FFY2018 Construction	\$ 2,628,158.88	CMAQ	\$ 300,804.54	Medford	\$ 2,928,963.42	\$ 8,733,636.58	Medford	\$ 11,662,600.00
						Other								
					Total FFY18-21	\$ 3,000,000		\$ 343,363		\$ 3,343,363	\$ 9,759,237		\$ 13,102,600	
Subtotal Medford Projects							\$ 3,000,000		\$ 343,363		\$ 3,343,363	\$ 13,759,237		\$ 17,102,600
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	
Phoenix														
North Couplet Pedestrian Crossing	Ped crossings & connection to Bear Creek Greenway with RRFB at 4th St & Main St and Bear Creek Drive,	634	Exempt (Table 2) Safety			Planning					\$ -			
						Design					\$ -			
						Other					\$ -			
						Other					\$ -			
						21020 FFY2019 Construction	\$ 73,000	STBG (L)	\$ 27,000	Phoenix	\$ 100,000		\$ 100,000	
						Other					\$ -			
					Total FFY18-21	\$ 73,000		\$ 27,000		\$ 100,000	\$ -		\$ 100,000	
Subtotal Phoenix Projects							\$ 73,000		\$ 27,000		\$ 100,000	\$ -		\$ 100,000
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	
Talent														
W. Valley View Rd safety Improvements	Road diet on W. Valley View from Hwy 99 to approx 0.46 miles to east. Remove existing and repave and restripe bike and ped upgrades	732	Exempt (Table 2) Safety			Planning								
						20254 FFY2019 Design	\$ 55,332	HSIP	\$ 4,668	Local	\$ 60,000.00		\$ 60,000.00	
						20254 FFY2019 Land Purchase	\$ 39,655	HSIP	\$ 3,345	Local	\$ 43,000.00		\$ 43,000.00	
						20254 FFY2019 Utility Relocate	\$ 400,235	HSIP	\$ 33,765	Local	\$ 434,000.00		\$ 434,000.00	
						Other								
					Total FFY18-21	\$ 495,222		\$ 41,778		\$ 537,000	\$ -		\$ 537,000	
Subtotal Talent Projects							\$ 495,222		\$ 41,778		\$ 537,000	\$ -		\$ 537,000

Table 3: Program of 2018-2021 Transportation Projects

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			
Jackson County																
Foothill Rd., Corey Rd to Atlantic Ave.	New 2-lane rural major collector, add signal at 140.	809	Non-Exempt			Design										
						Land Purchase										
				21028	FFY2018	Construction						\$ 1,800,000	Local	\$ 1,800,000		
						Other										
						Total FFY18-21					\$ 1,800,000		\$ 1,800,000			
Regional Active Transportation Plan	Active Transportation Plan for RVMPO area	810	Exempt (Table 2) Safety	19232	FFY2018	Design	\$ 179,460	STP	\$ 20,540	Local & ODOT	\$ 200,000			\$ 200,000		
						Land Purchase										
						Utility Relocate										
						Construction										
						Total FFY18-21	\$ 179,460		\$ 20,540		\$ 200,000	\$ -	\$ 200,000			
Foothill Rd., Delta Waters to Dry Creek	Wden to add shoulders and turn lanes at intersections, minor alignment changes	858	Exempt (Table 2) Safety	21029	FFY2019	Design	\$ 141,082	STBG (L)	\$ 16,147	County	\$ 157,229			\$ 157,229		
				21029	FFY2019	Design	\$ 105,792	CMAQ (L400)	\$ 16,147	County	\$ 121,939			\$ 121,939		
				21029	FFY2020	Land Purchase	\$ 134,595	STBG (L)	\$ 15,405	County	\$ 150,000			\$ 150,000		
				21029	FFY2020	Land Purchase	\$ 105,791	CMAQ (L400)	\$ 15,405	County	\$ 121,196			\$ 121,196		
				21029	FFY2021	Construction	\$ 979,975	STBG (L)	\$ 112,163	County	\$ 1,092,138			\$ 1,092,138		
				21029	FFY2021	Construction	\$ 544,069	CMAQ (L400)	\$ 112,163	County	\$ 656,232			\$ 656,232		
										Total FFY18-21	\$ 2,011,304	\$ 287,430		\$ 2,298,734	\$ -	\$ 2,298,734
Bear Creek Greenway: Hwy 140 Shared-use Path	10'-wide, 1.1-mile paved SUP along Hwy 140: Dean Creek Rd to tunnel under Hwy 140 at Blackwell Road.	881	Exempt (Table 2) Safety			Planning										
						Design										
						Land Purchase										
				21030	FFY2019	Construction	\$ 500,000	CMAQ (L400)	\$ 88,836	County	\$ 588,836			\$ 588,836		
						Total FFY18-21	\$ 500,000	\$ 88,836		\$ 588,836	\$ -	\$ 588,836				
Subtotal Jackson County Projects							\$ 2,011,304	\$ 287,430		\$ 2,298,734	\$ 1,800,000		\$ 4,887,570			
Oregon Department of Transportation (ODOT)																
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			
I-5 California State Line - Ashland Paving	Grind/Inlay	950	Exempt (Table 2) Safety	18873	FFY2015	Design	\$ 276,660	NHPP	\$ 23,340	ODOT	\$ 300,000			\$ 300,000		
				18873	FFY2015	Design	\$ 624,521	NHPP	\$ 71,479		\$ 696,000			\$ 696,000		
				18873	FFY2018	Land Purchase					\$ 5,000	ODOT	\$ 5,000		\$ 5,000	
				18873	FFY2018	Utility Relocate						\$ 5,000	ODOT	\$ 5,000		\$ 5,000
				18873	FFY2018	Construction	\$ 11,597,603	NHPP	\$ 1,327,398		\$ 12,925,001			\$ 12,925,001		
				18873	FFY2018	Construction	\$ 1,907,680	FIX-IT SWB	\$ 160,939	ODOT	\$ 2,068,619			\$ 2,068,619		
				18873	FFY2018	Construction	\$ 1,234,985				\$ 1,234,985			\$ 1,234,985		
						Total FFY18-21	\$ 15,641,449	\$ 1,583,156		\$ 17,224,605	\$ 10,000	\$ 17,234,605				
I-5 Barnett Road Overpass Deck Overlay	Deck Overlay, Bridge #08676B	910	Exempt (Table 2) Safety			Planning										
				19538	FFY2015	Design	\$ 104,762	STP-FLX	\$ 8,838	ODOT	\$ 113,600			\$ 113,600		
						Land Purchase										
				19538	FFY2018	Construction	\$ 579,656	STP-FLX	\$ 66,344	ODOT	\$ 646,000			\$ 646,000		
						Total FFY18-21	\$ 684,418	\$ 75,182		\$ 759,600	\$ -	\$ 759,600				
I-5: Exit 33 Off-Ramp Improvement Project	Construct a second right turn lane on NB off-ramp at exit 33	918	Exempt (Table 3) Safety			Planning										
				19789	FFY2017	Design	\$ 109,471	STP-FLX	\$ 12,529	ODOT	\$ 122,000			\$ 122,000		
				19789	FFY2018	Land Purchase	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000		
				19789	FFY2018	Utility Relocate	\$ 4,486	STP-FLX	\$ 513	ODOT	\$ 5,000			\$ 5,000		
				19789	FFY2018	Construction	\$ 296,109	STP-FLX	\$ 33,891	ODOT	\$ 330,000	\$ 500,000	City / Costco	\$ 830,000		
						Other	\$ -			\$ -		\$ -		\$ -		
						Total FFY18-21	\$ 419,039	\$ 47,961		\$ 467,000	\$ 500,000	\$ 967,000				
OR 99: Laurel Street Signal Upgrade	Upgrade traffic signal	953	Exempt (Table 2) Safety			Planning										
				18897	FFY2016	Design	\$ 70,887	STP-FLX	\$ 8,113	ODOT	\$ 79,000			\$ 79,000		
				18897	FFY2018	Land Purchase				\$ 7,000	ODOT	\$ 7,000		\$ 7,000		
				18897	FFY2018	Utility Relocate				\$ -	\$ 6,000	ODOT	\$ 6,000		\$ 6,000	
				18897	FFY2019	Construction	\$ 473,774	STP-FLX	\$ 54,226	ODOT	\$ 528,000			\$ 528,000		
						Total FFY18-21	\$ 544,661	\$ 62,339		\$ 607,000	\$ 13,000	\$ 620,000				
OR140/OR238 Bridge & Culvert Rail Upgrades	Replace railings on three bridges that do not meet modern safety standards	961	Exempt (Table 2) Safety			Planning										
				19961	FFY2016	Design	\$ 73,579	Z232	\$ 8,421	ODOT	\$ 82,000			\$ 82,000		
						Land Purchase										
						Utility Relocate										
				19961	FFY2018	Construction	\$ 683,743	STP-FLX	\$ 78,257	ODOT	\$ 762,000			\$ 762,000		
						Total FFY18-21	\$ 757,322	\$ 86,679		\$ 844,001	\$ -	\$ 844,001				

Table 3: Program of 2018-2021 Transportation Projects

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		
Oregon Department of Transportation (ODOT), continued															
I-5: Medford Viaduct Deck Overlay	Repair Deck Deterioration, Bridge #08332	915	Exempt (Table 2- Bridge Repair)			Planning					\$ -			\$ -	
				19540	FFY2016	Design	\$ 138,330	NHPP	\$ 11,670	ODOT	\$ 150,000			\$ 150,000	
						Land Purchase						\$ -			\$ -
						Utility Relocate						\$ -			\$ -
				19540	FFY2018	Construction	\$ 1,345,950	NHPP	\$ 154,050	ODOT	\$ 1,500,000			\$ 1,500,000	
						Other						\$ -			\$ -
		Total FFY18-21			\$ 1,484,280		\$ 165,720		\$ 1,650,000	\$ -		\$ 1,650,000			
OR99: Ashland Creek Bridge Rehabilitation	Repair Concrete Deterioration, Bridge #0M274	912	Exempt (Table 2) Safety			Planning					\$ -			\$ -	
				19656	FFY2016	Design	\$ 158,732	NHPP	\$ 26,168	ODOT	\$ 184,900			\$ 184,900	
				19656	FFY2018	Land Purchase	\$ 71,784	NHPP	\$ 8,216	ODOT	\$ 80,000			\$ 80,000	
						Utility Relocate						\$ -			\$ -
				19656	FFY2018	Construction	\$ 362,114	NHPP	\$ 41,446	ODOT	\$ 403,560			\$ 403,560	
						Other						\$ -			\$ -
		Total FFY18-21			\$ 592,630		\$ 75,830		\$ 668,460	\$ -		\$ 668,460			
OR140: Exit 35 Blackwell Road	Add center turn lane, widen shoulders, add bike path	921	Exempt (Table 2) Safety	18975	FFY2014	Design	\$ 192,937	STP<5K	\$ 22,083	ODOT	\$ 215,020			\$ 215,020	
				18975	FFY2014	Design	\$ 168,923	STP-FLX	\$ 19,333	ODOT	\$ 188,256			\$ 188,256	
				18975	FFY2014	Design	\$ 6,033	STATE-FLX	\$ 691	ODOT	\$ 6,724	\$ -		\$ 6,724	
				18975	FFY2018	Land Purchase	\$ 247,655	STP-FLX	\$ 28,345	ODOT	\$ 276,000	\$ -		\$ 276,000	
				18975	FFY2018	Utility Relocate	\$ 97,806	STP-FLX	\$ 11,194	ODOT	\$ 109,000			\$ 109,000	
				18975	FFY2020	Construction	\$ 4,468,554	STP-FLX	\$ 511,446	ODOT	\$ 4,980,000			\$ 4,980,000	
						Total FFY18-21			\$ 5,181,908		\$ 593,092		\$ 5,775,000	\$ -	
FREEMAN ROAD @ PINE ST. INTERSECTION (CENTRAL POINT)	Improve drainage and install raised island, enhance striping to include bike lane	922	Exempt (Table 2) Safety			Planning					\$ -			\$ -	
				20249	FFY2019	Design	\$ 19,367	HSIP	\$ 1,633	LOCAL	\$ 21,000			\$ 21,000	
						Land Purchase						\$ -		\$ -	
				20249	FFY2019	Utility Relocate	\$ 4,611	HSIP	\$ 389	LOCAL	\$ 5,000	\$ -		\$ 5,000	
				20249	FFY2019	Construction	\$ 87,609	HSIP	\$ 7,391	LOCAL	\$ 95,000			\$ 95,000	
						Other						\$ -		\$ -	
		Total FFY18-21			\$ 111,587		\$ 9,413		\$ 121,000	\$ -		\$ 121,000			
OR238: @ W. MAIN ST.	Install roundabout and associated medians	923	Exempt (Table 2) Safety			Planning					\$ -			\$ -	
				20218	FFY2018	Design	\$ 425,000	HSIP	\$ -		\$ 425,000			\$ 425,000	
				20218	FFY2019	Land Purchase	\$ 54,000	HSIP			\$ 54,000			\$ 54,000	
				20218	FFY2019	Utility Relocate	\$ 25,000	HSIP			\$ 25,000			\$ 25,000	
				20218	FFY2020	Construction	\$ 3,296,000	HSIP			\$ 3,296,000			\$ 3,296,000	
						Construction						\$ -			\$ -
		Total FFY18-21			\$ 3,800,000		\$ -		\$ 3,800,000	\$ -		\$ 3,800,000			
OR140: ATLANTIC AVE. INTERSECTION IMPROVEMENTS	Construct a roundabout and raised median to improve safety	924	Exempt (Table 2) Safety			Planning					\$ -			\$ -	
				20192	FFY2017	Design	\$ 249,000	HSIP			\$ 249,000			\$ 249,000	
				20192	FFY2018	Land Purchase	\$ 34,000	HSIP			\$ 34,000			\$ 34,000	
				20192	FFY2018	Utility Relocate	\$ 58,000	HSIP			\$ 58,000			\$ 58,000	
				20192	FFY2020	Construction	\$ 1,867,000	HSIP			\$ 1,867,000			\$ 1,867,000	
						Other	\$ -					\$ -			\$ -
		Total FFY18-21			\$ 2,208,000		\$ -		\$ 2,208,000	\$ -		\$ 2,208,000			

Table 3: Program of 2018-2021 Transportation Projects

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	
Oregon Department of Transportation (ODOT), continued														
OR99: ASHLAND PEDESTRIAN UPGRADES	Add street lighting at Lithia/3rd and Siskiyou/Morton. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFB @ Siskiyou/Tolman Creek Rd.	925	Exempt (Table 3) Safety			Planning					\$ -			\$ -
				20186	FFY2018	Design	\$ 116,000	HSIP			\$ 116,000		\$ 116,000	
				20186	FFY2019	Land Purchase	\$ 71,000	HSIP			\$ 71,000		\$ 71,000	
				20186	FFY2019	Utility Relocate	\$ 55,000	HSIP			\$ 55,000		\$ 55,000	
				20186	FFY2020	Construction	\$ 870,000	HSIP			\$ 870,000		\$ 870,000	
						Other	\$ -				\$ -		\$ -	
		Total FFY18-21	\$ 1,112,000		\$ -		\$ 1,112,000	\$ -	\$ 1,112,000					
OR99: I-5 TO SCENIC AVE.	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	926	Exempt (Table 3) Safety			Planning				\$ -			\$ -	
				20185	FFY2018	Design	\$ 373,000	HSIP			\$ 373,000		\$ 373,000	
				20185	FFY2019	Land Purchase	\$ 11,000	HSIP			\$ 11,000		\$ 11,000	
						Utility Relocate					\$ -		\$ -	
				20185	FFY2020	Construction	\$ 2,878,000	HSIP			\$ 2,878,000		\$ 2,878,000	
						Other	\$ -				\$ -		\$ -	
		Total FFY18-21	\$ 3,262,000		\$ -		\$ 3,262,000	\$ -	\$ 3,262,000					
OR140: BEAR CREEK - AGATE RD.	Grind out the existing pavement and replace with new asphalt between MP -6.70-1.16	927	Exempt (Table 2) Safety			Planning				\$ -			\$ -	
				20135	FFY2017	Design	\$ 223,428	STP-FLX	\$ 25,572	ODOT	\$ 249,000		\$ 249,000	
				20135	FFY2018	Land Purchase	\$ 4,487	STP-FLX	\$ 514	ODOT	\$ 5,000		\$ 5,000	
				20135	FFY2018	Utility Relocate	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000		\$ 10,000	
				20135	FFY2019	Construction	\$ 4,179,623	STP-FLX	\$ 478,377	ODOT	\$ 4,658,000		\$ 4,658,000	
						Other	\$ -				\$ -		\$ -	
		Total FFY18-21	\$ 4,416,511		\$ 505,489		\$ 4,922,000	\$ -	\$ 4,922,000					
I-5: CALIFORNIA - GOLD HILL	Repair or replace culverts, address scour and road embankment problems near culverts	928	Exempt (Table 2) Safety			Planning				\$ -			\$ -	
				20133	FFY2018	Design	\$ 300,293	STP-FLX	\$ 34,370	ODOT	\$ 334,663		\$ 334,663	
						Land Purchase			\$ -		\$ -		\$ -	
						Utility Relocate			\$ -		\$ -		\$ -	
						Construction			\$ -		\$ -		\$ -	
						Other	\$ -				\$ -		\$ -	
		Total FFY18-21	\$ 300,293		\$ 34,370		\$ 334,663	\$ -	\$ 334,663					
OR140: AVENUE G - OR62	Structural overlay, deep base repair, add new striping and pavement markers	929	Exempt (Table 2) Safety			Planning				\$ -			\$ -	
				20100	FFY2019	Design	\$ 107,676	STP-FLX	\$ 12,324	ODOT	\$ 120,000		\$ 120,000	
				20100	FFY2020	Land Purchase	\$ 4,487	STP-FLX	\$ 514	ODOT	\$ 5,000		\$ 5,000	
				20100	FFY2020	Utility Relocate	\$ 4,487	STP-FLX	\$ 514	ODOT	\$ 5,000		\$ 5,000	
				20100	FFY2020	Construction	\$ 2,183,131	STP-FLX	\$ 249,869	ODOT	\$ 2,433,000		\$ 2,433,000	
						Other	\$ -				\$ -		\$ -	
		Total FFY18-21	\$ 2,299,780		\$ 263,220		\$ 2,563,000	\$ -	\$ 2,563,000					
OR62: CORRIDOR SOLUTIONS UNIT 2 PHASE 3 (MEDFORD)	Planting of vegetation for storm water treatment facilities.	930	Exempt (Table 2) Safety			Planning				\$ -			\$ -	
				21015	FFY2017	Design			\$ -	\$ 50,000	ODOT	\$ 50,000		
						Land Purchase			\$ -		\$ -		\$ -	
						Utility Relocate			\$ -		\$ -		\$ -	
				21015	FFY2018	Construction			\$ -	\$ 250,000	ODOT	\$ 250,000		
						Other	\$ -				\$ -		\$ -	
		Total FFY18-21	\$ -		\$ -		\$ 300,000		\$ 300,000					
OR:99 BIRCH ST TO COLEMAN CK. CULVERT (PHOENIX)	Replace culvert, add sidewalks, bike lanes, pedestrian crossing. Install signal prioritization on OR-99 Ashland to Central Point	931	Exempt (Table 3)			Planning				\$ -			\$ -	
				20162	FFY2017	Design	\$ 627,096	STP-FLX	\$ 71,774	ODOT	\$ 698,870		\$ 698,870.00	
				20162	FFY2018	Land Purchase	\$ 1,381,528	STP-FLX	\$ 158,122	ODOT	\$ 1,539,650		\$ 1,539,650.00	
				20162	FFY2019	Utility Relocate	\$ 417,155	STP-FLX	\$ 47,745	ODOT	\$ 464,900		\$ 464,900.00	
				20162	FFY2020	Construction	\$ 3,721,833	STP-FLX	\$ 1,265,747	ODOT	\$ 4,987,580.00		\$ 4,987,580.00	
						Other	\$ -				\$ -		\$ -	
		Total FFY18-21	\$ 6,147,612		\$ 1,543,388		\$ 7,691,000	\$ -	\$ 7,691,000					
Subtotal ODOT Projects							\$ 37,089,309	\$ 2,847,020	\$ 39,936,329	\$ 810,000	\$ 54,832,329			

Table 3: Program of 2018-2021 Transportation Projects

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	
Rogue Valley Transportation District (RVTD)														
Urban Operations Support (2017)		1059	Exempt (Table 2) - Operating assistance to transit agencies	19384	FFY2018	Other	\$ 2,550,000	FTA 5307	\$ 2,550,000	RVTD	\$ 5,100,000			\$ 5,100,000
Urban Operations Support		1060	Exempt (Table 2) - Operating assistance to transit agencies	19385	FFY2018	Other	\$ 2,600,000	FTA 5307	\$ 2,600,000	RVTD	\$ 5,200,000			\$ 5,200,000
Urban Operations Support		1085	Exempt (Table 2) - Operating assistance to transit agencies	21022	FFY2019	Other	\$ 3,150,000	FTA 5307	\$ 3,150,000	RVTD	\$ 6,300,000			\$ 6,300,000
Urban Operations Support		1086	Exempt (Table 2) - Operating assistance to transit agencies	21023	FFY2020	Other	\$ 3,300,000	FTA 5307	\$ 3,300,000	RVTD	\$ 6,600,000			\$ 6,600,000
Urban Operations Support		1087	Exempt (Table 2) - Operating assistance to transit agencies	21024	FFY2021	Other	\$ 3,450,000	FTA 5307	\$ 3,450,000	RVTD	\$ 6,900,000			\$ 6,900,000
Capitalization of Maintenance (MPO STP Transfer) (2017)		1066	Exempt (Table 2) - Rehabilitation of transit vehicles	19387	FFY 2018	Other	\$ 941,460	MPO STP	\$ 107,754	RVTD	\$ 1,049,214			\$ 1,049,214
Capitalization of Maintenance (MPO STP Transfer)		1067	Exempt (Table 2) - Rehabilitation of transit vehicles	19388	FFY 2018	Other	\$ 954,640	MPO STP	\$ 109,263	RVTD	\$ 1,063,903			\$ 1,063,903
Capitalization of Maintenance (MPO STP Transfer)		1093	Exempt (Table 2) - Rehabilitation of transit vehicles	21025	FFY 2019	Other	\$ 995,000	MPO STP	\$ 113,882	RVTD	\$ 1,108,882			\$ 1,108,882
Capitalization of Maintenance (MPO STP Transfer)		1094	Exempt (Table 2) - Rehabilitation of transit vehicles	21026	FFY2020	Other	\$ 1,018,000	MPO STP	\$ 116,515	RVTD	\$ 1,134,515			\$ 1,134,515
Capitalization of Maintenance (MPO STP Transfer)		1095	Exempt (Table 2) - Rehabilitation of transit vehicles	21027	FFY2021	Other	\$ 1,041,000	MPO STP	\$ 119,147	RVTD	\$ 1,160,147			\$ 1,160,147
RVTD Mass Transit Program (15-17)		1081	Exempt (Table 2) - Rehabilitation of transit vehicles	19915	FFY 2018	Other	\$ 426,218	MPO STP	\$ 48,783	RVTD	\$ 475,001			\$ 475,001
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1089	Exempt (Table 2) - Operating assistance to transit agencies	18894	FFY 2018	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1090	Exempt (Table 2) - Operating assistance to transit agencies	20049	FFY2019	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1091	Exempt (Table 2) - Operating assistance to transit agencies	20051	FFY 2020	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1092	Exempt (Table 2) - Operating assistance to transit agencies	20052	FFY2021	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
Subtotal RVTD Projects							\$ 18,393,162		\$ 13,174,499		\$ 31,567,661			\$ 31,567,661

Table 3: Program of 2018-2021 Transportation Projects

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		
Rogue Valley Council of Governments															
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1014	Exempt (Table 2)			Planning					\$ -				
						Design					\$ -				
						Land Purchase						\$ -			
						Construction						\$ -			
				20610	FFY2019	Other	\$ 90,493	FTA 5303	\$10,357	RVMPO	\$ 100,850				
		Total FFY18-21	\$ 90,493		\$ 10,357		\$ 100,850			\$ 100,850					
RVMPO Planning (FFY 2019)	Planning and Reasearch	1015	Exempt (Table 2)			Planning					\$ -				
						Design					\$ -				
						Land Purchase						\$ -			
						Construction						\$ -			
				20610	FFY2019	Other	\$ 278,946	PL	\$31,927	ODOT	\$ 310,873				
		Total FFY18-21	\$ 278,946		\$ 31,927		\$ 310,873			\$ 310,873					
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1016	Exempt (Table 2)			Planning					\$ -				
						Design					\$ -				
						Land Purchase						\$ -			
						Construction						\$ -			
				20611	FFY2020	Other	\$ 90,493	FTA 5303	\$10,357	RVMPO	\$ 100,850				
		Total FFY18-21	\$ 90,493		\$ 10,357		\$ 100,850			\$ 100,850					
RVMPO Planning (FFY 2020)	Planning and Reasearch	1017	Exempt (Table 2)			Planning					\$ -				
						Design					\$ -				
						Land Purchase						\$ -			
						Construction						\$ -			
				20611	FFY2020	Other	\$ 278,946	PL	\$31,927	ODOT	\$ 310,873				
		Total FFY18-21	\$ 278,946		\$ 31,927		\$ 310,873			\$ 310,873					
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1018	Exempt (Table 2)			Planning					\$ -				
						Design					\$ -				
						Land Purchase						\$ -			
						Construction						\$ -			
				20612	FFY2021	Other	\$ 90,493	FTA 5303	\$10,357	RVMPO	\$ 100,850				
		Total FFY18-21	\$ 90,493		\$ 10,357		\$ 100,850			\$ 100,850					
RVMPO Planning (FFY 2021)	Planning and Reasearch	1019	Exempt (Table 2)			Planning					\$ -				
						Design					\$ -				
						Land Purchase						\$ -			
						Construction						\$ -			
				20612	FFY2021	Other	\$ 278,946	PL	\$31,927	ODOT	\$ 310,873				
		Total FFY18-21	\$ 278,946		\$ 31,927		\$ 310,873			\$ 310,873					
Subtotal RVCOG Projects							\$ 1,108,317		\$ 126,852		\$ 1,235,169			\$ 1,235,169	
Total RVMPO 2018-2021 RVMPO TIP Projects														\$ 120,842,356	

