



AGENDA

Middle Rogue Metropolitan Planning Organization
Policy Committee

Date: *Thursday, February 20, 2020*

Time: *2:30 p.m.*

Location: *Courtyard Conference Room, Grants Pass City Hall*
101 NW "A" Street, Grants Pass, OR

Transit: served by JCT Routes #10, 20, 35, 40, 50, 80 and 100.
Paratransit services are available for qualified individuals.

Contact: *Office Specialist, RVCOG: 541-423-1375*
MRMPO website: www.mrmppo.org

1	Call to Order / Introductions / Review Agenda	Chair
2	Review / Approve Minutes (DELAYED)	Chair
<i>Attachment</i>	# MRMPO Policy Committee Draft Minutes XX/XX/XXXX	
Action Items		
3	Election of Officers	Karl Welzenbach
<i>Background</i>	Each year the Policy Committee elects a new Chair and Vice-Chair. Current officers are Valarie Lovelace, Chair and Mike Baker, Vice-Chair	
<i>Action Requested</i>	Election of new officers	
4	Review and Approval of Draft List of Projects	Karl Welzenbach
<i>Background</i>	The TAC has been working with MPO staff to finalize a listing of roadway projects for inclusion in the RTP Update for 2045. The attached list of projects is broken up into three sections: short-range, mid-range, and long-range projects.	
<i>Attachment</i>	#1 Listing of Roadway Projects	
<i>Action Requested</i>	Approval of Project Listing for Public Comment	
Discussion Items		

5	Presentation on Draft Chapters	Karl Welzenbach
<i>Background</i>	Staff has been editing and re-writing the chapters of the 2016-2040 RTP to reflect the demographic changes since that document was adopted. This is an update and not a complete overhaul of the original plan.	
<i>Attachment</i>	#2 Draft Chapters 1-4, 8 & 9	
6	Public Comment	
Regular Updates		
7	Updates on Currently Active MRMPO Projects	Policy Committee Members
<i>Attachment</i>	# Listing of Active MRMPO Projects	
8	MPO Planning Update: Discussion of Moving the March meeting of the Policy Committee to March 26	Karl Welzenbach
9	Other Business / Local Business Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.	Chair
10	Adjournment	Chair

- The next MRMPO Policy Committee meeting will be **Thursday, March 19, 2020 at 2:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
- The next MRMPO Technical Advisory Committee meeting will be **March 5, 2020 at 1:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.

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

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Conformity Status	Project Located in CO or PM10 Maintenance Area?
Funds Available - Short Range						
Gold Hill						
New	Street Paving/ADA ramps		Short	\$40,000	Exempt	NA
Short Range Total					\$40,000	
Grants Pass						
New	Expanding Access to Transit - Sidewalk Construction	Install 4 miles of sidewalks, replace missing/non-conforming sidewalks, Install stop sign/amenities (funds obligated prior to MPO designation)	Short	\$1,581,349	Exempt	PM ₁₀
201*	Allen Creek Rd. Improvements	Allen Creek Rd. from W. Harbeck to Denton will be upgraded to City Arterial standards (CMAQ & STP funds awarded prior to MPO designation).	Short	\$5,820,000	Exempt	PM ₁₀
Short Range Total					\$7,401,349	
Jackson County						
Short Range Total					\$0	
Josephine County						
	Highland Avenue	Sidewalk Improvements-Cooke Ave. to Vine Street	Short	\$352,200	Exempt	
	Beacon Drive	Full Depth Pavement Repair and Sidewalk Improvements-Madrone Ave. to Quail Crossing	Short	\$506,300	Exempt	
	New Hope Road	Sidewalk Infill Improvements-Bayard Dr. to Allen Crk	Short	\$169,500	Exempt	
	G Street	Sidewalk Infill Improvements-Lincoln Road to Leonard St.	Short	\$276,000	Exempt	
	Merlin Road	Bicycle Rail Crossing Improvements	Short	\$60,000	Exempt	
	Lincoln Rd./Lower River Rd.	Curb Ramps Transfer Agreement	Short	\$600,000	Exempt	
	Upper River Road	Cattle Undercrossing Removal	Short	\$60,000	Exempt	
	Josephine County	Safety Improvements, Phase II-Install curve warning signs, Various locations	Short	\$199,351	Exempt	
Short Range Total					\$2,223,351	

COVERS YEARS 2025-2035

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Conformity Status	Project Located in CO or PM10 Maintenance
Grants Pass				Funds Available - Medium Range		
Gold Hill						
0		No Medium Range Projects	No Medium Range Projects	Medium		
			Medium Range Total			
Grants Pass						
209		Leonard Road: Darneille Lane to Devonshire	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Medium	\$2,859,700	Exempt PM ₁₀
218		Leonard Road: Dowell Road to Moon Glo Drive	Miscellaneous Sidewalks	Medium	\$146,500	Exempt PM ₁₀
New		Bridge Street: Cottonwood to 4th Street	In-Fill sidewalks	Medium	\$505,600	Exempt PM ₁₀
Jackson County						
		East Evans Creek Rd: Rogue River - Pleasant Cr.	Upgrade to rural major collector	Medium	\$2,890,000	Non-Exempt NA
			Medium Range Total		\$2,890,000	
Josephine County						
New		Lincoln Road	Street Improvements-G Street to Bridge St.		\$4,000,000	Exempt \$3,870,268
			Medium Range Total		\$4,000,000	
Rogue River*						
New	ODOT Project	Depot & Pine Street Intersection	Convert Pine St as through movement & Depot St to one-way	Short	\$81,000	Exempt NA
New	ODOT Project	Pine & Main Street	Intersection improvement (Realigning, Signalize)	Short	\$2,290,000	Exempt NA
New	ODOT Project	SB I-5	Lengthen ramp & queue storage, and widen I-5 bridge over Evans Creek	Short	\$2,276,000	Exempt NA
New	ODOT Project	NB I-5	Add right turn lane	Short	\$619,000	Exempt NA
New	ODOT Project	Depot & Main St	Convert Depot St to one-way	Short	\$30,000	Exempt NA

COVERS YEARS 2036-2045						
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Conformity Status	Project Located in CO or PM10 Maintenance Area?
Funds Available - Long Range						
Gold Hill						
0	No Long Range Projects	No Long Range Projects	Long			NA
Long Range Total						
Grants Pass						
203	Fruitdale Drive: Parkdale Drive to Cloverlawn Drive	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Long	\$2,209,800	Exempt	PM ₁₀
New	Lincoln Road: Bridge to G Street (design/ROW)	Full reconstruction of arterial with TWLTL	Long	\$3,500,000	Exempt	PM ₁₀
New	Rogue River Highway: Hamilton to Fruitdale (Design/ROW)	Full reconstruction of arterial with TWLTL	Long	\$1,575,000	Exempt	PM ₁₀
202	G Street: Lincoln Road to Leonard Street	Full reconstruction of arterial to include TWLTL, bike lanes, sidewalks, parking one side.	Long	\$890,000	Non-Exempt	PM ₁₀
New	Shutzwohl Lane: West Hanbeck Road to Dowel Road (design/ROW)	New Collector Street	Long	\$2,500,000	Non-Exempt	PM ₁₀
206	Vine Street: Highland Ave to Hawthorne Ave (design/ROW)	Full reconstruction of arterial to include bike lanes and sidewalks.	Medium	\$1,250,000	Exempt	PM ₁₀
211	Dimmick Street: Belleview to G Street Design/ROW)	Full reconstruction of arterial with TWLTL	Medium	\$1,250,000	Exempt	PM ₁₀
Long Range Total					\$13,174,800	
Jackson County						
	Old Stage Road, Blackwell Road: Winterbrook Lane (design/ROW)	Improve to rural two-lane with shoulder bikeways	Long	\$1,250,000		NA
	N. River Road: Rogue River - Gold Hill (Design/ROW)	Upgrade to collector	Long	\$1,150,000		
Long Range Total					\$2,400,000	

Chapter 1 – Introduction

A. Purpose

This update to the Middle Rogue Regional Transportation Plan (RTP) is a multi-modal transportation review of the existing plan designed to meet the anticipated 25-year transportation needs within the Middle Rogue Metropolitan Planning Organization (MRMPO) planning area boundary.

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

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

“Regional transportation planning recognizes the critical links between transportation and other societal goals.”

The development, adoption of and updates to the RTP are required to ensure that the metropolitan planning area remains eligible to receive state and federal transportation funding. Federal rules requiring completion and adoption of the Plan include the federal transportation act Fixing America’s Surface Transportation (FAST) and the U.S. Clean Air Act amendments of 1990.

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

As a regional plan, this document lays out in sufficient detail the type and location of individual projects. Local projects that MRMPO jurisdictions build with local funds are not included in this plan..

The RTP uses projections for future growth and development that are based on current trends and approved land uses, policies, and ordinances. It identifies the basic land-use assumptions

through the year 2045, including forecasts of future population and employment, and the resulting demand on the region’s arterial and collector street system. Future travel conditions were developed through travel demand modeling, using a peer-reviewed model developed in collaboration with the Oregon Department of Transportation’s Transportation Planning and Analysis Unit (TPAU).

1. Planning Period

The RTP serves as a guide for the management of existing transportation facilities and for the design and implementation of future transportation facilities through 2045. The Plan provides the framework and foundation for the region’s transportation future. Policies and project descriptions are provided to enable agencies and the public to understand and track projects that will be needed over the next 25 years. The Plan looks at different types of transportation opportunities

“The RTP serves as a guide for the management of existing transportation facilities and for the design and implementation of future transportation facilities through 2045.”

that are available and potentially beneficial, and considers how these various elements could fit together to foster a coordinated system by improving system management and operation.

Although the RTP focuses on intra-regional (within the region) travel, it also addresses interregional (through-region) travel.

Ultimately, the Plan reflects the balance the region strikes between competing demands for funding and competing views as to the best course for development across the region. The funding resources identified in the financial section are only those upon which the region can rely, so the projects identified may be reasonably anticipated to occur with known funding.

2. Air Quality Conformity

The U.S. Congress approved amendments to the Clean Air Act on November 15, 1990. Shortly thereafter, urban airsheds were tested and classified on the basis of their attainment or non-attainment to National Ambient Air Quality Standards (NAAQS). The Grants Pass Urban Growth Boundary (UGB) was designated as a non-attainment area for particulate matter less than ten micrometers (PM₁₀) and the Grants Pass Central Business District (CBD) non-attainment for carbon monoxide (CO). However, monitoring data since that time has shown that pollutant levels are decreasing. CO and PM₁₀ levels have steadily declined and continue to be far below the NAAQS.

- On October 30, 2000, the Environmental Protection Agency (EPA) redesignated the Grants Pass CO non-attainment area to attainment and approved the maintenance plan.
- On December 26, 2003, the EPA re-designated the Grants Pass PM₁₀ non-attainment area to attainment for the NAAQS for PM₁₀ and approved the maintenance plan.

Current Carbon Monoxide (CO) and PM₁₀ Status

Oregon Department of Environmental Quality (ODEQ) developed a CO and PM₁₀ Limited Maintenance Plan (LMP) for the Grants Pass area, which was submitted to EPA in April 2015

and will go into effect in September 2015. Based on ODEQ’s review of the 2002-2005 CO and PM₁₀ emissions data for Grants Pass, the area meets the requirements for a limited maintenance plan.

As an area with a limited maintenance plan, the MRMPO is no longer required to perform emissions analysis for CO, but still must demonstrate conformity as discussed below. This is a considerable cost-savings to the MRMPO.

The 2045 RTP meets federal Clean Air Act requirements. Analysis shows that through the horizon of the Plan, under land-use conditions described and projects and policies that can be implemented within the current funding forecast, the region will meet standards for emissions of CO within the Grants Pass area, and PM₁₀ within the entire planning area. Information about this analysis and details about the process for meeting air quality requirements is contained in the *Air Quality Conformity Determination* developed for this Plan.

B. The Middle Rogue MPO Planning Area

The MRMPO planning area includes the cities of Gold Hill, Grants Pass, Rogue River, and adjacent parts of Josephine and Jackson Counties which are anticipated to become urbanized over the 20 year planning horizon. In addition, the following agencies participate in the MRMPO planning processes: the Oregon Department of Transportation (ODOT), Oregon Department of Environmental Quality (ODEQ), Oregon Department of Land Conservation and Development (DLCD), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. Environmental Protection Agency (EPA).

“The MRMPO planning area includes the cities of Gold Hill, Grants Pass, Rogue River, and adjacent parts of Josephine and Jackson Counties which are anticipated to become urbanized over the 20 year planning horizon.”

Congress requires that metropolitan areas of at least 50,000 in population establish a metropolitan planning process that is continuing, collaborative and comprehensive, in order for the region to continue receiving federal transportation funds. Currently there are over 400 metropolitan planning organizations in the nation. This Plan fulfills federal requirements that metropolitan areas develop and maintain long-range transportation plans.

Figure 1-1: Middle Rogue MPO Planning Area

The Grants Pass area reached the population threshold and was designated as an Urbanized Area (UA) after the 2010 Census. As a result, the Rogue Valley Council of Governments (RVCOG) was designated by the Governor of Oregon to staff the MRMPO on March 20, 2013. The RVCOG Board of Directors subsequently delegated responsibility for MRMPO policy functions to a Policy Committee of elected and appointed officials from all member jurisdictions.

Ultimately, MPOs provide the forum for the many jurisdictions and agencies within a particular metropolitan region to come together to address the transportation issues that confront them.

C. Regional Planning and Quality of Life

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

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

The State and Federal regulatory framework that guides RTP development embodies many of the goals routinely brought forward by citizens when they talk about the region's future. None of the jurisdictions within the MRMPO exists in isolation: residents live in one jurisdiction, work in another, shop and recreate in others. Significant development in one jurisdiction is bound to affect conditions in other jurisdictions.

The RTP, like the regional transportation system, links the region's jurisdictions. It identifies a transportation need they all hold in common and offers a foundation for addressing that need as the region grows.

D. Keeping the RTP Current

This is the first update to the regional transportation plan for the MRMPO. Because of the air quality conditions in the Grants Pass area (air quality "maintenance area"), the MRMPO must be able to show consistently that the region is in conformity with air quality standards for at least 20 years into the future. That conformity demonstration must be made at least every four years, and triggers an update of the RTP.

These updates give the MRMPO the opportunity to evaluate past projections for growth and anticipated use of the system. During the plan update process, the MRMPO compares the existing land use, recent development trends, and the use of the different modal components of the transportation system. This new perspective permits the MRMPO to refine growth projections and their implications for travel.



Aside from such updates, the RTP is routinely amended. Most commonly it is amended to include local projects that are newly nominated to receive federal funding. If a local project were set to receive such funding, the MRMPO would consider amending the RTP to include that project.

For a local project to receive federal funding it must be in this Plan. For a project to move forward to completion it must be included in the MRMPO's short-range funding programming document, the Transportation Improvement Program (TIP).

E. Development Process

The MRMPO 2045 RTP was developed through a collaboration of local governments, ODOT, citizens and stakeholders, as well as special interest groups in the Grants Pass Urbanized Area. The Plan was adopted in March 2020.

The first step in the plan development process was establishing a vision and goals for the future transportation system of the Planning Area. Next, the existing conditions of the Middle Rogue MPO area transportation system were inventoried. The lists of projects and policies recommended in this plan are within the framework of the Plan Implementation contained in Chapter 6 and the Vision and Goals contained in Chapter 2.

The development of the Plan involved three cohesive and integrated tracks: a public participation and input process, technical analyses, and directives from the MRMPO Policy Committee.

The role of the public and the agency's efforts to engage the public in the development of the Plan are described in Chapter 3 – Public Involvement.

The technical track involved the work of the MRMPO's Technical Advisory Committee, comprised of public works and transportation staff of the member jurisdictions, staff of the MRMPO and ODOT.

The resulting technical work was prepared for review by the public and elected officials. Additionally, the technical track also retained applicable data analyses and modeling forecasts completed by ODOT's Transportation Planning Analysis Unit (TPAU).

Finally, the MRMPO Policy Committee steered the development of the Plan at the policy level. According to federal rules, the adoption of the Plan by the MRMPO Policy Committee constitutes the approval of a Transportation Plan for the MRMPO Planning Area.

F. Document Structure

This introduction forms Chapter 1 of the document and Chapter 2 states the Plan's Vision and Goals. Chapter 3 provides detail on the public involvement process. Chapters 4 and 5 describe the Planning Area and the elements of the existing transportation system in the area. Chapter 6 presents how the plan will be implemented. Chapter 7 considers sustainability within the transportation sector, and Chapter 8 includes the Financial Plan for the MRMPO. Chapters 9 thru 11 include evaluation and system performance regarding air quality conformity and environmental considerations. Chapter 12 includes information about safety, such as a crash analysis and a discussion about security issues.

The appendices of the plan follow the main body of the document. Maps have been inserted at the end of each applicable chapter.

Map 1-1 – MRMPO Planning Area



Chapter 2 - Vision and Goals

The vision and goals chapter of the Regional Transportation Plan (RTP) provide the policy framework that guides development of the plan itself as well as subsequent decisions about system management, and project selection and implementation. The goals provide criteria to evaluate how well the plan reflects the values expressed by the community. The 2045 RTP includes the goals, policies, strategies and performance measures established to address national and state requirements, and regional/local issues as outlined below.

- The goals are intended to guide future transportation decisions in the region.
- The policies are established to help the region move closer to the intended goals.
- The strategies state how the Metropolitan Planning Organization (MPO) will achieve the policies, and
- The performance measures are established to evaluate how the MPO is achieving its stated goals.

A. Vision

The vision of the Transportation Plan was developed based on the most common elements of the visions described in the area's transportation and land use plans. The draft vision was reviewed and modified by the general public, the Technical Advisory Committee (TAC), and the Policy Committee. Through these processes the Policy Committee adopted the following vision for the Transportation Plan:



“An intermodal transportation system that provides for safe, efficient, and convenient movement of people and goods to support a robust and burgeoning regional economy.”

B. Goals

The goals of the Transportation Plan were developed based on a review of the goals found in the area's transportation plans and in conformance with the above vision and the regulations set out in the Middle Rogue Metropolitan Planning Organizations' (MRMPO) adopted Title VI Plan. The TAC reviewed and commented on the goals, and in accordance with their recommendations, the Policy Committee adopted the following goals for the Transportation Plan:

Table 3-1: RTP Goals

1	Cultivate, maintain and enhance the region’s economic vitality.
2	Increase the safety and security of the region's transportation system.
3	Increase and maintain accessibility and mobility choices in the region.
4	Protect, preserve, and enhance the social, historical, and natural environments of the region.
5	Utilize the best available technology for the MRMPO to maximum system effectiveness.
6	Emphasize maintenance and preservation of the existing transportation system.

C. FAST Act

The Fix America’s Surface Transportation Act of 2015 is the current national transportation law that provides the guiding principles for transportation decision-making in metropolitan areas throughout the U.S. The FAST Act sets forth ten planning factors to guide transportation decisions. Table 3–2 provides a summary of how the six RTP Goals address the ten federal planning factors.

Table 3–2: FAST Act Planning Factor Correlation

FAST Act Planning Factors	Relates to Goal Number
Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	2
Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.	7
Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System	3, 5
System Reliability - To improve the efficiency of the surface transportation system.	5, 6
Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	1,6
Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.	4, 5
Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	5

GOAL 1: Develop and implement an economic regional plan that will cultivate, maintain and enhance the region’s economic vitality.

Objectives:

- G1 - 01** Encourage the coordination of land use and transportation planning to ensure that developments are adequately connected by the region's transportation system and appropriately located to preserve the quality of life in surrounding areas.

- G1 - 02** Encourage transportation investments and policies that facilitate sustainable business growth and tourism growth in the region which are consistent with local and regional comprehensive plans.

- G1 - 03** Encourage economically strong regional activity centers with a mix of job, housing, services and recreation in an intermodal environment.

GOAL 2: Increase the safety and security of the region's transportation system.

Objectives:

- G2 - 01** Strive to reduce transportation related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.

- G2 - 02** Collaborate with first responders, transportation, and health agencies as they develop emergency and disaster plans and other security related plans for the region.

- G2 - 03** Encourage transportation investments and policies that result in a higher level of personal security for pedestrians, cyclists, motorists, and users of transit.

GOAL 3: Increase and maintain accessibility and mobility choices in the region.

Policies:

Objectives:

- G3 - 01** Improve transit effectiveness so that people can reach job sites and return home conveniently, so that employers can hire workers to work when needed (e.g., increase transit frequency).

- G3 - 02** Support a complete streets policy that promotes the use of alternative transportation modes including pedestrians, bicyclists, and transit users. Improvements could include new or improved sidewalks, bicycle routes or other accommodations, bus pullouts, and other facilities/improvements) as part of future roadway construction/reconstruction and private development projects.

- G3 - 03** Support local incentives to promote transit as a commuting option, and to encourage Transit Oriented Development (TOD).

- G3 - 04** Encourage public transportation services – such as commuter services, park and ride lots, ridesharing, and carpooling programs – which help reduce the number of single occupancy vehicle trips within the region.

GOAL 4: Protect, preserve, and enhance the social, historical, and natural environments of the region.

Objectives:

- G4 – 01** Pursue transportation projects and other transportation related technologies that result in positive benefits to improved air quality and energy efficiency.

- G4 – 02** Encourage transportation investments that reduce greenhouse gases, and other emissions, and support the reduction of single occupancy vehicle trips.

- G4 – 03** Ensure that transportation decisions in the region are made with full consideration of the requirements of Title VI and Environmental Justice provisions.

- G4 – 04** Encourage transportation investments that support sustainable development, enhance quality of life and promote healthy communities.

GOAL 5: Identify, develop and implement the best available technology for the MRMPO to utilize for maximize system effectiveness.

Objectives:

G5 - O1 Encourage the use of Transportation Demand Management (TDM) principles to mitigate capacity deficiencies on congested roadways and at intersections.

G5 - O2 Promote the installation of Park & Ride facilities where appropriate

G5 – O3 Promote Traffic Calming Techniques. Traffic Calming refers to various design features and strategies intended to reduce vehicle traffic speeds and volumes on a particular roadway.

G5 – O4 Consider the use of transportation technology in all projects to maximize effectiveness and safety.

G5 – O5 Encourage greater use and acceptance of access management policies and devices (e.g. medians, turn restrictions, combined entrances) to maintain adequate transportation system capacity coordination between roadway design and land use and to enhance safety for the traveling public.

GOAL 6: Emphasize maintenance and preservation of the existing transportation system.

Policies:

G6 – O1 Prioritize investment to preserve the existing transportation system including all modes.

G6 – O2 Encourage the efficient and safe movement of people, goods, and information with minimal adverse impacts on residents and the environment.

Chapter 3 - Public Involvement

The Middle Rogue Metropolitan Planning Organization and its public officials highly value citizen participation in public decision-making processes. The MRMPO Policy Committee adopted a Public Participation Plan in August 2014 which outlines the methods, strategies, and desired outcomes for public involvement regarding the Regional Transportation Plan (RTP):

“Updated every four years, the RTP is a long-range (20-year) plan that contains the region’s goals and policies, projects, funding forecasts, strategies, and projected demands on the transportation system. The Technical Advisory Committee (TAC) discussed the plan update over several meetings. The MRMPO hosted three open house sessions, a 30-day comment period and public hearing. Comments received will be responded to and included in the final document.

The draft RTP, and other research, as needed, is posted on the website and mailed to interested parties. Open house meetings are advertised in the newspaper, on the website and by mailing to individuals and organizations on transportation mail lists.

A. Continuous Outreach

Throughout the development of the Plan, members of the public were provided opportunities to comment at all meetings of the Policy Committee. All material (agendas, minutes of the meetings, draft documents, etc.) were made available on the MRMPO website.

B. Community Outreach

In addition to the continuous outreach effort, special outreach and public involvement opportunities were structured into the process. These included vision and goals workshops, open houses, and final public meetings.

1. Public Meetings

During the initial part of the planning process, three workshops were held to gather public input on the Plan’s Goals and Policies. Notices for each workshop were posted on the MPO website and were published in the *Grants Pass Courier and Rogue River Press* newspapers. Interested citizens and members of the area’s transportation related committees were emailed regarding notification of the events. Public input from the workshops helped to further refine the Plan’s Vision and Goals and identify transportation issues to be addressed by the Plan.

In January and February 2016, the MRMPO held three public workshops on the draft 2020-45 Regional Transportation Plan (RTP), 2021-24 Transportation Improvement Plan (TIP) and Air Quality Conformity Determination (AQCD). The workshops were held in Grants Pass, Rogue River and Gold Hill. In addition to the public workshops, the MRMPO hosted a virtual open house where interested parties could use the internet to access information about the RTP, TIP and AQCD and provide comments. All meetings were advertised and copies of the draft

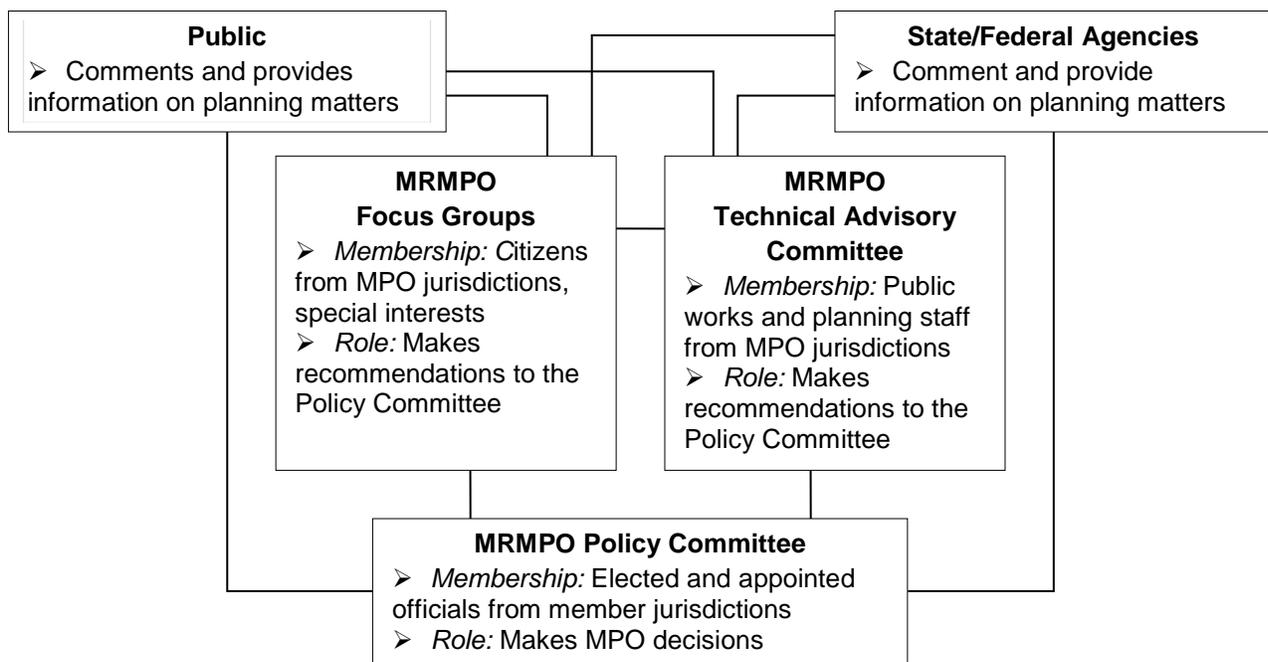
Regional Transportation Plan, TIP, and AQCD were made available to the public. The public was informed of the anticipated adoption schedule and additional opportunities for providing comments.

2. Public Hearing

The MRMPO Policy Board held a public hearing on March 17, 2016 to receive public testimonies prior to deliberations on the RTP. A summary of written comments was provided to the Policy Committee. The public was also informed about the adoption schedule of the Transportation Plan.

The MRMPO organizational structure chart below, illustrates how the public may participate in decision-making.

Figure 3-1 MRMPO Organizational Structure



C. RTP Planning Process

Development of this RTP update occurred over a two-year period and involved close coordination with member jurisdictions at both the staff and policy level. Critical parts of the plan, including the forecasts, policy statements and project selection were developed in MRMPO TAC meetings, individual consultation with jurisdictions and public review and comment. Drafts of data and analysis were posted on the MRMPO web site. Meetings at which plan components were discussed were announced by email. Meetings also were advertised from time to time in the local news media. Activities were conducted according to standards and requirements of the MRMPO Public Participation Plan. The participation plan, adopted in 2014, establishes goals to provide citizens and interested parties with reasonable opportunities

to participate in the metropolitan transportation planning process. Beyond efforts to provide information to the public, this goal encompasses a wide range of strategies and activities to enable the public to be involved in a meaningful way in the MRMPO's decision-making process. Ultimately, efforts to bring more voices and wide-ranging interests to the table will yield better planning results.

Chapter 4 - Planning Area Characteristics

This section provides information on the political and physical characteristics of the Planning Area, as well as area demographics, employment characteristics, commute patterns, and forecasting future conditions.

A. Political and Physical Characteristics

The Middle Rogue Planning Area is located in the Rogue Valley of southwestern Oregon. The Planning Area covers just under 65 square miles (41,398 acres) extending from Grants Pass eastward to Gold Hill. The cities of Gold Hill, Grants Pass, and Rogue River are wholly within the Planning Area, as well the parts of Jackson and Josephine counties that are anticipated to urbanize over the next 20 years.

The arterial and collector roadways subject to this plan are under the jurisdiction of Jackson and Josephine counties, the three cities, and the Oregon Department of Transportation (ODOT). Major state highway facilities located within the Planning Area include Interstate 5 (I-5), Sams Valley Highway (OR 234), Redwood Highway (OR199), Jacksonville Highway (OR 238), and Rogue River Highway (OR 99). In Chapter 1, Figure 1-1 depicts the Planning Area.

Topography varies from predominantly level areas near the Rogue River and the Merlin area to rolling foothills surrounding the valley. The Rogue River is the most prominent water feature in the area. Floodplains and numerous wetlands are located near the river and its tributaries.

1. Land Use and Zoning

The understanding of interactions between land use and transportation is critical to transportation and land use planning. Location of human activities and lay of land determine travel patterns, traffic volumes and the need for transportation facilities, while transportation infrastructure influences land use patterns.

“Location of human activities and lay of land determine travel patterns, traffic volumes and the need for transportation facilities, while transportation infrastructure influences land use patterns.”

The central areas of Grants Pass, Gold Hill and Rogue River are characterized by compact grid street patterns, while much of the remainder of the Planning Area is less dense and features a more random street pattern, adapting to terrain. Land designated for industrial use in Grants Pass is concentrated in the eastern part of town along the railroad corridor. Other areas of industrial land are between Interstate 5 and Merlin, an unincorporated rural community.

Commercial zones in the area follow major roadway corridors in addition to concentrations in downtown Grants Pass, Gold Hill, and Rogue River. Public land includes parks and surrounding Bureau of Land Management (BLM) and Forest Service lands. Much of the Planning Area is zoned as residential with farm and forest zones at the fringe.

City of Grants Pass

The City of Grants Pass is the primary commercial center of the Planning Area and contains more than two-thirds of the population. The most notable commercial areas of the city include the downtown central business district (CBD), 6th and 7th Streets, Hwy 99, Highway 238, Hwy 199, and Redwood Avenue. Development in the Grants Pass CBD is relatively compact and includes a mixture of commercial uses. The street system in the downtown area is a grid pattern and includes two sets of one-way streets (6th Street southbound and 7th Street northbound; E Street westbound and F Street eastbound). Both sets of facilities include pedestrian and bicycle improvements, although the bike lane on 6th Street is diverted to 4th Street from A Street to Bridge Street. The Grants Pass Comprehensive Plan identifies neighborhood centers, which are located throughout the city, primarily along major arterials and collectors.

“The cities of Gold Hill, Grants Pass, and Rogue River are wholly within the Planning Area, as well the parts of Jackson and Josephine counties that are anticipated to urbanize over the next 20 years.”

Much of the industrial land in Grants Pass is located in the eastern portion of the city. Higher-density residential areas are generally east of the CBD north of the river, and in portions of the Fruitdale and Redwood districts. Lower-density residential areas are in the northern and western parts of the city.

City of Rogue River

The City of Rogue River is approximately seven miles east of Grants Pass and is bisected by Interstate 5 and the Rogue River. The city center immediately north of the freeway includes a mix of retail and service commercial uses. Other commercial and employment uses are south of the river, with the largest industrial area at the southern edge of the city, located between the freeway and North River Road. Multiple – family housing surrounds the downtown with single-family dwellings filling the remaining areas.

City of Gold Hill

Gold Hill is located near the eastern boundary of the Planning Area. Except for small pockets of multi-family housing, it is primarily a single-family residential community. Most commercial and employment uses are concentrated along Second Avenue, which is also a state highway.

A private rail crossing provides access to the largest industrially zoned area, located near the west edge of the city. This access reduces options for use of the property. The railroad runs the width of the city; two public crossings at Gustav Street and Highway 234 provide the only public street connections between the northern and southern portions of the city.

The Rogue River forms the southern and eastern boundaries of the city. Bridges at the east edge and farther to the west connect to Interstate 5.

Unincorporated Josephine County

The unincorporated portions of Josephine County include a mix of residential, farming, and forest uses with rural residential uses dominating the non-urban areas south of the river. The community of Murphy straddles the Applegate River at the south edge of the Planning Area. Most of the agricultural land in the Planning Area is west of Grants Pass and the largest farms are north of the river. The higher elevations surrounding the valley are zoned for forest use.



Several residential areas in the unincorporated portions of the county lie adjacent to the City of Grants Pass. Large portions of these intensely developed areas near Redwood Avenue, Upper River Road, and Demaray Drive are within the city's Urban Growth Boundary. Merlin-North Valley Unincorporated Rural Community connects to the Planning Area via Interstate 5. It includes the North Valley Industrial Park, the Grants Pass Airport, the Rendata Industrial area and the Merlin townsite.

Unincorporated Jackson County

The unincorporated portions of Jackson County represent a relatively small portion of the Planning Area. These areas are dominated by small residential lots along the river and small farms at the upland, open areas. At the intersection of Rogue River Highway and Foothills Road is a small cluster of commercial structures that comprise the Foothills Rural Service Center.

2. Schools and Parks

Community focal points, such as schools and parks, are important to understanding travel patterns. These facilities attract pedestrians, bicyclists, transit users, and drivers and have specific transportation needs (e.g., pedestrian safety around schools). Awareness of the location of these facilities is important to planning for an effective regional transportation system.

Schools

Trips to and from school by students and teachers – via bus, walking, bicycling, or driving – affect transportation patterns and transportation infrastructure planning and design. Schools also attract people outside of school hours for sports, extracurricular events, and community events held at school facilities.

“Community focal points, such as schools and parks, are important to understanding travel patterns...Awareness of the location of these facilities is important to planning for an effective regional transportation system.”

There are 27 public and private schools, including Rogue Community College, within the study area. Thirteen of the schools are inside the Grants Pass city limits, including nine elementary schools, two middle schools, and one high school, in addition to a K-12 private school. Other schools in Josephine County outside of the Grants Pass city limits include four elementary

schools, two middle schools, one high school, and one K-12 private school. One elementary school, a middle school, and a high school are in Rogue River; one elementary school and one middle school are in Gold Hill.

See Map 4-2, *Public Schools and Parks*, at the end of this chapter for a visual depiction of school locations.

Table 4-1: Public Schools by Jurisdiction

Jurisdiction within Planning Area	Elementary Schools	Middle Schools	High Schools
City of Grants Pass	9	2	1
City of Rogue River	1	1	1
City of Gold Hill	1	1	0
Unincorporated Josephine County	4	2	1

Rogue Community College (RCC)

Grants Pass is home to the Rogue Community College Redwood campus, which is located just west of downtown along Hwy 199. The campus encompasses approximately 84 acres, including 30 campus buildings with over 200,000 square feet of building space. The campus provides parking for approximately 846 vehicles and has three designated bicycle parking areas.

Parks and Recreational Areas

Parks are important to the transportation system because they are popular destinations for residents and visitors. Parks sometimes need special transportation attention to serve particular park users, such as children.

Not counting sites set aside for future park use, there are 37 existing parks and open space areas in the Planning Area that cover more than 1,246 acres. In Grants Pass, Riverside Park and the Reinhart Volunteer Park are heavily used parks with a regional draw. Most parks are managed by Josephine County or the cities where they are located, with several exceptions. The Josephine County Fairgrounds in Grants Pass are managed by the County. Cathedral Hills Park is adjacent to Grants Pass, listed as a park by Josephine County, but is managed by the Bureau of Land Management. Valley of the Rogue Park is the only state park in the Planning Area. Map 4-3 located at the end of this chapter displays parks within the MPO region.

B. Demographics

Population trends are a key factor affecting the volume of travel in the region. In addition, where and how people live greatly determines which transportation facilities and modes get used most and which warrant the greatest investment of transportation funding. The following pages contain general demographic characteristics for the Planning Area based on the 2010 US Census, the Oregon Household Activity Survey and the most recent American Community

Survey (ACS) data. Where appropriate, the characteristics are compared to statewide or countywide data.

Data Notes: Beginning with the 2010 U.S. Census, the decennial census no longer collects the same extent of socio-economic information; the American Community Survey now does. For those tables containing ACS data, it is important to note that estimates are based on a sample of the population using five-year averages rather than a count at one point in time, such as the decennial census. Additionally, please keep in mind that there is a margin of error (MOE) associated with every estimate in this section, although not individually noted. An MOE is an indicator of the reliability of the data estimates by proving a range where the true value of the estimate most likely falls. For example, a 20% poverty rate could have a (+/- 2%) MOE, meaning that the poverty rate is actually likely between 18-22%. For smaller communities such as Gold Hill or Rogue River, MOEs for ACS data estimates are generally larger due to the smaller sample sizes.

The Census Bureau defines two types of urban areas:

- *Urbanized Areas* (UAs) of 50,000 or more people;
- *Urban Clusters* (UCs) of at least 2,500 and less than 50,000 people.

In the 2000 Census, the Grants Pass urban area was an *Urban Cluster* with a population of 43,811. In the 2010 US Census, the Grants Pass urban areas became an *Urbanized Area* with a population of 50,520. In federal transportation law, this is the threshold for establishing an MPO. As of 2018 according to Portland State University the population of the MRMPO planning area is identified in table 4.2 below.

Table 4.2: Population for MRMPO

Member Jurisdictions	2018 Population
Gold Hill*	1,220
Grants Pass*	37,285
Jackson County**	2,916
Josephine County***	16,355
Rogue River*	2,245
<i>Total</i>	60,021

Table 4-3 below shows the estimated **number of households** for the MPO Planning Area and each MPO jurisdiction and unincorporated place based on numbers from the 2010 U.S. Census.

Table 4-3: Households

Jurisdiction	# of Households	Avg Household Size
Grants Pass Urbanized Area	21,226	2.32
Grants Pass	15,023	2.38
Rogue River	1,150	2.16
Gold Hill	516	2.59
Merlin, Census Designated Place	654	2.43

Source: 2013-2017 ACS 5-Year Estimates Table DP02: Selected Social Characteristics in the United States

The **median age** of 42.2 for residents of the Planning Area is higher than the statewide median of 39.2 years. The City of Grants Pass has the lowest median age in the Planning Area at 38.2, while the rural community of Merlin is highest at 54.3.

The Planning Area has a relatively high percentage of **senior residents (age 65+)** compared to the statewide average of 16.3%. A large degree of variation exists in the area, however. For example, in Rogue River 25.7% of the population is age 65 years or older while the estimate for neighboring Gold Hill is almost half of that, at 13.9%.

Table 4.4: Median Age and Senior Population

Jurisdiction	Median Age	Population Age 65+
Oregon	39.2	16.30%
Grants Pass Urbanized Area	42.2	21.40%
Josephine County	47.6	24.90%
Jackson County	43	20.50%
City of Grants Pass	38.2	19.80%
City of Rogue River	46.1	25.70%
City of Gold Hill	39.2	13.90%
Merlin	54.3	21%

Source: 2013-2017 ACS 5-Year Est. Table S0101

In the Planning Area, 86.1% of residents identified themselves as **“White alone”** in their choice of race and ethnicity during the 2010 U.S. Census. In choice of ethnicity, 8.1% of the Planning Area population identified as **“Hispanic or Latino”**. For a statewide comparison, 76.5% of Oregon residents identified themselves as White alone, with 12.7% of the state’s population identifying as Hispanic or Latino.

Jurisdiction	White Alone Population (Not Hispanic or Latino)	Those Who Identify as Hispanic or Latino
Oregon	76.50%	12.70%
Grants Pass Urbanized Area	86.10%	8.10%
Josephine County	87.40%	7.10%
Jackson County	81.70%	12.20%
City of Grants Pass	84.70%	9.50%
City of Rogue River	89.30%	5.70%
City of Gold Hill	90.70%	3.30%
Merlin	92.80%	0%

2013-2017 ACS 5-Year Est Table DP05

Approximately 19% of Planning Area residents reported living below the **poverty level** in the past 12 months according to ACS data for 2013-2017. This is higher than the statewide average of 14.9%. The current percentage of the population living in poverty within Grants Pass is 20.2%, with Rogue River and Gold Hill at 18.7% and 16.6%, respectively.

Jurisdiction	Population Living Below the Poverty Level (Last 12 Months)
Oregon	14.90%
Grants Pass Urbanized Area	18.90%
Josephine County	18.60%
Jackson County	16.70%
City of Grants Pass	20.20%
City of Rogue River	18.70%
City of Gold Hill	16.60%
Merlin	15.50%

Source: 2013-2017 ACS 5-Year Est Table S1701

Approximately 89% of Planning Area residents aged 25 years or older are **high school graduates**, with 16% having obtained a **bachelor's degree or higher**. These numbers are similar for the City of Grants Pass. Statewide, the percent of high school graduates is just slightly higher at 90.2% and those that hold a bachelor's degree or higher being greater at 32.3%.

Jurisdiction	High School Graduate or Higher	Bachelor's Degree or Higher
Oregon	90.20%	32.30%
Grants Pass Urbanized Area	89.00%	16.00%
Josephine County	88.10%	18.50%
Jackson County	89.80%	27.20%
City of Grants Pass	88.70%	16.10%
City of Rogue River	89.70%	15.40%
City of Gold Hill	90.10%	21.10%
Merlin	95.70%	12.40%

2013-2017 ACS 5-Year Estimates Table S1501

Note: Population 25 years and older

The City of Grants Pass had the highest percentage (24.3%) of **households with a child less than 18 years old**. In Gold Hill, 22.6% of the households had a child younger than 18, compared to 20.8% of households in Rogue River, and 22.1% of all Planning Area households. The statewide percentage was 21.5%.

Table 4.7: Households with a Child (less than 18 years)

Jurisdiction	Percentage of Total Population
Oregon	21.50%
Grants Pass Urbanized Area	22.10%
Josephine County	19.60%
Jackson County	20.90%
City of Grants Pass	24.30%
City of Rogue River	20.80%
City of Gold Hill	22.60%
Merlin	11.30%

Source: 2013-2017 ACS 5-Year Estimates Table S0101

The percentage of **vacant housing units** is quite varied throughout the MRMPO planning area. The City of Grants Pass had 5.7% of housing units vacant, with Rogue River and Gold Hill at 9.4% and 6.5%, respectively.

In the state of Oregon, the percentage of **owner-occupied housing units** outnumber **renter-occupied housing units** by 61.7% to 38.3%, respectively. Similarly, but to a lesser degree, owner-occupied units also outnumber renter-occupied units in the MRMPO Planning Area, at 55.8% vs. 44.2%. The City of Gold Hill has the highest percentage of owner-occupied units at 74%, while the City of Grants Pass has almost half of all housing units (49.3%) being renter-occupied and just over half being owner-occupied (50.7%).

Table 4.9: Housing Occupancy

Jurisdiction	Owner-Occupied	Renter-Occupied	Vacant Units
Oregon	61.70%	38.30%	9.30%
Grants Pass Urbanized Area	55.80%	44.20%	6.20%
Josephine County	66.40%	33.60%	7.70%
Jackson County	62.90%	37.10%	8.00%
City of Grants Pass	50.70%	49.30%	5.70%
City of Rogue River	44.10%	55.90%	9.40%
City of Gold Hill	74.00%	26.00%	6.50%
Merlin	79.40%	20.60%	0.00%

2013-2017 ACS 5-Year Estimates Table DP04

Age of the housing stock varies throughout the MRMPO Planning Area.

Table 4.10: Age of Housing Stock	
Grants Pass Urbanized Area	Percentage of Total Homes
Built 2014 or later	0.50%
Built 2010 to 2013	1.10%
Built 2000 to 2009	15.30%
Built 1990 to 1999	16.60%
Built 1980 to 1989	13.70%
Built 1970 to 1979	19.60%
Built 1960 to 1969	7.90%
Built 1950 to 1959	11.10%
Built 1940 to 1949	7.70%
Built 1939 or earlier	6.50%

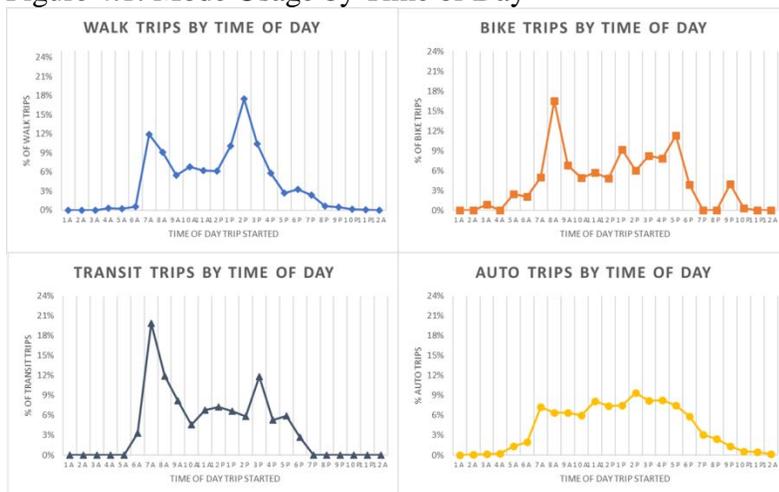
Source: 2013-2017 ACS 5-Year Estimates Table DP04

C. Commute Patterns

Commute characteristics and patterns help determine where transportation system needs exist. Many of the MRMPO Planning Area residents commute to the Medford area for work, as well as traveling to the area for shopping and services. It is also important to note that many residents of outlying rural areas travel to the Grants Pass area for work, shopping, and services. Interstate 5, Hwy 99, Hwy 199, and Hwy 238 are all important commuter routes.

The following tables and charts come from the Oregon Household Activity Survey conducted in the Rogue Valley in 2011. Some interesting characteristics were identified from the data that was collected. While peak hour travel was similar for all modes age of the traveler had a significant impact on time of day travel. Figure 4.1, below is a series of charts showing travel time behavior by mode.

Figure 4.1: Mode Usage by Time of Day

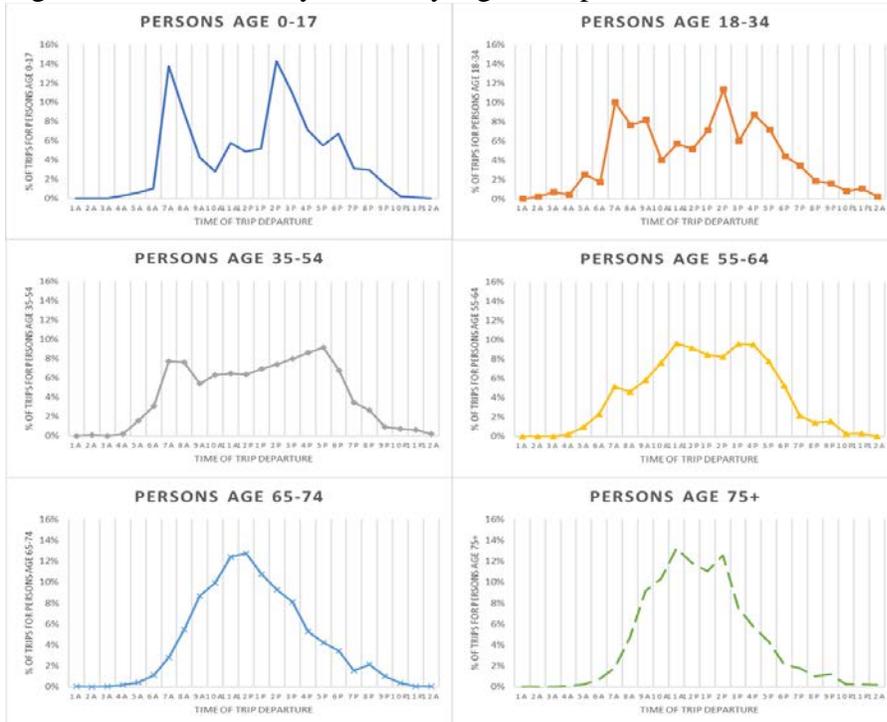


Oregon Household Activity Survey Fig. 6-11

While the percent of trips per time of day are different for each mode there is a common AM peak period and a similar pattern in the afternoon.

In figure 4.2 below you will note that travel behavior by age cohort is similar for the first three cohorts from ages 0-17 years old to the age cohort 35 – 54 years of age. However a marked change is obvious beginning with the age cohort 55-64 years of age. For these ages, trips are beginning to focus more around the middle of the day and, indeed, by the final age cohort, age 75 and above this is the timeframe for the highest travel activity.

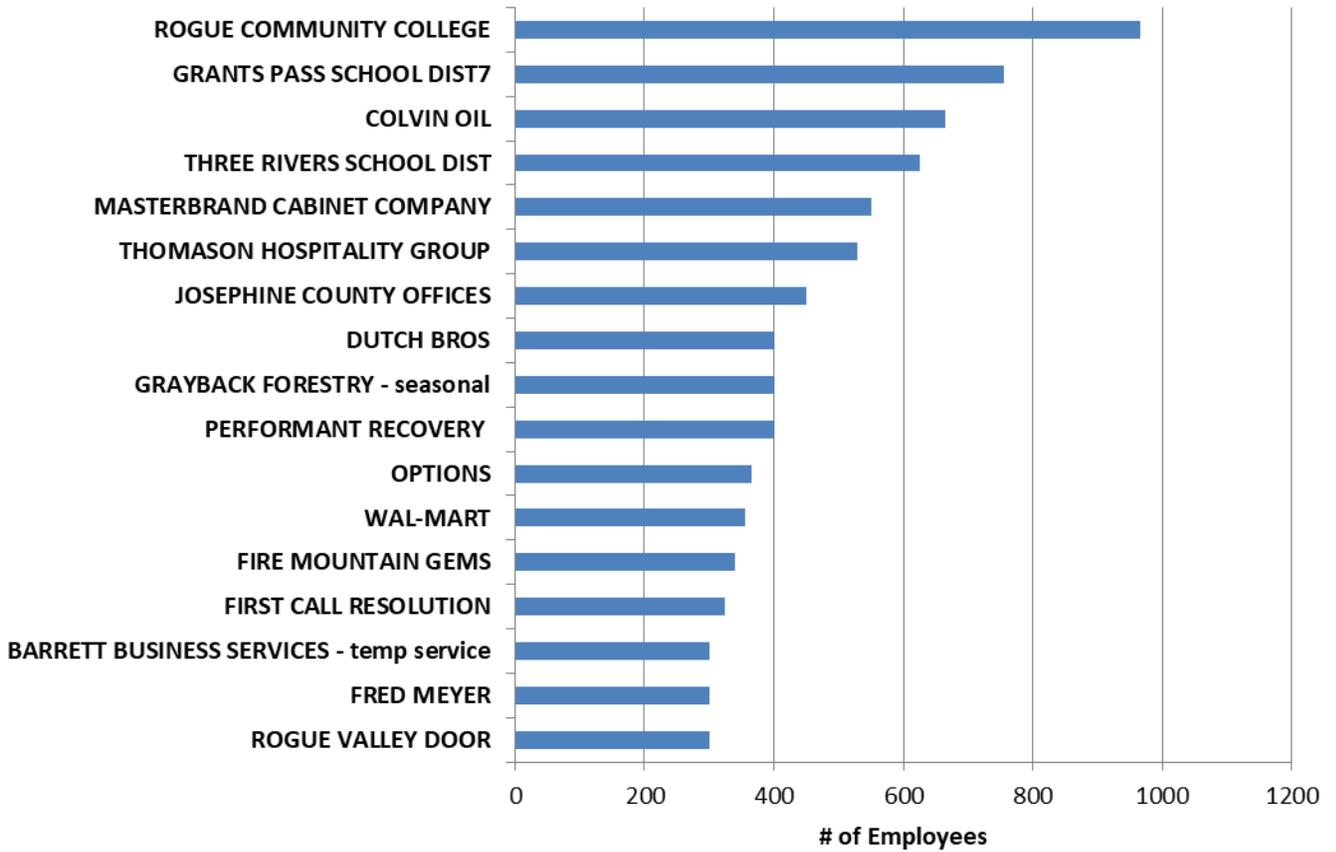
Figure 4.2: Time of Day Travel by Age Group



Oregon Household Activity Survey Fig. 6-12

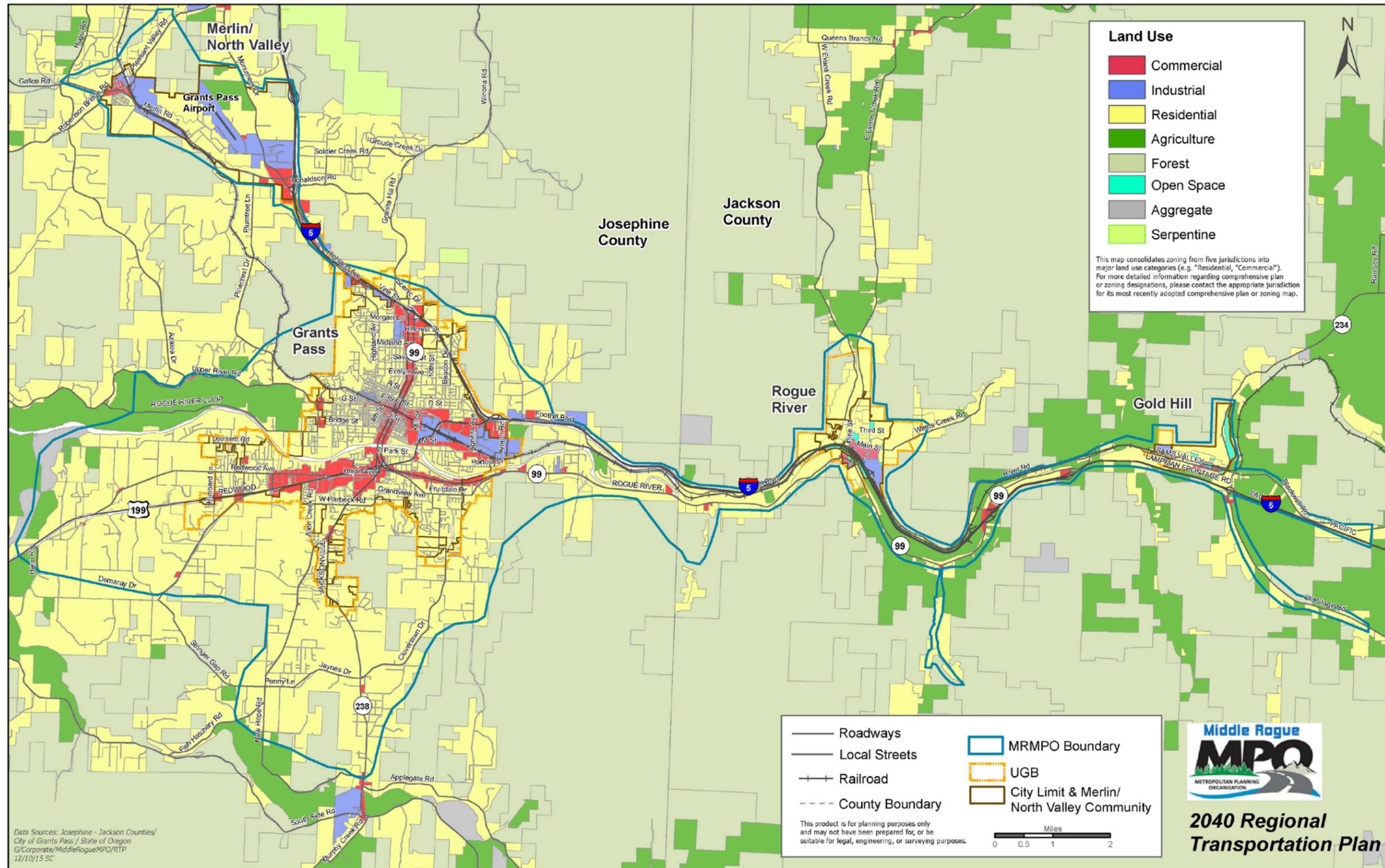
The location of **major employers** helps to identify commuter travel patterns, including heavily used corridors and peak-hour transportation needs. Major employers (≥ 300 employees) within the Planning Area are shown on Figure 4-3, below, and on Map 4-4.

Figure 4.3 Major Employers (≥ 300 employees)

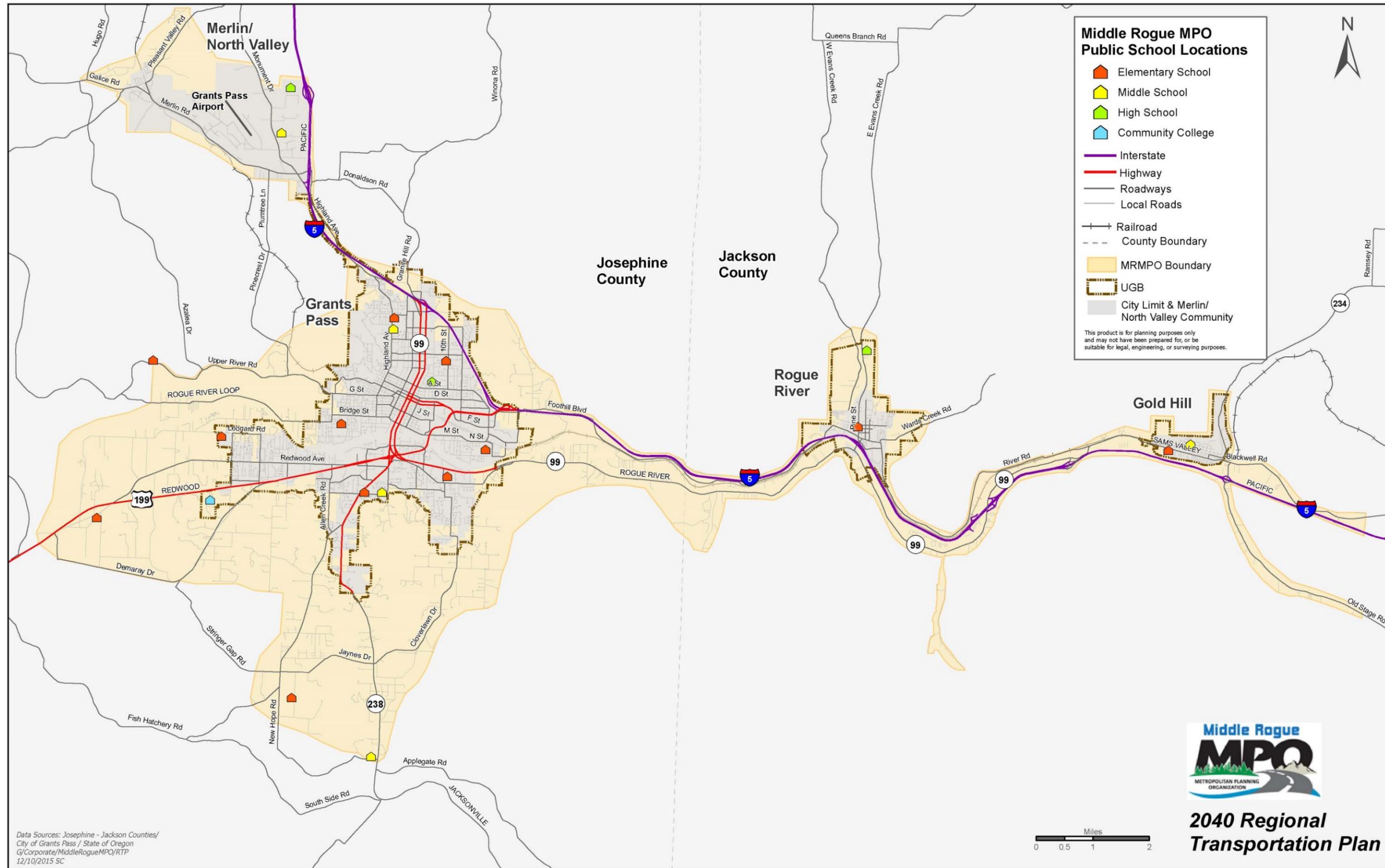


*School district office located within MRMPPO boundary, but not all schools lie within boundary.

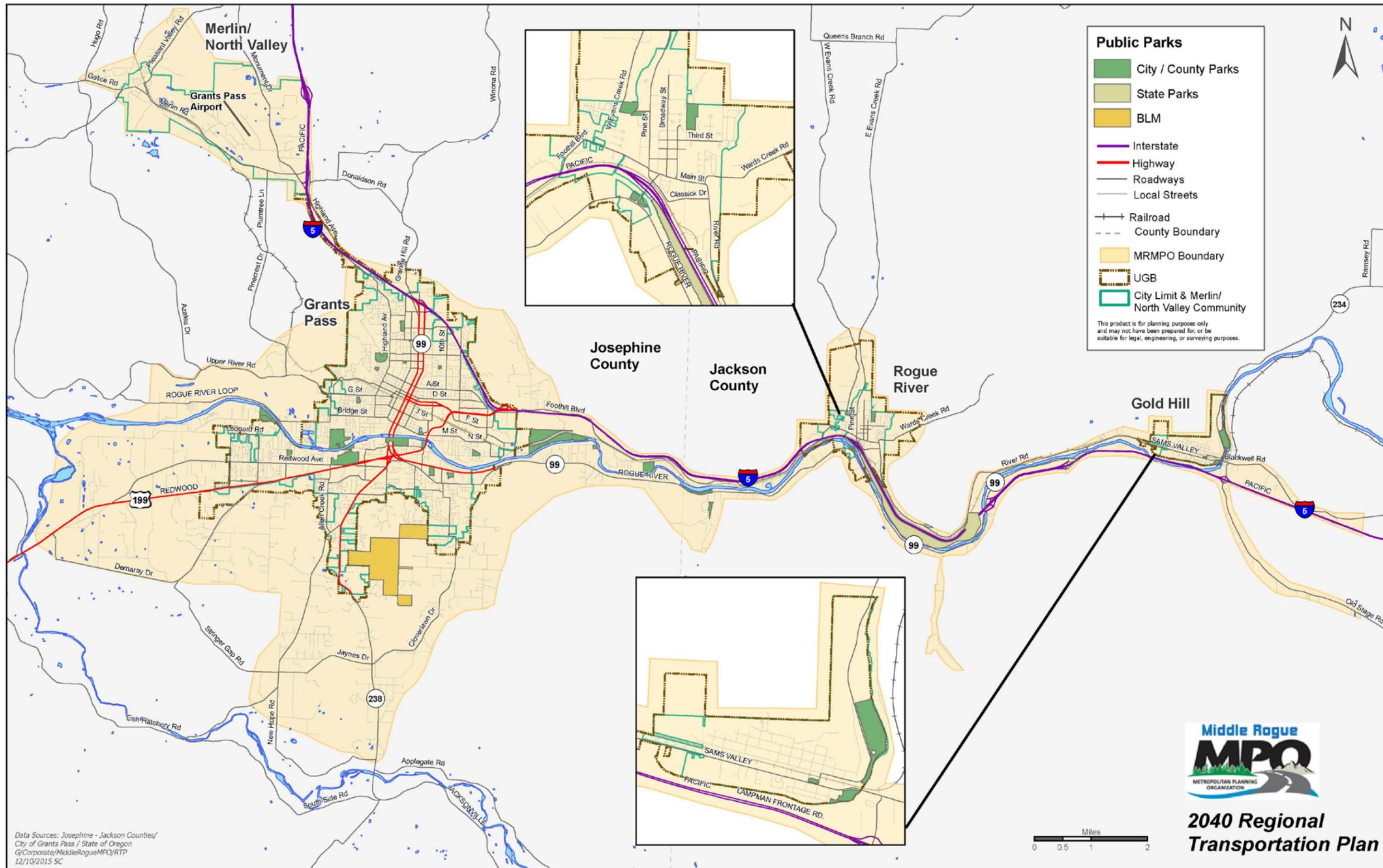
Map 4-1 – Land Use



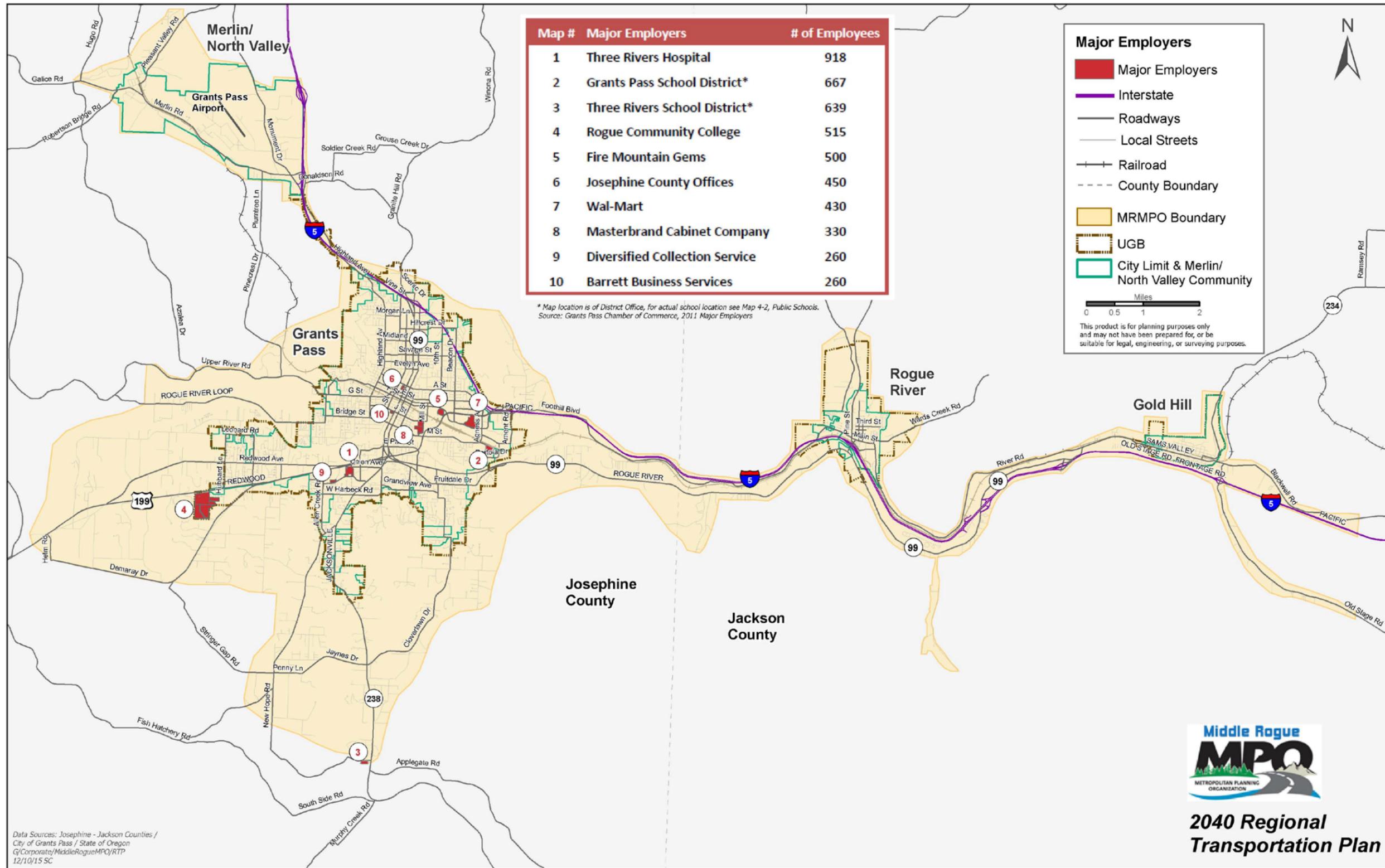
Map 4-2 – Public Schools



Map 4-3 – Public Parks



Map 4-4 – Major Employers



Chapter 8 - Financial Outlook for the 2020-2045 RTP Update

As required by federal law, the Regional Transportation Plan update must be financially constrained. Toward that effort the MRMPO has identified the primary federal funding streams for the MRMPO: Surface Transportation Block Grant (STBG) funds and Congestion Mitigation and Air Quality (CMAQ) funds.

Congestion Mitigation and Air Quality (CMAQ) Funds

In the case of the MRMPO CMAQ funds can only be expended within the Urban Growth Boundary of the City of Grants Pass. Because of this restriction only two jurisdictions have access to these funds; the City of Grants Pass and Josephine County (wherein the City lies). The availability of these funds is therefore somewhat competitive and will be addressed in the RTP and TIP on a case-by-case basis. The total estimated amount of CMAQ funds is \$10.8 million from 2022 through 2045. As previously mentioned these funds are restricted to a specific geographic area (the former UGB – as adopted in 2016) and are also subject to a competitive selection process. Included in the project list are those projects which are eligible for CMAQ but have not been programmed yet due to the selection process.

Surface Transportation Block Grant (STBG) Funds

STBG funds are available to all of the member jurisdictions and they each have the opportunity to apply for funds on a tri-annual basis as each new Transportation Improvement Program is developed. These funds are distributed through a project selection process that is periodically reviewed and updated.

Local governments have several revenue sources that they can bring to bear as match for federal funding. Such sources include System Development Charges, Small City Allocations, Street Utility Fees, etc. In addition, it is extremely common for local governments to enter into a fund exchange with the Oregon Department of Transportation in order to pursue identified projects. In these cases, local match is not a requirement.

With a projected revenue stream of STBG funds (as provided by ODOT) of roughly \$16 million dollars over 26 years that amounts to a little over \$650,000 per year. However, it is a reasonable assumption that the Rogue Valley will become a Transportation Management Area by 2030. This will provide additional funding to the area. A very conservative estimate would be an additional \$500,000 per year for the last 15 years of the RTP which would total to \$7.5 million additional dollars.

The Oregon Department of Transportation (ODOT)

The Oregon DOT will also pursue projects within the MRMPO Planning Boundary over the time-frame covered by this RTP update. These projects are automatically assumed to be fiscally constrained. While specific capacity-enhancing and regionally significant projects will be identified within the update itself there are three categories of projects that will be referred to contextually: Preservation, Safety, and Operations. In this context, when specific projects are identified they will be amended into the TIP directly.

Oregon DOT Region 3 serves Coos, Curry, Douglas, Jackson and Josephine County. The Region is subdivided into two separate Districts: District 7 – comprised of Coos, Curry, and Douglas Counties, and District 8 - comprised of Jackson and Josephine Counties. Beyond the capacity enhancement projects individually identified in the RTP, the RVMPO expects that ODOT Region 3 will expend additional dollars on projects classified under three categories: preservation, safety, and operations.

- Preservation projects include, but are not limited to, projects such as repaving of roadways, culvert replacements and installations, restriping of lanes, roadway treatments such as adding asphalt sealant and guardrail repairs.
- Safety projects include, but are not limited to, projects such as guardrail installation, restriping of lanes and/or reconstruction of lanes to promote safer vehicular movements along a road and/or through an intersection, installation of warning/caution signage, lane reflectors, rumble strips, etc.
- Operation projects include, but are not limited to, such projects as interconnection of traffic signals to promote more efficient operations of critical roadways, installation of Variable Message Signs along critical corridors and/or interstates and TDM strategies.

Utilizing trend numbers for the years 2013 through 2021, as provided by ODOT, RVMPO staff developed a yearly funding projection out to the year 2042 with an inflation rate of 2% to the average of the trend numbers for each category. In the table below are the calculated totals per category:

Preservation	\$	169,000,000
Safety	\$	121,000,000
Ops	\$	120,000,000

Although Region 3 is comprised of two districts the majority of the population is in District 8. Over a ten year period it is anticipated that roughly 60% of the funds in the three categories identified above may be spent in District 8 and roughly 40% will be expended in District 7.

Josephine County Transit (JCT)

JCT receives funding from the Federal Transit Administration (FTA) through the Oregon DOT. MPO Staff has worked closely with both ODOT and JCT staff to identify the anticipated funding stream for this agency and JCT has provided a list of fiscally constrained projects based on these funding levels. In toto, JCT anticipates receiving roughly \$X million in both operating and capital funds over the period of this RTP update. Further discussion of JCT and its funding levels may be found in Chapter 5 – Existing Transportation System.

Chapter 9 – Air Quality

A. Introduction

To receive transportation funding or approvals from the Federal Highway Administration and the Federal Transit Administration, state and local transportation agencies with plans, programs or projects in nonattainment or maintenance areas, must demonstrate that they meet the transportation conformity requirements of the federal Clean Air Act, as implemented in specific federal and state transportation conformity rules.

To meet the requirements, Metropolitan Planning Organizations (MPOs) must show that the anticipated emissions resulting from implementation of transportation plans, programs and projects are consistent with and conform to the purpose of the State Implementation Plan (SIP) for air quality. A SIP is a plan mandated by the Clean Air Act and developed by the state that contains procedures to monitor, control, maintain and enforce compliance with the National Ambient Air Quality Standards (NAAQS). SIPs are required to be developed once a region has violated the standards. See map 9-1 AQMA boundaries.

“To meet the requirements, Metropolitan Planning Organizations (MPOs) must show that the anticipated emissions resulting from implementation of transportation plans, programs and projects are consistent with and conform to the purpose of the State Implementation Plan (SIP) for air quality.”

Within the MRMPO area, demonstration of conformity to two SIPs is required: a carbon monoxide (CO) limited maintenance plan, or SIP, within the Grants Pass Central Business District (CBD), and a particulate (PM₁₀) limited maintenance plan within the Grants Pass Urban Growth Boundary (UGB).

1. Carbon Monoxide Status

Oregon Department of Environmental Quality (ODEQ) developed a Carbon Monoxide Limited Maintenance Plan (LMP) for the Grants Pass area, which was submitted to EPA on April 22, 2015 and went into effect on September 28, 2015. To be eligible for CO LMP, an area has to have a design value at or below 7.65 ppm. Based on ODEQ’s review of the 2002 – 2005 CO emissions data for Grants Pass the area meets the requirements for an LMP.

As an area with a limited maintenance plan, the MRMPO is no longer required to perform emissions analysis for CO but still must demonstrate conformity as discussed below.

2. PM₁₀ Status

Grants Pass has been below the NAAQS for PM₁₀ since 1988. Oregon Department of Environmental Quality (ODEQ) developed a PM₁₀ Limited Maintenance Plan (LMP) for the Grants Pass area, which was submitted to EPA on April 22, 2015 and went into effect on September 28, 2015.

As an area with a limited maintenance plan, the MRMPO is no longer required to perform emissions analysis for PM₁₀ but still must demonstrate conformity as discussed below.

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.

3. Conformity Findings

The air quality conformity determination (AQCD) for this plan shows that with the implementation of the MRMPO 2020-2045 Regional Transportation Plan and 2021-2024 Transportation Improvement Program current federal air quality standards for regional transportation conformity will continue to be met in the Grant Pass CO and PM₁₀ Limited Maintenance Areas.

“As an area with a limited maintenance plan, the MRMPO is no longer required to perform emissions analysis for PM₁₀ but still must demonstrate conformity...”

4. How the MRMPO Demonstrates Conformity

An AQCD is required whenever the Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP) is updated, or every four years, whichever comes first. USDOT must make the conformity determination before the plan and program can go into effect.

In the MRMPO area, the conformity document must show that through the horizon of the plan and program transportation conformity requirements will be met. These requirements (CFR 40 Part 93 Subpart A) and how the MRMPO is meeting regulations in regards to the adoption of the 2040 RTP are presented below.

- a. Transportation plans and projects provide for timely implementation of SIP transportation control measures (TCMs) in accordance with 40 CFR 93.113;
 1. The equivalent State Rule is OAR 340-252-0140.
 2. There are no TCMs identified in the SIPs for the Grants Pass PM₁₀ and CO Maintenance areas.
- b. Transportation plans and projects comply with the fiscal constraint element per 40 CFR 93.108;
 1. The equivalent State Rule is OAR 340-252-0090.
 2. As required by federal regulations, the adopted MRMPO 2040 RTP is financially constrained, containing only those projects that funds are identified for or ‘reasonably expected’ to be available over the time frame of the plans.
 3. The financial constraint assumptions developed for the MRMPO 2040 RTP are shown in Chapter 8 of the RTP.
- c. The MPO’s interagency consultation procedures meet applicable requirements of 40 CFR 93.105;

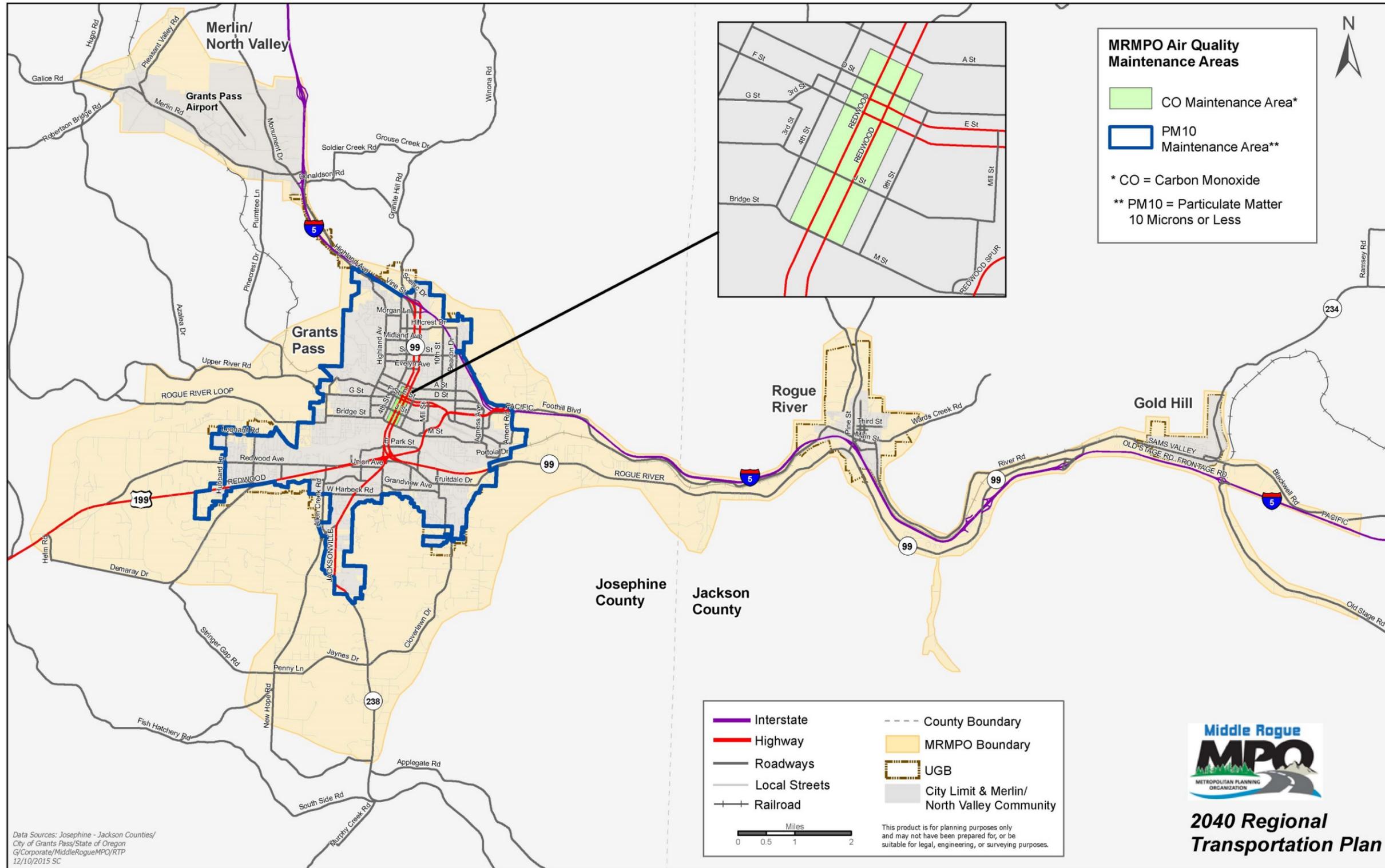
1. The equivalent State Rule is OAR 340-252-0060.
 2. A draft of the AQCD document was circulated to ODOT, EPA, Oregon DEQ, FHWA, and FTA prior to adoption.
- d. Conformity of transportation plans is determined no less frequently than every four years, and conformity of plan amendments and transportation projects is demonstrated in accordance with the timing requirements specified in 40 CFR 93.104;
1. The equivalent State Rule is OAR 340-252-0050 which currently specifies conformity to be determined every four years.
- e. The latest planning assumptions and emissions model are used as set forth in 40 CFR 93.110 and 40 CFR 93.111;
1. The equivalent State Rule is OAR 340-252-0110 for the latest planning assumptions.
 2. Estimates of population and employment for the area have been made, which are based on the adopted comprehensive plans and TSPs for the MRMPO area. Assumptions regarding the financial situation the MRMPO area is anticipated to face over the next 24 years have been updated, in conjunction with ODOT, Josephine Community Transit, and the local jurisdictions.
 3. Equivalent State Rule is OAR 340-252-0120 regarding the latest emissions model.
 4. The Grants Pass area is designated as attainment for PM₁₀ and carbon monoxide. Limited maintenance plans for carbon monoxide and PM₁₀ for the area went into effect on September 28, 2015. As such, no regional emissions modeling is required for the conformity determination.
- f. Projects do not cause or contribute to any new localized carbon monoxide or particulate matter violations, in accordance with procedures specified in 40 CFR 93.123; and
1. Projects included in the MRMPO 2040 RTP that are required to perform hot spot analysis will have this conducted by the project sponsors during the appropriate phase of the project.
- g. Project sponsors and/or operators provide written commitments as specified in 40 CFR 93.125.
1. Project sponsors and operators will conform to the CAA requirements.

Response to the applicable conformity criteria and procedures as they apply to the MRMPO 2040 RTP, as per State of Oregon conformity rules (OAR 340-252-0010 et seq.), is made in the following text. This checklist is provided to assist in the state and federal review of this conformity determination and the consultation requirements of OAR 340-252-0060.

5. Actions to be taken

The MRMPO Policy Committee, as the policy board for the federally designated Metropolitan Planning Organization, must formally adopt the findings described in the AQCD. Then, USDOT and the federal Environmental Protection Agency confer on the analysis. Ultimately, USDOT will make a conformity determination based on the AQCD. At that time, the MRMPO's 2020-2045 plan will go into effect, as well as the 2021-2024 MTIP.

Map 9-1 – Air Quality Maintenance Areas



Ongoing MRMPO Projects 02-06-2020

Agency	Project Name	TIP	Year Programme d (20XX)	Project Status (Phase Status)		Comments Received
				P	S	
Grants Pass	Alt Fuel Facility Plan	15-18	15	PL		On hold.
				D		
				LP		
				UR		
				CN		
				OT		
Grants Pass	Bike/Ped Improvements	15-18	16	PL	3	In design for last part of work on "B" street. Out to bid this winter.
				D	2	
				LP		
				UR		
				CN	2	
				OT		
JCT	Commuter Service	15-18	14	PL	0	Complete
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	3	
Grants Pass	Allen Creek Road Improvements	18-21	18	PL	0	JoCo formally signed over on the jurisdictional transfer. ROW procurement services IGA with ODOT updated. City Council to review/approve designs.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
JCT	Electric Transit Vehicles	18-21	19	PL	0	Complete
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	3	

Ongoing MRMPO Projects 02-06-2020

Agency	Project Name	TIP	Year Programme d (20XX)	Project Status (Phase Status)		Comments Received
				Phase	Status	
JCT	Transit Hub	18-21	19	PL	2	Working on getting architectural firm onboard. Looking to start construction in a couple months.
				D	2	
				LP	2	
				UR	2	
				CN	2	
				OT	2	
Jackson County	Rogue River Greenway: Rock Point to Twin Bridges Rd	18-21	19,20	PL	3	Complete
				D	3	
				LP	3	
				UR	3	
				CN	3	
				OT	0	

<u>Phase</u>	<u>Status</u>
PL= Planning	0 = N/A
D = Design	1 = Not Started
LP = Land Purchase	2 = In Process
UR = Utility Relocate	3 = Complete
CN = Construction	
OT = Other	