



Transportation Improvement Program

Federal Fiscal Years 2021 to 2024

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 Transportation Improvement Program (TIP) 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 Transportation Improvement Plan (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.

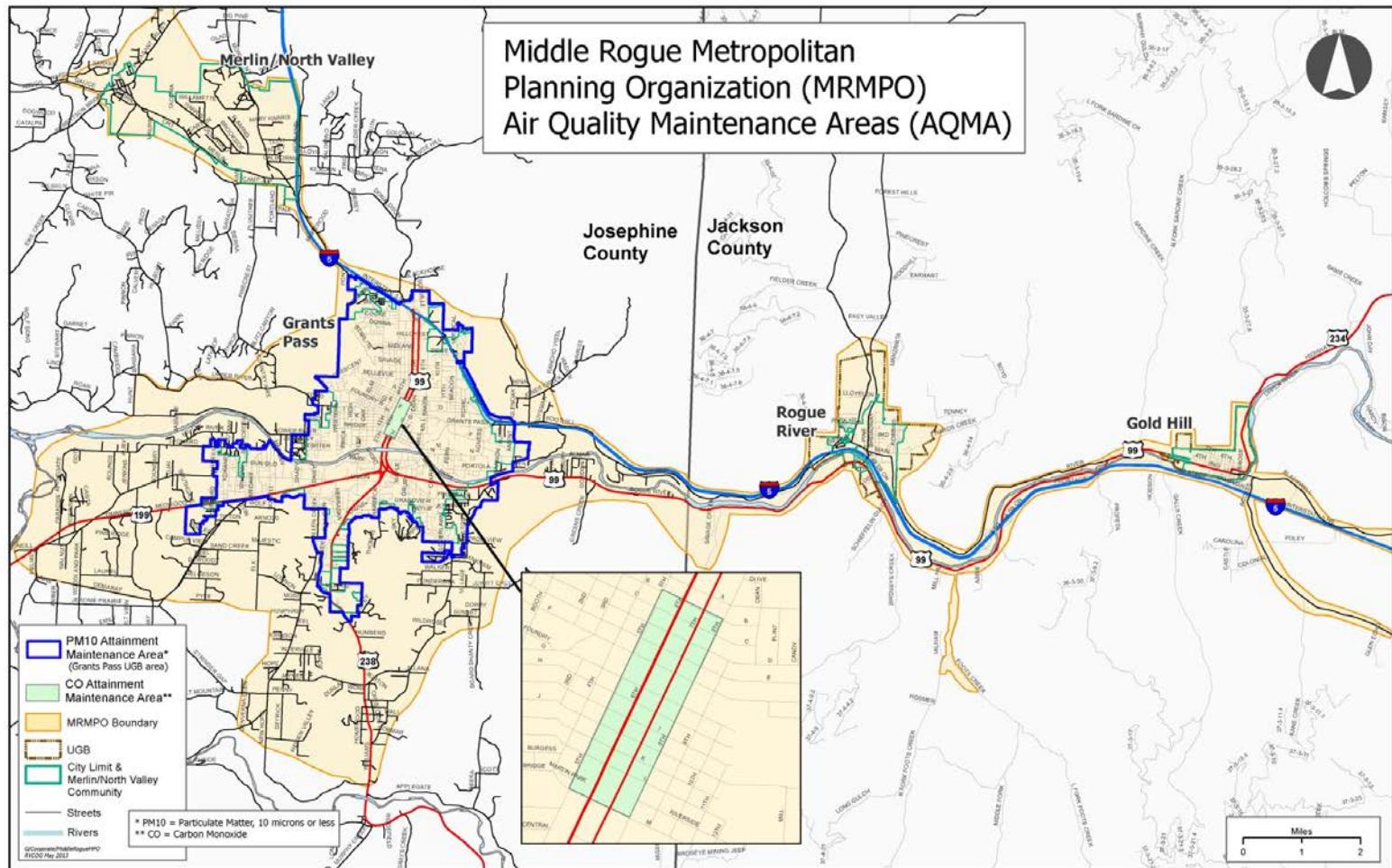
Air Quality Conformity Determination *23 CFR 450.324(a)*

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 Block Grant Program (STBG) 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 2021-2024TIP is built upon projects programmed in the 2018-21 TIP and STIP. 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.mrmopo.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 Block Grant Program – local share (STBG-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.mrmopo.org. The MRMPO will award about \$2,144,503 covering fiscal years 2022-2024 in STBG funds and about \$1,350,048 in CMAQ funds during the same period.

For this round of TIP development, the member local governments agreed to work with ODOT to ensure that project applications are as accurate as possible. For that reason with only a few exceptions, the MRMPO will re-adopt its 2018-21 TIP as the 2021-24 TIP and amend new projects in subsequent to the start of the next fiscal year (October 1, 2020).

The MRMPO did authorize the expenditure of \$35,250 in STBG funds per year for the first three years of the TIP (2021-2023) to cover the cost

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.mrmopo.org and on file at RVCOG.

Financial Constraint

Fixing America's Surface Transportation (FAST Act) requires the development of a financial plan as part of the RTP and TIP planning process. The financial plan demonstrates that the existing system of transportation facilities is being adequately operated and maintained. The plan further demonstrates which projects can be implemented using current revenues and funding sources and which projects will be implemented using proposed revenue sources. A comprehensive financial analysis was conducted to develop the 2020-2045 RTP (RTP Financial Plan – Chapter 8). This analysis included the TIP years of 2021-2024. 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. Estimates are summarized below in Table 1.

Table 1: Demonstration of Financial Constraint

YEAR	Total CMAQ	TOTAL FUNDING AVAILABLE 2020-2045			RTP Expenditures
		Available CMAQ (by time frame)	STBG	Available STBG (by time frame)	
2020	\$450,000	Short Range	\$ 660,763		
2021	\$450,000		\$ 675,960		
2022	\$450,000		\$ 699,336		
2023	\$450,000		\$ 714,722		
2024	\$450,000		\$ 730,445		
2025	\$450,000		\$ 746,515	\$ 4,227,742	\$ 2,223,351
2026	\$450,000	Medium Range	\$ 746,515		
2027	\$450,000		\$ 779,723		
2028	\$450,000		\$ 796,877		
2029	\$450,000		\$ 814,408		
2030	\$450,000		\$ 832,325		
2031	\$450,000		\$ 850,637		
2032	\$450,000		\$ 869,351		
2033	\$450,000		\$ 888,476		
2034	\$450,000		\$ 908,023		
2035	\$450,000		\$ 927,999	\$ 8,414,335	\$ 12,186,000
2036	\$450,000	Long Range	\$ 948,415		
2037	\$450,000		\$ 969,280		
2038	\$450,000		\$ 990,605		
2039	\$450,000		\$ 1,012,398		
2040	\$450,000		\$ 1,012,398		
2041	\$450,000		\$ 1,034,671		
2042	\$450,000		\$ 1,057,433		
2043	\$450,000		\$ 1,080,697		
2044	\$450,000		\$ 1,104,472		
2045	\$450,000		\$ 1,128,771	\$ 10,339,140	\$ 15,574,800
	\$11,700,000	\$11,700,000	\$ 22,981,217		
\$450,000/year - Only projects located within the Grants Pass CO & PM10 Maintenances are eligible for CMAQ funds.					

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 conservative 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 2021-2024 TIP reflect this emphasis.

Available and Committed Revenues and Funding Sources

The funds in the first two years of the TIP, 2021 and 2022, are available or committed. In air quality maintenance areas funds are available or committed for projects in years one and two of the TIP. 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 TIP, 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 TIP.

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 3 on the following page describes the amendment process in detail.

Table 3: TIP 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 2021-2024 TIP Projects

The MRMPO TIP identifies transportation projects and programs to be implemented in the MRMPO planning area in the years 2021 through 2024. 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.mrmopo.org

The TIP provides the intended schedule and estimated cost for each phase of listed projects. Table 4, 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 4: Glossary of Fund Source Abbreviations

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

Table 5, on the following pages, lists the 2021-2024 TIP projects by jurisdictions. Work is described by phase and cost. Consistency with 23 CFR 450.324(n)(2), status of previously approved TIP projects is included in Table 6 below. Air Quality Conformity status is indicated for each project; the conformity determination for this program is published separately.

Table 5: Program of 2021-2024 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					\$ -				
						Total FFY21-24	\$ -	\$ -	\$ -	\$ -	0	\$ -			
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															
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	FFY2020	Land Purchase	\$ 628,110	CMAQ (L400)	\$ 71,890	Grants Pass	\$ 700,000			\$ 700,000	
				18235	FFY2020	Utility Relocate	\$ 134,595	CMAQ (L400)	\$ 15,405	Grants Pass	\$ 150,000			\$ 150,000	
				18235	FFY2021	Construction	\$ 649,645	STP	\$ 74,355	ODOT	\$ 724,000			\$ 724,000	
				18235	FFY2021	Construction	\$ 1,504,772	CMAQ (L400)	\$ 172,228	Grants Pass	\$ 1,677,000	\$ 394,000	Grants Pass	\$ 2,071,000	
				Total FFY21-24			\$ 3,612,530		\$ 413,470		\$ 4,026,000	\$ 394,000		\$ 4,420,000	
City of Grants Pass FTA 5310	Purchase transit service from Josephine Community Transit	237	Exempt (Table 2) Transit			Planning					\$ -				
						Design					\$ -				
						Land Purchase					\$ -				
						Utility Relocate					\$ -				
						Construction					\$ -				
				20920	FFY2021	Other	\$ 150,000	FTA 5310	\$ 17,168		\$ 167,168			\$ 167,168.17	
Subtotal Grants Pass Projects				Total FFY21-24			\$ 150,000		\$ 17,168		\$ 167,168	\$ -		\$ 167,168	
City of Grants Pass Pedestrian Upgrades	Install sidewalk located near transit stops to expand access to Transit Stations.	N/A	Exempt (Table 2) Transit	21943	FFY2020	Planning	\$ 46,523	CMAQ (L400)	\$ 5,325	Local	\$ 51,848			\$ 51,848	
				21943	FFY2020	Design	\$ 158,177	CMAQ (L400)	\$ 18,104	Local	\$ 176,281			\$ 176,281	
						Land Purchase					\$ -			\$ -	
						Utility Relocate					\$ -			\$ -	
				21943	FFY2021	Construction	\$ 930,455	CMAQ (L400)	\$ 106,495	Local	\$ 1,036,950			\$ 1,036,950	
				21943	FFY2020	Other	\$ 283,789	CMAQ (L400)	\$ 32,481	Local	\$ 316,270			\$ 316,270	
Subtotal Grants Pass Projects				Total FFY21-24			\$ 1,418,944		\$ 162,405		\$ 1,581,349	\$ -		\$ 1,581,349	
							\$ 5,181,474		\$ 593,043		\$ 5,774,517			\$ 6,168,517	

Table 5: Program of 2021-2024 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Jackson County														
No Projects						Planning					\$ -			
						Design					\$ -			\$ -
						Land Purchase					\$ -			\$ -
						Utility Relocate								
						Construction					\$ -	\$ -		\$ -
						Other					\$ -			
						Total FFY21-24	\$ -		\$ -		\$ -	\$ -		\$ -
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														
No Projects						Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Utility Relocate					\$ -			
						Construction					\$ -			
						Other					\$ -			
						Total FFY21-24	\$ -		\$ -		\$ -	0		\$ -
Subtotal Josephine County Projects							\$ -							\$ -

Table 5: Program of 2021-2024 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														
Oregon Transportation Network - Josephine Co FFY 22	Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements	n/a	Exempt (Table 2) Transit	22023	FFY2022	Other	\$ 253,808	SW Transit	\$29,049	JCT	\$ 282,857	\$ -	NA	\$ 282,857
Oregon Transportation Network - Josephine Co FFY 23	Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements	N/A	Exempt (Table 2) Transit	22038	FFY2023	Other	\$ 253,808	SW Transit	\$29,049	JCT	\$ 282,857	\$ -	NA	\$ 282,857
Oregon Transportation Network - Josephine Co FFY 24	Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements	N/A	Exempt (Table 2) Transit	22052	FFY2024	Other	\$ 253,808	SW Transit	\$29,049	JCT	\$ 282,857	\$ -	NA	\$ 282,857
Josephine County 5311	Rural Operations	729	Exempt (Table 2) Transit	20928	FFY2021	Other	\$ 85,000	FTA 5311	\$9,729	JCT	\$ 94,729	\$ -	NA	\$ 94,729
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 (continued)														
Josephine Co - Transit Operations FY2021	Transit operation expenses	n/a	Exempt (Table 2) Transit	20980	FFY2021	Other	\$ 798,029	FTA 5307	\$798,028	JCT	\$ 1,596,057	\$ -	NA	\$ 1,596,057
JCT - 5309	Capital Purchase - Replacement Vehicle	737	Exempt (Table 2) Transit	20973	FFY2021	Other	\$ 314,117	FTA 5309	\$78,529	JCT	\$ 392,646	\$ -	NA	\$ 392,646
Enhanced Mobility Program JCT FFY22	Enhanced mobility small urban program	N/A	Exempt (Table 2) Transit	21970	FFY2022	Other	\$ 105,115	FTA 5310	\$26,279	JCT	\$ 131,394	\$ -	NA	\$ 131,394
Enhanced Mobility Program JCT FFY23	Enhanced mobility small urban program	N/A	Exempt (Table 2) Transit	21979	FFY2023	Other	\$ 107,000	FTA 5310	\$26,750	JCT	\$ 133,750	\$ -	NA	\$ 133,750
Enhanced Mobility Program JCT FFY24	Enhanced mobility small urban program	N/A	Exempt (Table 2) Transit	21989	FFY2024	Other	\$ 109,000	FTA 5310	\$27,250	JCT	\$ 136,250	\$ -	NA	\$ 136,250
JCT - 5310	Preventive Maintenance	741	Exempt (Table 2) Transit	20978	FFY2021	Other	\$ 150,000	FTA 5310	\$17,168	JCT	\$ 167,168	\$ -	NA	\$ 167,168
<i>Subtotal Josephine Community Transit Projects</i>							\$ 2,429,685		\$ 1,070,881		\$ 3,500,566			\$ 3,500,566

Table 5: Program of 2021-2024 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															
I-5: Evans Creek Bridge & Bridge over Depot St (Rogue River)	Widen the Evans Creek Bridge to the west side (southbound lanes). Widen the bridge over Depot Street to the west side (southbound lanes). Remove portions of the bridge driving surfaces of both bridges and place new	n/a	Exempt (Table 2) Safety			Planning					\$ -				
				21775	2021	Design	\$ 1,383,300	FIX-IT SWB	\$ 116,700	ODOT	\$ 1,500,000			\$ 1,500,000	
				21775	2022	Land Purchase	\$ 27,666	FIX-IT SWB	\$ 2,334	ODOT	\$ 30,000			\$ 30,000	
				21775	2023	Utility Relocation	\$ 46,110	FIX-IT SWB	\$ 3,890	ODOT	\$ 50,000			\$ 50,000	
				21775	2024	Construction	\$ 6,738,515	FIX-IT SWB	\$ 568,485	ODOT	\$ 7,307,000			\$ 7,307,000	
						Other			\$ 0		\$ -				
				Total FFY21-24			\$ 8,195,591		\$ 691,409		\$ 8,887,000			\$ 8,887,000	
OR:99 Fruittale Creek Culvert	Design, acquire right of way, and relocate utilities in preparation of a construction project to replace a culvert with a bridge. The replacement will improve fish passage.	n/a	Exempt (Table 2) Safety			Planning					\$ -				
				21720	2021	Design	\$ 1,315,442	FIX-IT FP	\$ 150,558	ODOT	\$ 1,466,000			\$ 1,466,000	
				21720	2024	Land Purchase	\$ 565,299	FIX-IT FP	\$ 64,701	ODOT	\$ 630,000			\$ 630,000	
				21720	2024	Utility Relocate	\$ 44,865	FIX-IT FP	\$ 5,135	ODOT	\$ 50,000			\$ 50,000	
						Construction					\$ -				
						Other					\$ -				
				Total FFY21-24			\$ 1,925,606		\$ 220,394		\$ 2,146,000			\$ 2,146,000	
Rogue Valley Rural Intersection Improvements	Install safety signs at various intersection approaches in the rural Rogue Valley. Install flashing lights at the intersections. This will help improve intersection visibility to motorists.	n/a	Exempt (Table 2) Safety			Planning					\$ -				
				21717	2022	Design	\$ 202,884	ARTS R3	\$ 17,116	ODOT	\$ 220,000			\$ 220,000	
				21717	2023	Land Purchase	\$ 1,844	ARTS R3	\$ 156	ODOT	\$ 2,000			\$ 2,000	
				21717	2024	Utility Relocate	\$ 23,055	ARTS R3	\$ 1,945	ODOT	\$ 25,000			\$ 25,000	
				21717	2024	Construction	\$ 892,690	ARTS R3	\$ 75,310	ODOT	\$ 968,000			\$ 968,000	
						Other			\$ 0		\$ -				
				Total FFY21-24			\$ 1,120,473		\$ 94,527		\$ 1,215,000			\$ 1,215,000	
I-5 Region 3 Clear Zone Improvements	Install traffic safety barriers to protect drivers from roadside hazards that cannot be removed.	n/a	Exempt (Table 2) Safety			Planning					\$ -				
				21713	2021	Design	\$ 207,495	ARTS R3	\$ 17,505	ODOT	\$ 225,000			\$ 225,000	
				21713	2022	Land Purchase	\$ 2,767	ARTS R3	\$ 233	ODOT	\$ 3,000			\$ 3,000	
						Utility Relocate					\$ -			\$ -	
				21713	2023	Construction	\$ 1,378,505	ARTS R3	\$ 116,295	ODOT	\$ 1,494,800			\$ 1,494,800	
				21713	2023	Construction	\$ 922,200	ARTS R3	\$ 77,800	ODOT	\$ 1,000,000			\$ 1,000,000	
				Total FFY21-24			\$ 2,510,967		\$ 211,833		\$ 2,722,800	\$ -		\$ 2,722,800	
I-5: Southern Oregon Wrong Way Driver Mitigation	Install signs for wrong-way drivers on I-5 exit ramps throughout Southern Oregon to help improve safety to the travelling public.	n/a	Exempt (Table 2) Safety			Planning					\$ -				
				21699	2021	Design	\$ 239,772	ARTS R3	\$ 20,228	ODOT	\$ 260,000			\$ 260,000	
				21699	2021	Land Purchase	\$ 5,533	ARTS R3	\$ 467	ODOT	\$ 6,000			\$ 6,000	
						Utility Relocate					\$ -			\$ -	
				21699	2022	Construction	\$ 2,057,428	ARTS R3	\$ 173,572	ODOT	\$ 2,231,000			\$ 2,231,000	
						Construction			\$ 0		\$ -				
				Total FFY21-24			\$ 2,302,733		\$ 194,267		\$ 2,497,000			\$ 2,497,000	
US199: ROGUE RIVER HWY TO APLEGATE RIVER	Grind out the existing pavement and replace with new asphalt.	510	Exempt (Table 2) Safety			20104	FFY2017	Design	\$ 421,932	NHP FAST	\$ 48,292	ODOT	\$ 470,224		\$ 470,224
				20104	FFY2017	Design	\$ 332,898	STP-FLEX	\$ 38,102	ODOT	\$ 371,000			\$ 371,000	
				20104	FFY2017	Design	\$ 142,470	NHP FAST	\$ 16,306	ODOT	\$ 158,776			\$ 158,776	
				20104	FFY2019	Land Purchase	\$ 23,330	NHP FAST	\$ 2,670	ODOT	\$ 26,000			\$ 26,000	
				20104	FFY2020	Utility Relocate	\$ 8,973	ACP0	\$ 1,027	ODOT	\$ 10,000			\$ 10,000	
				20104	FFY2021	Construction	\$ 5,630,558	NHP FAST	\$ 644,442	ODOT	\$ 6,275,000			\$ 6,275,000	
						Other			\$ 0		\$ -				
				Total FFY21-24			\$ 6,560,161		\$ 750,839		\$ 7,311,000			\$ 7,311,000	

Table 5: Program of 2021-2024 Transportation Projects

Southern Oregon Seismic Triage	Perform seismic upgrades on 17 bridges and 7 hillside slopes	n/a	Exempt (Table 2) Safety			Planning				\$ -				
				21296	FFY2018	Design	\$ 5,383,800	HB2017	\$ 616,200	\$ 6,000,000			\$ 6,000,000	
				21296	FFY2019	Land Purchase	\$ 179,460	HB2017	\$ 20,540	\$ 200,000			\$ 200,000	
				21296	FFY2019	Utility Relocate	\$ 22,433	HB2017	\$ 2,567	\$ 25,000			\$ 25,000	
				21296	FFY2020	Construction	\$ 21,535,200	HB2017	\$ 2,464,800	\$ 24,000,000			\$ 24,000,000	
						Construction				\$ -				
					Total FFY21-24		\$ 27,120,893		\$ 3,104,107	\$ 30,225,000	\$ -		\$ 30,225,000	
I-5: Monument Dr - N. Grants Pass	Remove existing pavement and replace with new asphalt to improve pavement condition and extend service life. Install new overhead lighting and signage at various locations to improve safety. Repair or	n/a	Exempt (Table 2) Safety			Planning				\$ -				
				21674	2021	Design	\$ 1,125,084	NHP FAST	\$ 94,916	ODOT	\$ 1,220,000		\$ 1,220,000	
				21674	2023	Land Purchase	\$ 2,767	NHP FAST	\$ 233	ODOT	\$ 3,000		\$ 3,000	
				21674	2024	Utility Relocate	\$ 23,055	NHP FAST	\$ 1,945	ODOT	\$ 25,000		\$ 25,000	
				21674	2024	Construction	\$ 17,424,047	NHP FAST	\$ 1,469,953	ODOT	\$ 18,894,000		\$ 18,894,000	
						Other				\$ -				
					Total FFY21-24		\$ 18,574,953		\$ 1,567,047	\$ 20,142,000	\$ -		\$ 20,142,000	
OR99: Rogue Valley Intersection Improvements	Safety upgrades by removing and relocating signs and utility posts, geometry improvements by realigning the existing approach to create a perpendicular intersection and constructing a right turn lane	n/a	Exempt (Table 2) Safety			Planning				\$ -				
				21408	2019	Design	\$ 276,660	FIX-IT R3	\$ 23,340	ODOT	\$ 300,000		\$ 300,000	
				21408	2020	Land Purchase	\$ 142,941	FIX-IT R3	\$ 12,059	ODOT	\$ 155,000		\$ 155,000	
				21408	2020	Utility Relocate	\$ 44,865	FIX-IT R3	\$ 5,135	ODOT	\$ 50,000		\$ 50,000	
				21408	2021	Construction	\$ 576,067	FIX-IT R3	\$ 65,933	ODOT	\$ 642,000		\$ 642,000	
						Other				\$ -			\$ -	
					Total FFY21-24		\$ 1,040,533		\$ 106,467	\$ 1,147,000	\$ -		\$ 1,147,000	
Subtotal ODOT Projects							\$ 69,351,910		\$ 6,940,890	\$ 76,292,800			\$ 76,292,800	
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
Rogue River														
No Projects						Planning				\$ -				
					FFY18	Design				\$ -				
						Land Purchase				\$ -				
						Utility Relocate				\$ -				
						Construction				\$ -				
						Other				\$ -				
					Total FFY21-24		\$ -		\$ -	\$ -	0	\$ -	\$ -	
Subtotal Rogue River Projects							\$ -						\$ -	

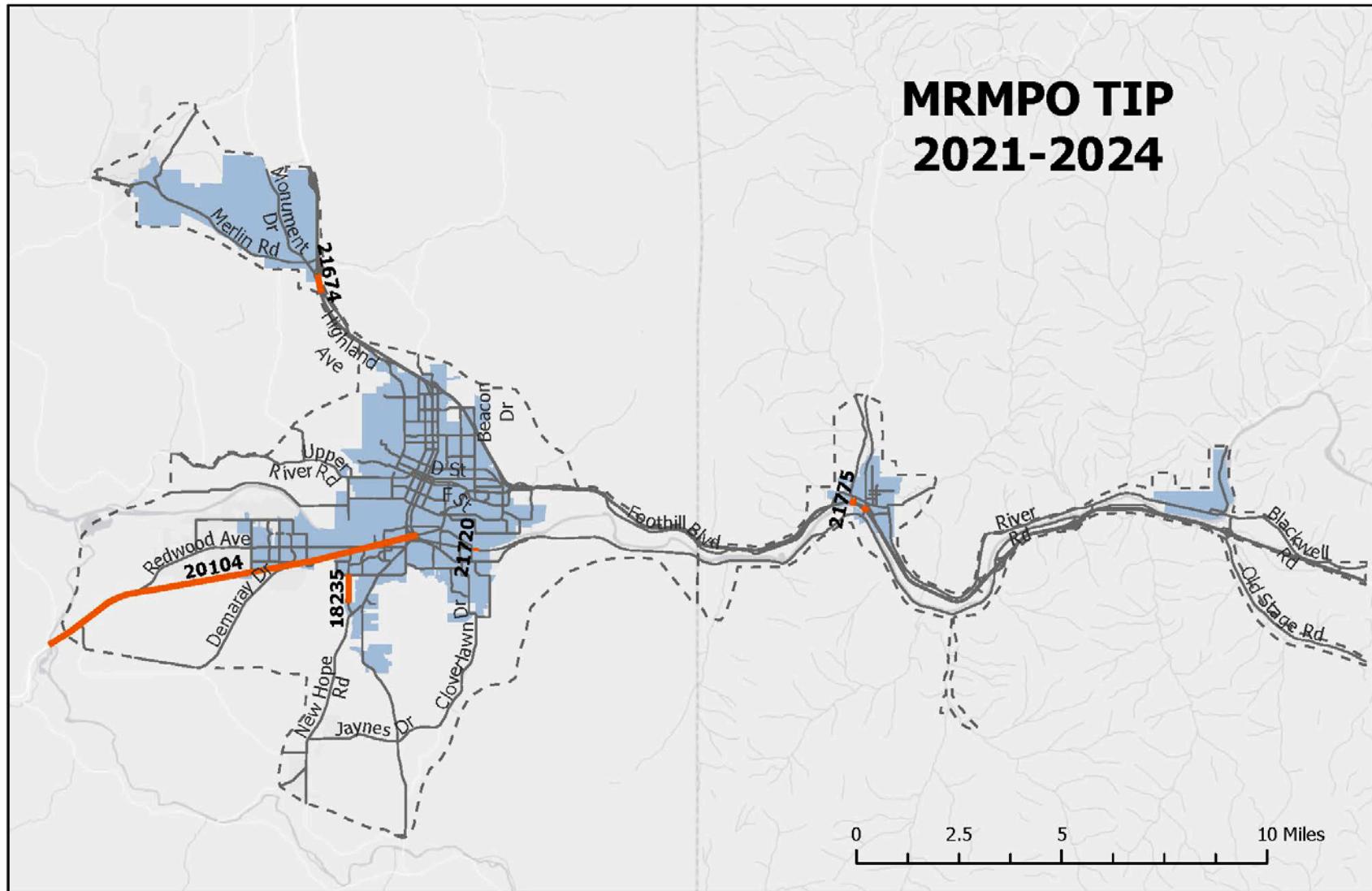
Table 5: Program of 2021-2024 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Council of Governments														
MRMPO Travel Survey FFY22		n/a	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				FFY2022	Other	\$ 35,250	STBG	\$ 4,035	MRMPO	\$ 39,285				\$ 39,285
				Total FFY21-24		\$ 35,250		\$ 4,035		\$ 39,285				\$ 39,285
MRMPO Travel Survey FFY23		n/a	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				FFY2023	Other	\$ 35,250	STBG	\$ 4,035	MRMPO	\$ 39,285				\$ 39,285
				Total FFY21-24		\$ 35,250		\$ 4,035		\$ 39,285				\$ 39,285
MRMPO Travel Survey FFY24		n/a	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				FFY2024	Other	\$ 35,250	STBG	\$ 4,035	MRMPO	\$ 39,285				\$ 39,285
				Total FFY21-24		\$ 35,250		\$ 4,035		\$ 39,285				\$ 39,285
Middle Rogue MPO planning SFY23	Planning and Research	n/a	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				21844	FFY2022	Other	\$ 211,829	PL	\$ 24,245	ODOT	\$ 236,074			\$ 236,074
				Total FFY21-24		\$ 211,829		\$ 24,245		\$ 236,074				\$ 236,074
Middle Rogue MPO planning SFY23	Support Transit Planning through RTP & TIP	n/a	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				21844	FFY2022	Other	\$ 61,145	FTA 5303	\$ 6,998	MRMPO	\$ 68,143			\$ 68,143
				Total FFY21-24		\$ 61,145		\$ 6,998		\$ 68,143				\$ 68,143
Middle Rogue MPO planning SFY24	Planning and Research	n/a	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				21854	FFY2023	Other	\$ 212,274	PL	\$ 24,296	ODOT	\$ 236,570			\$ 236,570
				Total FFY21-24		\$ 212,274		\$ 24,296		\$ 236,570				\$ 236,570
Middle Rogue MPO planning SFY24	Support Transit Planning through RTP & TIP	n/a	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				21854	FFY2023	Other	\$ 62,508	FTA 5303	\$ 7,154	MRMPO	\$ 69,662			\$ 69,662
				Total FFY21-24		\$ 62,508		\$ 7,154		\$ 69,662				\$ 69,662

Table 5: Program of 2021-2024 Transportation Projects

					Planning				\$	-		
					Design				\$	-		
					Land Purchase				\$	-		
					Construction				\$	-		
Middle Rogue MPO planning SFY25	Planning and Research	n/a	Exempt (Table 2)	21865	FFY2024	Other	\$ 212,714	PL	\$ 24,346	ODOT	\$ 237,060	\$ 237,060
					Total FFY21-24		\$ 212,714		\$ 24,346		\$ 237,060	\$ 237,060
						Planning				\$	-	
						Design				\$	-	
						Land Purchase				\$	-	
						Construction				\$	-	
Middle Rogue MPO planning SFY25	Support Transit Planning through RTP & TIP	n/a	Exempt (Table 2)	21865	FFY2024	Other	\$ 63,874	FTA 5303	\$ 7,311	MRMPO	\$ 71,185	\$ 71,185
					Total FFY21-24		\$ 63,874		\$ 7,311		\$ 71,185	\$ 71,185
						Planning				\$	-	
						Design				\$	-	
						Land Purchase				\$	-	
						Construction				\$	-	
Grants Pass 5303 Funds	Support Transit Planning through RTP & TIP	808	Exempt (Table 2)	20609	FFY2021	Other	\$ 132,398	FTA 5303	\$ 15,154	MRMPO	\$ 147,552	\$ 147,552
					Total FFY21-24		\$ 132,398		\$ 15,154		\$ 147,552	\$ 147,552
						Planning				\$	-	
						Design				\$	-	
						Land Purchase				\$	-	
						Construction				\$	-	
Grants Pass MPO Planning (FFY 2022)	Planning and Research	809	Exempt (Table 2)	20609	FFY2021	Other	\$ 410,508	PL	\$ 46,984	ODOT	\$ 457,492	\$ 457,492
					Total FFY21-24		\$ 410,508		\$ 46,984		\$ 457,492	\$ 457,492
<i>Subtotal RVCOG Projects</i>							\$ 1,473,000		\$ 168,593		\$ 1,641,593	
												\$ 1,641,593
							Total All Projects	\$ 78,436,069	\$ 8,773,407		\$ 87,209,476	
												\$ 87,603,476

MRMPO TIP 2021-2024



Streets



City Limits



TIP Projects



MRMPO Boundary

This map product is for planning purposes only and has not been created for, nor is suitable for, legal, engineering, or survey purposes.

Created: 07/2020 N.Hart-Brinkley

Sources: RVCOG, ODOT, Oregon GEO, ESRI

Appendix A: MRMPO Adoption Resolution



Middle Rogue Metropolitan Planning Organization Regional Transportation Planning

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

Resolution Number 2020- 4 Middle Rogue Metropolitan Planning Organization Policy Committee Adoption of the Air Quality Conformity Determination for the MRMPO 2020-2045 Regional Transportation Plan

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 Urban 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 2020-2045 Regional Transportation Plan (RTP) and;

Whereas, a public involvement process was developed and implemented consistent with the MRMPO Public Participation Plan throughout the development of the RTP, TIP and Air Quality Conformity Determination (AQCD); and

Whereas, the MPO, as required by law, held a 30-day public comment period to secure input and comment on the proposed conformity determination and the comments received were explicitly considered; and

Whereas, the 2020-2045 RTP have been shown through this document to meet state and federal air quality requirements; and

Whereas, the improvements contained in the 2020-2045 RTP demonstrate financial constraint;

NOW THEREFORE, the Metropolitan Planning Organization Policy Committee approves and adopts the attached Air Quality Conformity Determination for the Regional Transportation Plan.

Adopted by the Middle Rogue Metropolitan Planning Organization Policy Committee on this 16th day of July, 2020.


Valerie Lovelace
MRMPO Policy Committee Chair

MRMPO is staffed by Rogue Valley Council of Governments • 155 N. First St. • P O Box 3275 • Central Point OR 97502 • 664-6674

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—FAST Act

FAST Act - On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. Secretary Foxx and his team at U.S. DOT have worked tirelessly to advocate for a long term bill, underscoring the needed sense of urgency to the American people.

Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down-payment for building a 21st century transportation system.

The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

Below is a more detailed summary of some FAST Act provisions. More detailed descriptions of how the FAST Act will affect each mode of transportation will be released in the coming weeks.

Project Delivery - DOT has been a leader in reducing the bureaucratic red tape that can stall and delay critical transportation projects from moving forward. The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures and also codifying the online system to track projects and interagency coordination processes.

Freight - The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movements. These programs are similar to what the Administration proposed and will for the first time provide a dedicated source of Federal funding for freight projects, including multimodal projects. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

Innovative Finance Bureau - The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with responsibility to drive efficiency in the permitting process, consistent with our request to establish a dedicated permitting office.

TIFIA - The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of

Appendix B: Transportation Project Funding Sources

innovative finance projects. However, FAST's cut to the TIFIA program could constrain growth in this area over the course of the bill.

Safety - The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufacturers from \$35 million to \$105 million. The law also will help bolster the Department's safety oversight of transit agencies and also streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas. However, we know the bill also took a number of steps backwards in terms of the Department's ability to share data with the public and on the Department's ability to exercise aggressive oversight over our regulated industries.

Transit - The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

Ladders of Opportunity - The Act includes a number of items that strengthen workforce training and improve regional planning. These include allocating slightly more formula funds to local decision makers and providing planners with additional design flexibilities. Notably, FAST makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walkable, sustainable land use.

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.

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 (PM_{10}) 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 (CAA). 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

Appendix B: Transportation Project Funding Sources

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 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

Appendix B: Transportation Project Funding Sources

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.

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

Appendix B: Transportation Project Funding Sources

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.

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.

Appendix B: Transportation Project Funding Sources

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.

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.

Appendix B: Transportation Project Funding Sources

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
FAST ACT:	Fixing America's Surface Transportation
FFY:	Federal Fiscal Year: from October 1 to September 31.
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FTZ:	Foreign Trade Zone
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GCP:	General Corridor Planning
GIS:	Geographic Information Systems
HOT:	High Occupancy Toll lane with extra charge for single occupants
HOV:	High Occupancy Vehicle lane for cars with more than one occupant
HPMS:	Highway Performance Monitoring System
I/M 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)

Appendix C: Transportation Planning Acronyms and Terms

NAAQS:	National Ambient Air Quality Standards
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
STBG:	Surface Transportation Block Grant
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 TIP/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: Self Certification



Middle Rogue Metropolitan Planning Organization

Regional Transportation Planning

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

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

1. 23 U.S.C 134, 49 U.S.C. 5303, and 23 CFR 450 (c);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 23 USC 104(a), 140(b)-(c), 504(e) regarding involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Valerie Lovelace, Chair
MRMPO Policy Committee

MRMPO is staffed by Rogue Valley Council of Governments • 155 N. First St. • P O Box 3275 • Central Point OR 97502 • 664-6674

Appendix E: Public Comments and Responses on the TIP

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

Appendix F: Agency Comments and Responses on the TIP

#	Comment Received	MRMPO Response
1	No comments received	
2		
3		