



Metropolitan Transportation Improvement Program
Federal Fiscal Years 2015 to 2018

Adopted by the MRMPO Policy Committee
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Introduction

Following the 2010 Census, the Grants Pass Urbanized area was designated a Metropolitan Statistical Area (an urbanized area with a population in excess of 50,000 persons). Transportation planning activities in such areas must be coordinated through a Metropolitan Planning Organization (MPO). The Rogue Valley Council of Governments (RVCOG) was designated by the Governor of Oregon as the Middle Rogue MPO (MRMPO) in March 2013. The RVCOG Board of Directors delegated responsibility for MRMPO policy functions to the Policy Committee, which consists of elected and appointed officials from Gold Hill, Grants Pass, Rogue River, Jackson County, Josephine County, and the Oregon Department of Transportation. The Policy Committee considers recommendations from the public and MRMPO Technical Advisory Committee as part of its decision-making process. The standing MRMPO advisory committee is the Technical Advisory Committee (TAC), made up of jurisdictional public Works and planning staff and state agency staff.

Local jurisdictions involved in the planning activities are Gold Hill, Grants Pass, Rogue River, and adjacent parts of Jackson and Josephine Counties which are anticipated to become urbanized over the 20 year planning horizon. The planning area is shown in Figure 1, Page 4. In addition, the Oregon Department of Environmental Quality, Oregon Department of Transportation, Oregon Department of Land Conservation and Development, Federal Highway Administration, and Federal Transit Administration participate in the MPO process. Estimated population in the MRMPO is 50,520.

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

- Develop and maintain a Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP) consistent with state and federal planning requirements.
- Conform to the requirements related to regional air quality emissions contained in OAR-340-252 (Transportation Conformity) and 40 CFR 93 (Determining Conformity of Federal Actions to State or Federal Implementation Plans).
- Review specific transportation and development proposals for consistency with the RTP.
- Develop a Public Participation Plan that establishes an open decision-making process in which interested parties have the opportunity to influence decisions.
- Coordinate transportation decisions among local jurisdictions, state agencies and area transit operators.
- Develop an annual work program.
- House and staff the regional travel demand model for the purposes of assessing, planning and coordinating regional travel demand impacts. (NOTE: MRMPO currently contracts with ODOT's Transportation Planning Analysis Unit (TPAU) for modeling services).

Federal Requirements

Federal legislation requires that the Middle Rogue MPO develop a Metropolitan Transportation Improvement Plan (MTIP, or simply TIP) at least every four years. The TIP must be developed in cooperation with the state and transit operators and be approved by the Policy Committee and the Governor. Copies of the TIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and made available to the general public on the MRMPO webpage.

Federal regulations that guide the development and maintenance of the TIP include:

Time Period *23 CFR 450.32(a)*

The TIP must cover a period of not less than four years, and must be updated at least every four years. Beyond the four-year period, projects in outlying years are considered informational only.

Public Involvement and Comment *23 CFR 450.324(b)*

Reasonable opportunity must be provided for public comment prior to approval and the TIP must be made readily available including electronically accessible formats and means such as publication on the World Wide Web. This TIP was prepared as a coordinated and cooperative effort of the MRMPO member jurisdictions. In addition to the MRMPO Technical Advisory Committee meetings at which drafts of the TIP content were discussed, advance notice was given to the public and other interested parties, and the draft document underwent a 30-day public review and comment period (based on the MRMPO's public review period).

Projects *23 CFR 450.324(c)(d)(g)*

The TIP must include all federally funded projects (including pedestrian walkways, bicycle facilities and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act and regionally significant projects requiring an action by FHWA regardless of funding source. Projects in the TIP must be consistent with the metropolitan transportation plan (MTP or RTP).

Financial Constraint *23 CFR 450.324(/)(i)*

The TIP must be consistent with funding that is expected to be available during the relevant period. The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources.

The projects listed in this document are “financially constrained,” meaning that funds required for completion are identified and expected to be available as indicated. As the amount of federal funds coming into the region may vary as the result of Congressional action, the revenues anticipated in the TIP represent the best estimates possible at this time based on federal, state and local consultation. Programmed projects may need to be delayed or phased over two or more

years if less federal funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes, and other unforeseen circumstances.

TIP and Statewide Transportation Improvement Program (STIP) Relationship

23 CFR 450.324(a)

The frequency and cycle for updating the TIP must be compatible with Oregon's Statewide Transportation Improvement Program (STIP) development and approval process. The current TIP expires when FHWA and FTA approval of the current STIP expires. After approval of the TIP by the Policy Committee and the Governor, the TIP must be included without modification directly or by reference in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by the Middle Rogue MPO in cooperation with ODOT STIP coordinators

The STIP is a listing of transportation projects and programs that shows prioritization, funding, and scheduling of transportation projects and programs over four years. It includes projects on Oregon's interstate, federal, state, city, and county transportation systems. The STIP covers highway, passenger rail, public transit, bicycle and pedestrian projects, and includes projects in the National Parks, National Forests and Indian tribal lands in Oregon.

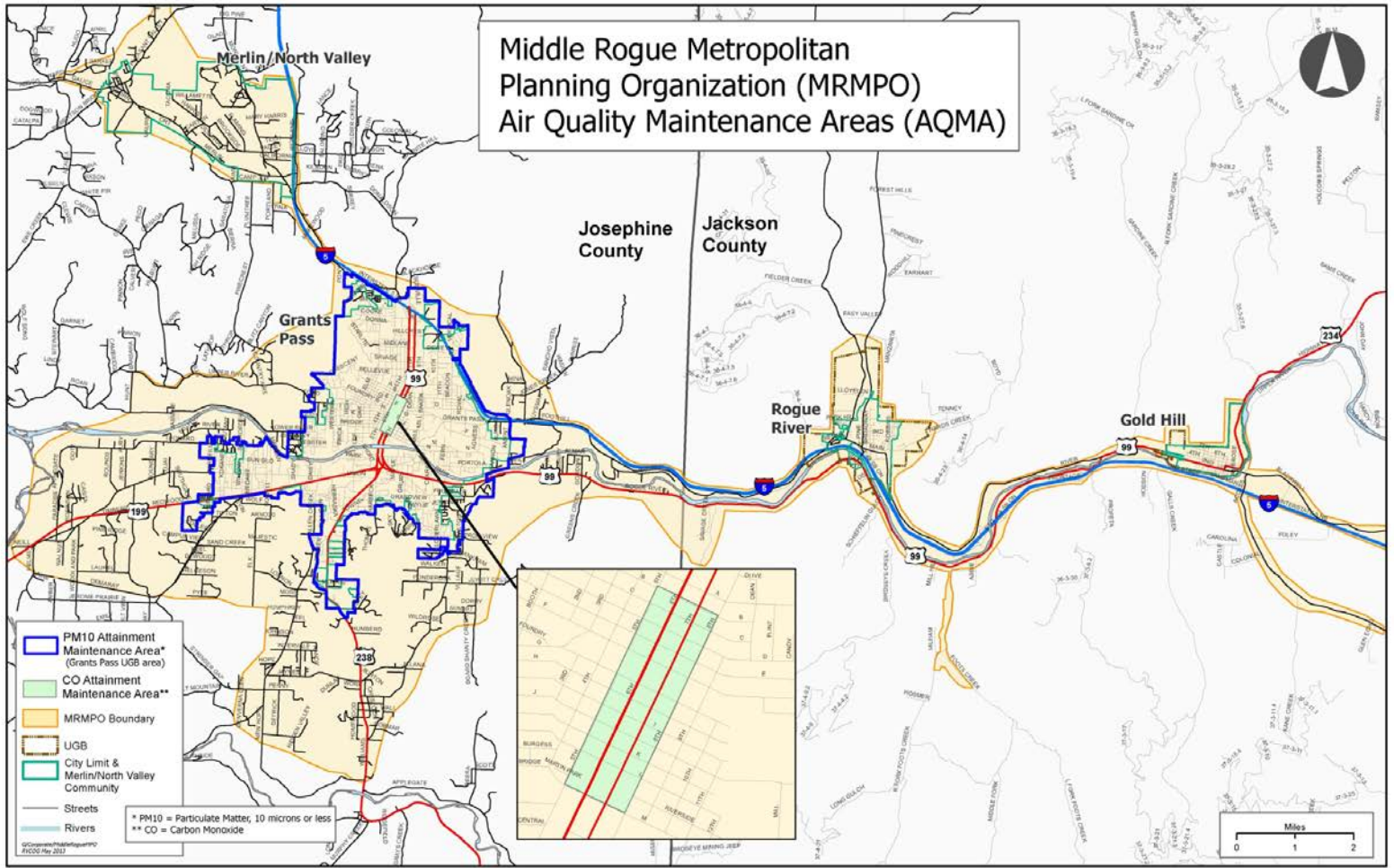
Air Quality Conformity Determination *23 CFR 450.324(a)*

In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any amended or updated TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93).

Within the Grants Pass area, the air pollutants of concern are that of *coarse particulate matter and carbon monoxide (PM₁₀ and CO)*. In September 2015, the US Environmental Protection Agency (US-EPA) approved CO and PM10 Limited Maintenance Plans (LMPs) for the Grants Pass area. In accordance with the requirements of the Clean Air Act (CAA), the EPA approved these SIP revisions because it was demonstrated that Grants Pass will continue to meet the carbon monoxide and particulate matter National Ambient Air Quality Standards (NAAQS) for a second 10-year period beyond re-designation, through 2025. According to federal rules, while areas with approved limited maintenance plans are not required to perform a regional emission analysis, they are required to demonstrate conformity of the transportation plans as stated in 40 CFR part 93, subpart A.

The Air Quality Conformity Determination (AQCD) prepared on this TIP demonstrates that air emissions of CO and PM10 remain well below the national standards (see the AQCD for further details). As a result, the TIP complies with specific requirements of the federal Clean Air Act and Oregon State Conformity Rule (OAR 340 Division 252).

Figure 1: MRMPO Area and Air Quality Area Boundaries



TIP Development

The TIP is the formal programming mechanism used to prioritize projects in the MPO area over the short-term and is the mechanism by which funds are committed to specific surface transportation projects. The TIP must be developed in cooperation with the state and transit operators develop and approved by the MRMPO Policy Committee and the Governor.

Projects included in the TIP should be first identified as part of the RTP - the MPO's long-range planning and visioning document. Following this long-range planning effort, the TIP is the method by which the MPO prioritizes, schedules, and allocates funding to specific surface transportation projects already identified within the RTP. Upon adoption of the TIP by the Policy Committee, no additional action is required for the funding of these projects up to the dollar amounts programmed in the TIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Committee may select other projects from the TIP to take advantage of the additional funds or to replace a delayed project.

According to the intergovernmental agreement establishing the Middle Rogue MPO, decisions that create criteria to be used to prioritize and/or rank transportation projects located within the MPO boundary must be made by a majority vote of all Policy Committee members present. This applies to the allocation of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds designated for the MRMPO, the expenditure of which will be outlined in the MRMPO's TIP.

The FY 2015-2018 TIP is built upon projects programmed in the STIP prior to the formation of the MRMPO and also includes federal funds allocated to the MPO area at the start of FY 2014. As additional funds are allocated or awarded to the MPO area, the TIP will be amended by the MRMPO Policy Committee to include those funds. A list of funding sources is included as Appendix B.

Public Involvement is a key part of any transportation planning effort, and the projects included in the TIP are consistent with local Transportation System Plans and Transit Plans, which involved significant public involvement. This TIP was prepared as a coordinated and cooperative effort of the MRMPO member jurisdictions and was discussed at meetings of the MRMPO Technical Advisory Committee (TAC) and Policy Committee. All TAC and Policy Committee meetings are open to the public, with email notification of all meetings provided to local media. Email notification of all MRMPO meetings is also provided to a list of local stakeholders and agency staff. Each Policy Committee agenda includes formal time for public comment. In addition, all TAC and Policy Committee meeting agendas and minutes are posted on the MPO webpage.

TIP Project Summary

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

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

For projects receiving federal funds over which the MRMPO has discretion -- typically Surface Transportation Program – local share (STP-L) and Congestion Mitigation and Air Quality program (CMAQ) funds – the MRMPO engages in an open solicitation of project applications from the member jurisdictions, develops a project evaluation and selection process that reflects regional, state and federal priorities, and selects projects and sets funding levels. Although the MRMPO Policy Committee is responsible for allocating regional discretionary federal transportation funds to projects, USDOT make final eligibility determinations. Details about project evaluation for MRMPO funding is available on the internet, www.mrmppo.org The MRMPO will award about \$600,000 a year in STP-L funds and about \$700,000 in CMAQ funds.

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

Setting project priorities involves considering local and regional needs; addressing deficiencies with both short and long-range projects; and allocating investments among the various transportation modes. Regional transportation investment priorities are implemented through the decisions of the MRMPO Policy Committee. As required by 23 CFR 450.324(n) (1), the criteria for prioritization and implementation of TIP projects are shown in the RTP, and implemented through a discretionary funding process (see materials at www.mrmppo.org and on file at RVCOG).

Financial Constraint

Moving Ahead for Progress in the 21st Century (MAP-21) requires the development of a financial plan as part of the RTP and MTIP planning process. The financial plan demonstrates that the existing system of transportation facilities is being adequately operated and maintained. The plan further demonstrates which projects can be implemented using current revenues and funding sources and which projects will be implemented using proposed revenue sources. A comprehensive financial analysis was conducted to develop the 2015-2040 RTP (RTP Financial Plan – Chapter 8). This analysis included the MTIP years of 2015-2018. For informational purposes, relevant sections of the financial analysis findings are summarized below.

Adequate Maintenance and Operation of Existing System

The financial analysis completed for the Regional Transportation Plan includes estimates for capital funding availability over the 25-year planning period for each jurisdiction. For each MPO member jurisdiction, funding for capital projects was estimated after subtracting forecast operations, maintenance and administration expenses. RTP Chapter 8 shows the forecast revenues, non-capital needs and the capital funds available for each jurisdiction for the short (2015-2020), medium (2021-2030) and long-range (2031-2040) time frames. To arrive at the available funding estimate for years 2015-2018, member jurisdictions and ODOT were consulted to refine RTP estimates through 2018. Estimates are summarized below in Table 1.

Table 1: Demonstration of Financial Constraint

Description	Time Range	FY15-40 RTP	FY 2015-18 MTIP
Total Revenue	Short	\$35,016,208	\$27,470,469
	Medium	\$45,002,543	
	Long	\$50,902,095	
	Total	\$130,920,846	
of conservative Total Expenditures	Short	\$34,011,942	\$27,470,469
	Medium	\$34,524,218	
	Long	\$24,893,848	
	Total	\$93,430,008	
Difference Between Total Revenues & Expenditures		\$37,490,838	\$0
Statement of Financial Constraint: Each project included in the Fiscal Constraint list of the MRMPO FY2015-2040 RTP and programmed in the FY15-18 MTIP has an identified funding source or combination of sources reasonably expected to be available over the planning period.			

Conservative assumptions based on past expenditures for non-capital (e.g., operations and maintenance) needs were developed in consultation with various departments of each jurisdiction. Through the use of assumptions for non-capital needs, and ensuring that these needs are met before resources are devoted to capital projects, primary emphasis has been placed on the maintenance and operation of the existing system. Projects contained in the 2015-2018 MTIP reflect this emphasis.

Available and Committed Revenues and Funding Sources

The funds in the first two years of the MTIP, 2015 and 2016, are available or committed. In air quality maintenance areas funds are available or committed for projects in years one and two of the MTIP. Available funds include those funds derived from an existing source or funds historically dedicated to transportation. Federal funds generally available to the region on an annual basis are considered committed. Based on historical authorizations, federal funds distributed by formula can be extrapolated beyond the current authorization and be considered committed. Federal funds distributed on a discretionary basis are regarded as a new source and must be shown to be reasonably available.

Reasonably Available Revenues and Funding Sources

Beyond years one and two of the MTIP, in non-attainment and maintenance areas, funds must be shown to be reasonably available. These funds may not currently exist or may require some steps before a jurisdiction, agency, or private party can commit such revenues to transportation projects. Past experience with obtaining this type of funding should be included. Where efforts are already underway to obtain a new revenue source, information such as the amount of support for the measure by the community should be included in the financial analysis used for the financially-constrained MTIP. Appendix C describes the revenue sources that fund the projects contained within the MTIP.

Comparison of MTIP Funding Levels

This is the first MTIP for the MRMPO, therefore no comparison of prior year MTIPs is provided.

Amending the TIP

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

The process of amending the TIP involves with “administrative” or “full” amendments. Full amendments require Policy Committee approval with a 30-day public participation and comment period. Federal regulations do not require this process for administrative amendments, so they are accomplished through staff action. Table 2 on the following page describes the amendment process in detail.

Table 2: MTIP Amendment Process

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

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

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

MRMPO 2015-2018 TIP Projects

The MRMPO TIP identifies transportation projects and programs to be implemented in the MRMPO planning area in the years 2015 through 2018. All MRMPO member jurisdictions participated in developing the TIP as well as the project solicitation and selection process for MRMPO discretionary funds and development and adoption of the Air Quality Conformity Determination. Details about MRMPO committee discussion of these processes is available at www.mrmppo.org

The TIP provides the intended schedule and estimated cost for each phase of listed projects. Table 3, below, lists the abbreviations that are used to identify the funding sources for TIP projects. Funding sources are described in detail in Appendix B.

Table 3: 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
STP		Surface Transportation 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 4, on the following pages, lists the 2015-2018 TIP projects by jurisdictions. Work is described by phase and cost. Consistency with 23 CFR 450.324(n)(2), status of previously approved MTIP projects is not applicable since this is the first TIP for the MRMPO. Air Quality Conformity status is indicated for each project; the conformity determination for this program is published separately.

Table 4: Program of 2015-2018 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		
Gold Hill															
No Projects						Planning									
						Design									
						Land Purchase									
						Utility Relocate									
						Construction									
						Other									
							\$ -		\$ -		\$ -		\$ -		
Subtotal Gold Hill 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		
Grants Pass															
Transit Enhancements - Sidewalk Construction	Install 4 miles of sidewalks, replace missing/non-conforming sidewalks, install stop sign amenities	200	Exempt (Table 2) Safety (in PM ₁₀ Maintenance Area)								\$ -		\$ -		
											\$ -		\$ -		
											\$ -		\$ -		
											\$ -		\$ -		
						16060	FFY2016	Construction	\$ 1,714,740	CMAQ (L400)	\$ 196,260	Grants Pass	\$ 1,911,000		\$ 1,911,000
Total FFY15-18							\$ 1,714,740		\$ 196,260		\$ 1,911,000	\$ -	\$ 1,911,000		
Allen Creek Road Improvements	Allen Creek Rd. From W. Harbeck to Denton will be Upgraded to City Arterial Standards	201	Exempt (Table 2) Other, Planning and Technical Studies (in PM ₁₀ Maintenance Area)			18235	FFY2013	Design	\$ 202,790	STP-FLX	\$ 23,210	ODOT	\$ 226,000	\$ 226,000	
						18235	FFY2013	Design	\$ 492,618	CMAQ (L400)	\$ 56,382	Grants Pass	\$ 549,000	\$ 549,000	
						18235	FFY2017	Land Purchase	\$ 628,110	CMAQ (L400)	\$ 71,890	Grants Pass	\$ 700,000	\$ 700,000	
						18235	FFY2017	Utility Relocate	\$ 134,595	CMAQ (L400)	\$ 15,405	Grants Pass	\$ 150,000	\$ 150,000	
						18235	FFY2018	Construction	\$ 649,645	STP	\$ 74,355	ODOT	\$ 724,000	\$ 724,000	
						18235	FFY2018	Construction	\$ 1,504,772	CMAQ (L400)	\$ 172,228	Grants Pass	\$ 1,677,000	\$ 394,000	Grants Pass
Total FFY15-18							\$ 3,612,530		\$ 413,470		\$ 4,026,000	\$ 394,000	\$ 4,420,000		
Subtotal Grants Pass Projects							\$ 3,612,530		\$ 413,470		\$ 4,026,000	\$ 394,000	\$ 6,330,999		
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															
No Projects						Planning					\$ -				
						Design									
						Land Purchase									
						Utility Relocate									
						Construction						\$ -		\$ -	
						Other						\$ -		\$ -	
							\$ -		\$ -		\$ -		\$ -		
Subtotal Jackson County 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		
Josephine County															
Galice Rd #2401: Chip Seal (MP 0.0-15.4)	Chip Seal and related prep work, guardrail updates	403	Exempt (Table 2) Safety, pavement resurfacing								\$ -				
						19186	FFY2014	Design				\$ -	\$ 8,000	Local	
								Land Purchase				\$ -			
								Utility Relocate				\$ -			
							FFY 2015	Construction				\$ -	\$ 931,000	Local	
Total FFY12-15							\$ -		\$ -		\$ 939,000		\$ 939,000		
Subtotal Josephine County Projects							\$ -		\$ -		\$ -	\$ 939,000	\$ 939,000		

Table 4: Program of 2015-2018 Transportation Projects

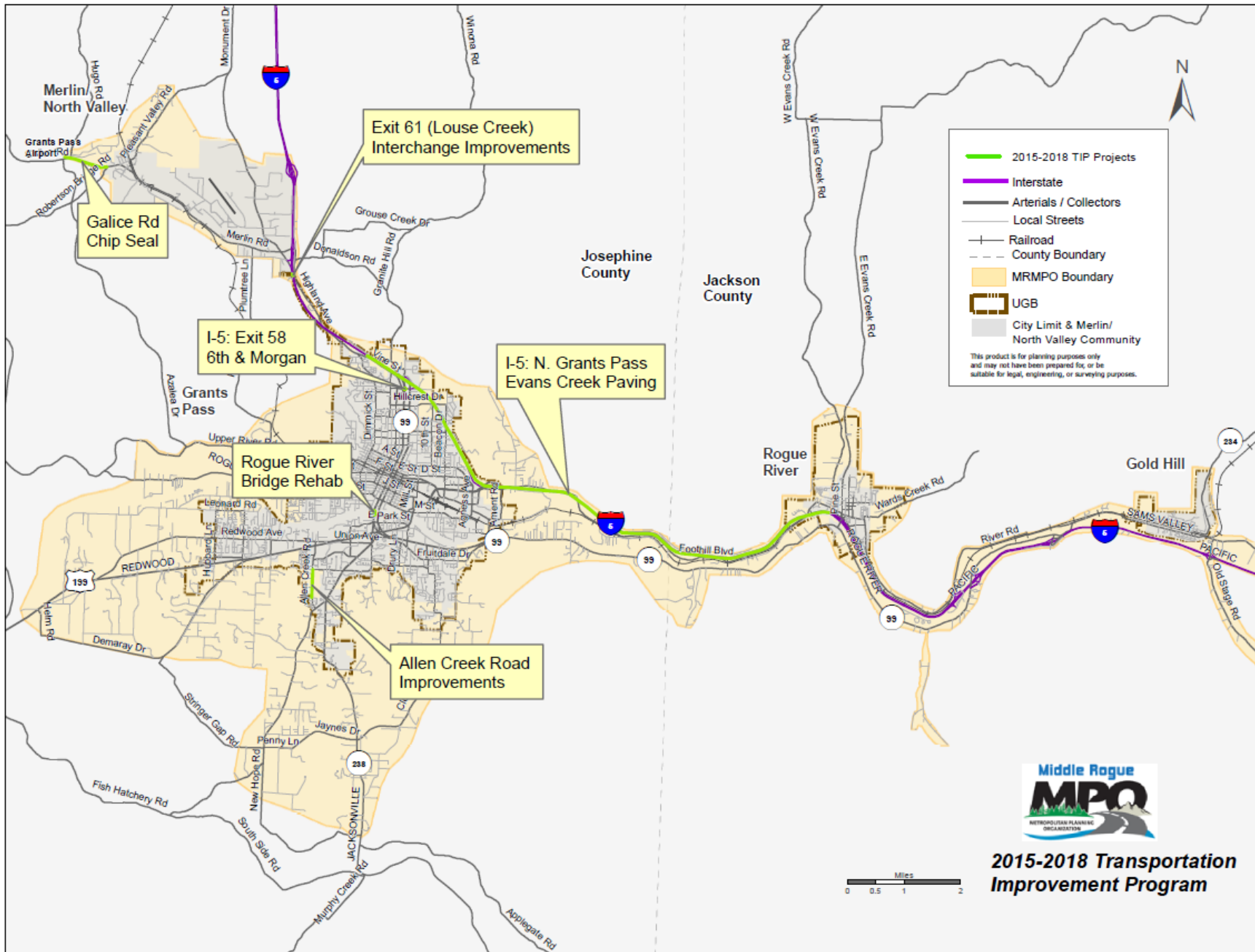
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Josephine Community Transit Projects																
Josephine County - 5311 (FY15)	Rural Operations	700	Exempt (Table 2) Transit			Planning					\$ -					
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
				17761	FFY2015	Other	\$	74,887	FTA 5311	\$	58,654	\$	133,541			
		Total FFY15-18	\$	74,887		\$	58,654	\$	133,541	\$	-		\$	133,541		
JCT - 5307 Transit Operations (FY15)	Transit Operating Assistance	701	Exempt (Table 2) Transit			Planning					\$ -					
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
				18605	FFY2015	Other	\$	716,518	FTA 5307	\$	716,518	\$	1,433,036			
		Total FFY15-18	\$	716,518		\$	716,518	\$	1,433,036	\$	-		\$	1,433,036		
JCT - 5309	Capital Purchase - Replacement Vehicle	702	Exempt (Table 2) Transit			Planning					\$ -					
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
				19461	FFY2016	Other	\$	120,000	FTA 5309	\$	30,000	\$	150,000			
		Total FFY16-18	\$	120,000		\$	30,000	\$	150,000	\$	-		\$	150,000		
Commuter Service	Transit service between Grants Pass and Medford	703	Exempt (Table 2) Transit			Planning					\$ -					
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
				19168	FFY2015	Other	\$	448,584	CMAQ (L400)	\$	51,342	\$	499,926			
		Total FFY12-15	\$	448,584		\$	51,342	\$	499,926		0		\$	499,926		
5310 E&D Transit Capital STP Transfer	Purchase Service	723	Exempt (Table 2) Transit			Planning					\$ -					
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
				18364	FFY2016	Other	\$	273,475	L240	\$	31,300	\$	304,775			
		Total FFY12-16	\$	273,475		\$	31,300	\$	304,775		0		\$	304,775		
Subtotal Middle Rogue MPO Transit Projects							\$	1,633,464	\$	887,815	\$	2,521,279	\$	-	\$	2,521,279

Table 4: Program of 2012-2015 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	
ODOT														
OR99: Rogue River (6th St, Caveman) Bridge Rehab	Seismic, deck overlay, joints, bearings, concrete repairs, br#01418	500	Exempt (Table 2)			Planning					\$ -			
						Design	\$ 349,947		\$ 40,053		\$ 390,000			
					18569	FFY2015	Land Purchase	\$ 9,870	NHPP	\$ 1,130		\$ 11,000		
					18569	FFY2015	Utility Relocate	\$ 4,487	NHPP	\$ 514		\$ 5,001		
					18569	FFY2017	Construction	\$ 3,982,216		\$ 455,783		\$ 4,437,999		
						Other					\$ -			
						Total FFY15-18		\$ 4,346,520		\$ 497,480		\$ 4,844,000	\$ -	
I-5: N. Grants Pass - Evans Creek Paving	Grid/Inlay	501	Exempt (Table 2)			Planning					\$ -			
					18875	FFY2016	Design	\$ 412,000			\$ 412,000			
					18875	FFY2016	Land Purchase	\$ 5,000			\$ 5,000			
					18875	FFY2016	Utility Relocate	\$ 5,000			\$ 5,000			
					18875	FFY2018	Construction	\$ 7,634,000			\$ 7,634,000			
						Construction			\$0		\$ -			
						Total FFY15-18		\$ 8,056,000		\$ -		\$ 8,056,000		\$ 8,056,000
I-5 Exit 58 6th & Morgan	Reconfig Intersection, Reconfig & Lengthen SB Offramp	502	Exempt (Table 3)			Planning					\$ -			
					17477	FFY2015	Design	\$ 138,330	HSIP	\$ 11,670		\$ 150,000		
					17477	FFY2017	Land Purchase	\$ 25,822	State	\$ 2,178		\$ 28,000		
					17477	FFY2018	Utility Relocate	\$ 9,222	State	\$ 778		\$ 10,000		
					17477	FFY2018	Construction	\$ 1,209,926	HSIP	\$ 102,074		\$ 1,312,000		
						Other					\$ -			
						Total FFY15-18		\$ 1,383,300		\$ 116,700		\$ 1,500,000		\$ 1,500,000
Jackson and Josephine Sign and Delineation Upgrades	Enhanced Curve Signage, Pavement Markings, and Alignment Delineation	503	Exempt (Table 2)	Safety		Planning					\$ -			
					19564	FFY 2016	Design	\$ 64,328	STP FLEX	\$ 7,363	ODOT	\$ 71,691		
						Land Purchase					\$ -			
						FFY2017	Utility Relocation	\$ 922	HSIP	\$ 78	ODOT	\$ 1,000		
					19564	FFY2018	Construction	\$ 589,077	STP FLEX	\$ 67,423	ODOT	\$ 656,500		
						Other					\$ -			
						Total FFY15-18		\$ 654,327		\$ 74,864		\$ 729,191		\$ 729,191
FFO-I5: Exit 61 (Louise Creek) Interchange Improvements	Right Turn Lane on Merlin WB, Signals Placed on Merlin NB, Left Turn Lane on Merlin-I-5	504	Exempt (Table 3)			Planning					\$ -			
						FFY2012	Design	\$ 269,190	L240	\$ 30,810		\$ 300,000		
						FFY2014	Land Purchase	\$ 85,244	ACP0	\$ 9,756		\$ 95,000		
								\$ -		\$ -		\$ -		
					16062	FFY2015	Construction	\$ 1,929,195	STP	\$ 220,805	ODOT	\$ 2,150,000		
						FFY2015	Other	\$ 4,487	L240	\$ 513		\$ 5,000		
						Total FFY15-18		\$ 2,288,116		\$ 261,884		\$ 2,550,000		\$ 2,550,000
Subtotal ODOT Projects							\$ 16,728,263		\$ 950,928		\$ 17,679,191	\$ -	\$ 17,679,191	

Table 4: Program of 2012-2015 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 River														
No Projects		NA				Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Utility Relocate					\$ -			
						Construction					\$ -			
						Other					\$ -			
Subtotal Rogue River Projects							\$ -		\$ -		\$ -	0		\$ -
Rogue Valley Council of Governments														
No Projects						Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
						Other					\$ -			
						Subtotal RVCOG Projects							\$ -	
Total MRMPO ODOT STP Fund Exchange 2015-2018 Projects													\$ 2,703,594	
Total MRMPO 2015-2018 Projects													\$ 27,470,469	



Appendix A: MRMPO Adoption Resolution

**Resolution Number 2016-2
Middle Rogue Metropolitan Planning Organization - Policy Committee**

Adoption of the 2015-2018 Transportation Improvement Program

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

Whereas, the RVCOG has delegated responsibility for MPO policy functions to the MRMPO Policy Committee, a Committee of elected officials from Gold Hill, Grants Pass, Rogue River, Josephine County, Jackson County, and the Oregon Department of Transportation; and

Whereas, a project identification and selection process was carried out through the development of the 2015-2018 Transportation Improvement Program (TIP); and

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

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

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

Whereas, the 2015-2018 TIP has been shown to meet the requirements of the Clean Air Act Amendments and state law;

NOW, THEREFORE, the Middle Rogue Metropolitan Planning Organization Policy Committee approves and adopts the attached 2015-2018 TIP.

Adopted by the Middle Rogue Metropolitan Planning Organization Policy Committee on this 17th day of March 2016.



Darin Fowler
MRMPO Policy Committee Chair

Appendix B: Transportation Project Funding Sources

The jurisdictions in the MRMPO use a variety of federal, state, and local funding sources for implementing the transportation projects and programs outlined in this TIP. A brief description of each of the fund sources, along with project programming information is provided below.

FEDERAL FUNDING PROGRAMS—MAP-21

MAP-21 - On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country’s vital transportation infrastructure.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. This summary reviews the policies and programs administered by the Federal Highway Administration. The Department will continue to make progress on transportation options, which it has focused on in the past three years, working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

National Highway System Funds – NHS funds are primarily used to fund Interstate and U.S. numbered routes upgrading and improvement projects. Interstate Maintenance (IM) is also considered part of the program funding total. The NHS became the new focus of the Federal Aid Program following the completion of the Interstate Highway System. Up to 50% of program funds may be transferred by the state to the more flexible Surface Transportation Program (STP), or 100% if approved by the U.S. Secretary of Transportation. Funds may be spent on transit projects if established criteria are met.

Federal Earmarks – Earmarks are funding allocations that are tied directly to a project through the legislative process. For example, Congressional authorization of TEA-21 in 2004 included \$2 million to fund completion of the Bear Creek Greenway. These are the only projects in the RTP that are being funded through this source. Although additional earmarks may be awarded in future years, no such assumption has been made to estimate future revenues.

Interstate Maintenance --USC TITLE 23.119 – With funding from the Highway Trust Fund, this program funds resurfacing, restoring, rehabilitating, and reconstruction of the Interstate Highway system. Expansion of the capacity of any Interstate highway or bridge, where such new capacity consists of one or more new travel lanes [that are not high-occupancy vehicle lanes or auxiliary lanes,] is not eligible for funding under this section.

Appendix B: Transportation Project Funding Sources

Congestion Mitigation And Air Quality Improvement Program (CMAQ) – The Intermodal Surface Transportation Efficiency Act created the CMAQ program to deal with transportation related air pollution. The program is continued under MAP-21. States with areas that are designated as non-attainment for ozone or carbon monoxide (CO) must use their CMAQ funds in those non-attainment areas. A state may use its CMAQ funds in any of its particulate matter (PM₁₀) non-attainment areas, if certain requirements are met. Funds are directed to projects and programs in certain non-attainment areas that meet standards contained in the Clean Air Act Amendments of 1990 (CAAA). The projects and programs must either be included in the air quality State Implementation Plan (SIP) or be good candidates to contribute to attainment of the National Ambient Air Quality Standards (NAAQS). If a state has no non-attainment areas, the allocated funds may be used for STP or CMAQ projects. The standard local match required for CMAQ is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

Surface Transportation Program (STP) – The STP, a flexible multi-modal block grant-type program, funded through the SAFETEA-LU transportation act. It provides funds for a broad range of transportation uses and consolidates the former functions of the Federal Aid Secondary, Urban, and Primary programs. Projects can include highway and transit capital projects, carpool projects, bicycle and pedestrian facilities, planning, and research and development. STP funds are allocated to the state and distributed to cities and counties on a formula basis by the Oregon Transportation Commission. The standard local match required is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

Middle Rogue Metropolitan Planning Organization STP Funds – ODOT distributes a portion of its STP funds to Metropolitan Planning Organizations (MPOs) in Oregon's urban areas under a cooperative process. MRMPO receives approximately \$600,000 annually in federal STP funds. Future allocations of MRMPO STP funds will be distributed on a year-by-year basis.

STP Transportation Enhancement Program – Each state must set aside 10% of its yearly STP revenues for Transportation Enhancement Activities, which comprise a broad range of projects. Enhancement funds are allocated to local jurisdictions throughout the state on a competitive basis. Eligible transportation enhancement projects include pedestrian and bicycle facilities; preservation of abandoned railway corridors; landscaping and other scenic beautification; control and removal of outdoor advertising; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; historic preservation; rehabilitation and operation of historic transportation buildings, structures, or facilities; archaeological planning and research; and mitigation of water pollution due to highway runoff. The standard local match required is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

STP Safety Funds – Each state must set aside 10 percent of its base STP funds for safety programs (hazard elimination, rail-highway crossings, etc.). The standard local match required is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

Hazard Elimination Program (HEP) – The Hazard Elimination Program provides funding for safety improvement projects on public roads. Safety improvement projects may occur on any public road and must be sponsored by a County or City. To be eligible for federal aid, a project should be part of either the annual element of a Transportation System Plan or the annual listing

Appendix B: Transportation Project Funding Sources

of rural projects by ODOT, although they do not have to be part of the approved STIP to receive STIP funding.

Highway Bridge Replacement And Rehabilitation Program – The Highway Bridge Replacement and Rehabilitation (HBRR) Program provides funds to replace or maintain existing bridges; new bridges are not eligible for funding under this program. Currently, Bridge Replacement and Rehabilitation funds are distributed through the STIP process. In the future, these funds will be distributed according to the Unified Bridge Program, a rating system that indicates the condition and traffic level on each bridge in the state.

Timber Receipts (United States Forest Service) – The USFS shares 25 percent of national forest receipts with counties. By Oregon law (ORS 294.060), counties then allocate 75 percent of the receipts to the road fund and 25 percent to local school districts. Counties' share of USFS timber receipts is no longer directly tied to the level of timber harvests. Under current legislation, counties are guaranteed payments on a schedule that reduces this support by 3% annually over the next decade. Timber receipt revenues received by Jackson and Josephine Counties are included in the Road Fund.

Community Development Block Grants (CDBG) – Community Development Block Grants are administered by the Department of Housing and Urban Development and could potentially be used for transportation improvements in eligible areas.

Federal Transit Administration Funding – The Federal Transit Administration (FTA) carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive mass transportation systems. Although the transit formula and discretionary program requirements and program structure remain basically unchanged from previous law, recent amendments to the Federal Transit Act achieve such objectives as rail modernization funding and transit and highway funding flexibility and identical matching shares.

- The FTA's programs of financial assistance include the following funds listed below that are programs in the MTIP. The section refers to the section of U.S Code Title 49, which authorizes the activity.
- Section 5307, the Urbanized Area Formula Funding program funds are available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.
- Section 5310 funds assist in meeting the transportation needs of the elderly and persons with disabilities. Funds are apportioned based on each state's share of elderly and disabled population. Funds may be used for capital expenses.
- Section 5316, Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges of welfare recipients and low-income workers seeking and maintaining employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city or rural neighborhoods. Eligible projects are capital, planning and operating expenses for projects that transport low-income individuals to and from jobs and activities related to employment, and for reverse commute projects.
- Section 5317, New Freedom Program Funds may be used on capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.

Appendix B: Transportation Project Funding Sources

STATE FUNDING PROGRAMS

Oregon Highway Fund –The major source of funding for transportation capital improvements and activities statewide is the Oregon Highway Fund. The Highway Fund derives its revenue through fuel taxes, licensing and registration fees, and weight-mile taxes assessed on freight carriers. Revenues are divided as follows: 16% to cities, 24% to counties, and 60% to ODOT. County shares of the Fund are based on the number of vehicle registrations, while the allocations to the cities are based on population.

ORS 366.514 requires at least 1% of the Highway Fund received by ODOT, counties, and cities be spent on the development of footpaths and bikeways. ODOT administers its bicycle/pedestrian funds, handles bikeway planning, design, engineering and construction, and provides technical assistance and advice to local governments concerning bikeways.

Special City Allotment – ODOT sets aside \$1 million to distribute to cities with populations less than 5,000. Projects to improve safety or increase capacity on local roads are reviewed annually and ranked on a statewide basis by a committee of regional representatives. Projects are eligible for a maximum of \$25,000 each. The cities of Rogue River and Gold Hill are eligible for Special City Allotment funds.

Special Public Works Funds (SPWF) – The State of Oregon allocates a portion of state lottery revenues for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF program to construct, improve and repair infrastructure in commercial/industrial areas to support local economic development and create new jobs. The SPWF provides a maximum grant of \$500,000 for projects that will help create or retain a minimum of 50 jobs. SPWF projects will be programmed as awards are made.

Immediate Opportunity Fund (IOF) – The Immediate Opportunity Fund is intended to support economic development in Oregon by providing road improvements where they will assure job development opportunities by influencing the location or retention of a firm or economic development. The fund may be used only when other sources of funding are unavailable or insufficient, and is restricted to job retention and committed job creation opportunities. To be eligible, a project must require an immediate commitment of road construction funds to address an actual transportation problem. The applicant must show that the location decision of a firm or development depends on those transportation improvements, and the jobs created by the development must be “primary” jobs such as manufacturing, distribution, or service jobs.

Traffic Control Projects – The state maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminar units at intersections between state highways and city streets (or county roads). Intersections involving a state highway and a city street (or county road), which are included on the statewide priority list are eligible to participate in the cost sharing policy.

ODOT establishes a statewide priority list for traffic signal installations on the State Highway System. The priority system is based on warrants outlined in the Manual for Uniform Traffic Control Devices. Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.

State Special Transportation Fund (STF) – ODOT’s Public Transit section administers a discretionary grant program (Community Transportation Program) derived from state cigarette tax revenues that provides supplementary support for elderly and disabled transportation. A competitive process has been established for awarding STF funds. STF funds will be programmed on an annual basis.

Appendix B: Transportation Project Funding Sources

LOCAL FUNDING PROGRAMS

Systems Development Charges (SDCS) – Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as increased school enrollment, parks and recreation use, or traffic congestion. The SDC typically varies by the type of development. Transportation SDCs are collected by Grants Pass, and Jackson County. The City of Rogue River collects street impact fees on new development.

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

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

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

Local Parking Fees – are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements. Grants Pass charges fees for reserved spaces in City public parking lots. Currently, seventy-one spaces are reserved through the collection of annual fees. The collected funds go to the General Fund – Downtown Services.

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

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

Property Taxes – Currently, local property taxes are not being used to fund public transportation.

Appendix B: Transportation Project Funding Sources

Farebox Revenues And Bus Pass Revenues – Portions of Josephine Community Transit’s operating funds are received from farebox revenue, token sales, and bus pass revenue. These funds are not eligible to be used as a local match source.

Vehicle Registration Fees – Counties can implement a local vehicle registration fee. The fee would be similar to the state vehicle registration fee. A portion of a county’s fee could be allocated to local jurisdictions. Jackson and Josephine Counties do not currently have vehicle registration fees.

Local Gas Tax – Counties and cities can also implement a local gas tax upon a vote of the people. The local gas tax would be in addition to state and federal gas taxes currently collected at the pump. No members in the MRMPO current have a local gas tax.

LOCAL JURISDICTION FUNDING

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

Josephine County - Josephine Community Transit (JCT) – The majority of JCT’s funding comes from federal and state grants, some of which require a 50% match. As described above, JCT receives transportation revenues from farebox revenues and bus pass revenues. These funds are not eligible to be used as a local match source.

Jackson County – Primary sources of transportation revenue include STP funds and Oregon gas tax receipts. Timber receipts which once constituted 40% of county revenue for roads are now less than 5% of total revenue received. The County’s revenues are grouped into one large fund known as the Jackson County Road Fund for purposes of developing the capital improvement program.

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

City of Gold Hill – Oregon gas tax receipts are the primary sources of transportation revenue.

City of Grants Pass – Revenue sources include Oregon gas tax revenues, STP funds, systems development charges, utility fees, and parking fees.

City of Rogue River – Oregon gas tax revenues and street impact fees.

Appendix C: Transportation Planning Acronyms and Terms

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CMAQ:	Congestion Mitigation & Air Quality
CO:	Carbon Monoxide
COATS:	California Oregon Advanced Transportation Systems
DLCD:	Department of Land Conservation and Development
EMME/2:	Computerized Transportation Modeling Software
EPA:	Environmental Protection Agency
FFY:	Federal Fiscal Year: from October 1 to September 31.
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FTZ:	Foreign Trade Zone
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GCP:	General Corridor Planning
GIS:	Geographic Information Systems
HOT:	High Occupancy Toll lane with extra charge for single occupants
HOV:	High Occupancy Vehicle lane for cars with more than one occupant
HPMS:	Highway Performance Monitoring System
I/M or I & M:	Inspection and Maintenance Program for emissions control
ITS:	Intelligent Transportation Systems
JJTC:	Jackson-Josephine Transportation Committee
LOS:	Level of Service, a measure of traffic congestion from A (free-flow) to F (grid-lock)
LRT:	Light Rail Transit, self-propelled rail cars such as Portland's MAX
MAP-21:	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.
MIS:	Major Investment Study
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 in population which has responsibility for developing transportation plans for that area
MTIP:	Metropolitan Transportation Improvement Program (same as TIP)
NAAQS:	National Ambient Air Quality Standards

Appendix C: Transportation Planning Acronyms and Terms

NARC:	National Association of Regional Councils
NHS:	National Highway System
NPTS:	Nationwide Personal Transportation Survey
NTI:	National Transit Institute
OAR:	Oregon Administrative Rules
ODFW:	Oregon Department of Fish and Wildlife
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PL Funds:	Public Law 112, Federal Transportation Planning Funds
PM10:	Particulate Matter of less than 10 Micrometers
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
SIP:	State Implementation Plan
SOV:	Single Occupant Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STP:	Surface Transportation Program
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
TSM:	Transportation Systems Management
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
US DOT:	U.S. Department of Transportation
VMT:	Vehicle Miles Traveled

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

Appendix C: Transportation Planning Acronyms and Terms

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

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

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

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

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

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

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

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

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

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

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

Mobile Sources - Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM10). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

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

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

Appendix C: Transportation Planning Acronyms and Terms

- (a) All principal arterial highways;
- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.

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

Appendix D: Public Comments and Responses on the MTIP

#	Comment Received	MRMPO Response
1	No comments received	
2		
3		
4		

Appendix E: Agency Comments and Responses on the MTIP

#	Comment Received	MRMPO Response
1	No comments received	
2		
3		