

Chapter 6 – Plan Implementation

This section shows how the goals and policies in Chapter 2 are implemented through procedures and criteria that the MRMPO uses to identify projects. The sections in this chapter contain and address: how and what projects are listed in the RTP, the criteria used by the MRMPO to fund projects, and the RTP Project List located at the end of the chapter.

A. Projects in the RTP

Requirements for metropolitan plans are described in Federal Highway Administration rules, 23 CFR Part 450.322. The plan must show through a horizon of at least 20 years the capital investment, operations and management strategies planned to lead to an integrated multimodal transportation system. Funding for all projects shown in the plan must be identified, or there must be a reasonable expectation for funding; meaning that the RTP Project List must be financially constrained.

The MRMPO developed the funding expectations for this plan in consultation with ODOT and the member jurisdictions. The estimates are the best available at the time, but are likely to change – especially in the long-range years (2031-2040). Details about the financial planning process and funding sources are shown in Chapter 8 *Financial Plan*.

It is important to note that not all transportation projects planned within the region are contained in this plan. Numerous local improvements are planned and implemented solely by the jurisdiction. Such projects are undertaken through the local Transportation System Plan (TSP), a state planning document required under Oregon land use law and generally incorporated into the local Comprehensive Plan.

Federal transportation planning regulations specify what types of projects to be included in the Regional Transportation Plan (RTP). These projects are:

“Regionally significant projects” are defined as being on a facility that serves regional transportation needs, such as access to an area outside the region, major activity centers in the region, major developments and planned developments.

- **Any regionally significant project, regardless of funding source;**
- **Any project that will require federal environmental clearance;**
- **Any project that will be programmed in the MTIP; and**
- **Any project that will receive state or federal transportation funds.**

The Clean Air Act further defines the projects that must be included in MPO plans and included in analysis for the transportation conformity process. Because areas of the MRMPO have been designated by the Environmental Protection Agency as

“attainment and maintenance areas” for carbon monoxide and particulates, Clean Air Act requirements must be met in this plan (see details in Chapter 9 *Air Quality* and in the *Air*

Quality Conformity Determination, published separately).

1. Local Jurisdiction Transportation System Plans

Transportation planning begins in the local jurisdictions through the state-required Transportation System Plans. These plans identify local goals, existing and future system deficiencies and needs, and describe the projects that will be undertaken to address those needs, generally over a 20-year period. Public input is a key component of the TSP process. Plans reflect the kind of transportation system the public believes the region should have. Because of the significance of the TSPs in the MRMPO, the MRMPO has followed a policy of drawing projects for the RTP Project List from the local TSPs.

The MRMPO planning process considers TSPs from a regional level, focusing primarily on improvements to roads – including construction of bicycle lanes, sidewalks and landscaping – and transit that serve the regional travel need.



2. Projects Not Specifically Identified in the RTP

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, projects such 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% applied to the average of the trend numbers for each category. In the table below are the calculated totals per category:

Preservation	\$	168,983,913
Safety	\$	121,312,600
Ops	\$	120,216,082

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.

B. Project Selection Criteria

There are two project funding sources over which the MRMPO has discretion. Both are federal programs funded through the Highway Trust Fund. They are the Surface Transportation Program (STP), a flexible funding source where funds can be spent on a variety of transportation related projects; and the Congestion Mitigation and Air Quality (CMAQ) program, to deal with transportation related air pollution. Details of these two funding programs can be found in Chapter 8 *Financial Plan*, and in Chapter 9 *Air Quality*.

The MRMPO has developed criteria for evaluating and scoring applications for STP and CMAQ funds in a way that treats all applications and jurisdictions fairly and provides the greatest possible public benefit. Goals and requirements are grouped into four broad performance categories:

- **Mobility**
- **Community Vitality and Livability**
- **Transportation Options**
- **Resource Conservation**

A total of 18 project evaluation criteria have been developed related to the above performance categories. Each criterion has guidelines on how it would be applied in project evaluation. Table 6.1 further describes the performance categories.

Table 6.1 – Policy Foundation for MRMPO Project Selection (established prior to RTP adoption)

MRMPO Recommended Goals and Objectives		
1: Mobility		Plan for, develop and maintain a balanced multi-modal transportation system to address existing and future needs.
		Optimize safety and security of the transportation system.
2: Community Vitality & Livability	Continue to work toward more fully integrating transportation and land use planning.	Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment and enhances quality of life.
		Use transportation investments to foster economic opportunities.
3: Transportation Options	Increase integration and availability of transportation options.	Use incentives and other strategies to reduce reliance on single-occupant vehicles.
4: Resource Conservation	Incorporate environmental and energy conservation into the MRMPO planning process.	Maximize efficient use of transportation infrastructure for all users and modes.
		Encourage use of cost-effective emerging technologies to achieve regional transportation goals.

1. Evaluation and Review

Evaluation procedures were developed by the MRMPO technical advisory committee and staff, and adopted by the Policy Committee. Projects are initially evaluated by staff, and those results as well as applicant information and evaluation materials are posted on the MRMPO website and advertised for public comment. The TAC reviews all materials (applications and staff evaluations) and makes any agreed upon adjustments. The TAC then will make their final funding recommendation to the Policy Committee, with the Policy Committee making all final project funding decisions.

C. RTP Project List

This section of Chapter 6 shows all RTP projects by jurisdiction. These projects provide facilities for motorists, buses, bicyclists and pedestrians. They serve long-range needs for mobility and accessibility based on anticipated development.

Projects listed (referred to as Tier 1 projects) do not represent all of the transportation actions anticipated. Each jurisdiction will plan and carry out a multitude of local projects, which don't meet the criteria to be part of the MRMPO process. The local activities are based on the local Transportation System Plans (TSPs), which cities and the counties develop as part of their state comprehensive planning obligations. The MRMPO projects are first identified in the local TSPs.

This plan identifies nearly \$95 million expected to be available to invest in the regional transportation system through 2040. Details about the financial assumptions used to calculate these sums and financially constrain the projects in this chapter are provided in Chapter 8

Financial Plan.

1. Project Timing

The project lists on the following pages provides a brief description of the work to be done, estimated cost based on year of construction or implementation (inflation adjusted) and the timing.

Projects are scheduled by the following timeframes:

- **Short Range – Between 2015 and 2020**
- **Medium Range – Between 2021 and 2030**
- **Long Range – Between 2030 and 2040.**

The project number, or “RTP number”, shown in the left hand column are internal tracking numbers for project identification within the MRMPO. As projects are implemented they are added to the MRMPO programming document, the Metropolitan Transportation Improvement Program (MTIP) and forwarded into ODOT’s Statewide Transportation Improvement Program (STIP) for authorization to proceed. At the MTIP-STIP stage, projects receive a programming Key Number, which differs from RTP numbers. The key number is useful for tracking projects through implementation.

Map 6.1 shows project locations by RTP number and is located at the end of this chapter, immediately following the project lists.

2. Other Projects

Additional projects identified as necessary and important by all jurisdictions (called Tier 2 projects) are presented in Table 6.5 at the end of this chapter. No funding has been identified for the Tier 2 projects. They have not gone through the regional Air Quality Conformity process required for the official RTP projects.

Table 6.2 – RTP Project List by Jurisdiction, Short Range Projects (2015 – 2020)

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Short Range Funding Sources (2015 - 2020)						Cost by Phase	Conformity Status	Project Located in CO or PM10 Maintenance Area?
					CMAQ	STP	Enhance-It	Local	Transit Funds	State ODOT			
Funds Available - Short Range					\$5,955,357	\$1,963,904	\$0						
Gold Hill					\$0								
0	No Short Range Projects	No Short Range Projects	Short	\$0									
Short Range Total												\$0	
Grants Pass					\$6,987,083								
200	Transit Enhancements - Sidewalk Construction	Install 4 miles of sidewalks, replace missing/non-conforming sidewalks, Install stop sign/amenities (funds obligated prior to MPO designation)	Short	\$1,914,740	\$1,714,740	\$0	\$0	\$200,000	\$0	\$0	\$1,914,740	Exempt	NA
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	\$4,420,000	\$2,760,095	\$950,000		\$709,905	\$0	\$0	\$4,420,000	Exempt	PM ₁₀
202	G Street: Lincoln Road to Leonard Street	Full reconstruction of arterial to include TWLTL, bike lanes, sidewalks, parking one side.	Short	\$1,124,643	\$504,571	\$325,000	\$0	\$295,072	\$0	\$0	\$1,124,643	Exempt	PM ₁₀
203	Fruitdale Drive: Parkdale Drive to Overland Drive	Full reconstruction of collector. 42' wide, bike lanes, sidewalk, parking one side.	Short	\$3,213,256	\$618,607	\$324,059	\$0	\$2,270,590	\$0	\$0	\$3,213,256	Exempt	PM ₁₀
204	G Street: Leonard Road to 3rd Street	Stripe for TWLTL	Short	\$903,013	\$0	\$810,274	\$0	\$92,739	\$0	\$0	\$903,013	Exempt	PM ₁₀
205	Fruitdale Drive: Overland Drive to Rogue River Hwy	Full reconstruction of collector. 42' wide, bike lanes, sidewalk, parking one side.	Short	\$4,498,558	\$504,571	\$316,571	\$0	\$3,677,416	\$0	\$0	\$4,498,558	Exempt	PM ₁₀
Short Range Total					\$1,627,749	\$1,775,904	\$0	\$6,335,817	\$0	\$0	\$9,739,470		
Funds Remaining					\$4,327,608	\$188,000	\$0	\$651,266	\$0	\$0			
Jackson County					\$47,000								
300	Rogue River Greenway: N. River Road Section	PE (design) and Right-of-way (ROW) Phase	Short	\$450,000	\$0	\$0	\$0	\$47,000	\$0	\$403,000	\$450,000	Exempt	NA
Short Range Total													
Funds Remaining					\$4,327,608	\$188,000	\$0	\$0	\$0	\$0			
Josephine County					\$0								
403	Galice Rd #2401: Chip seal (MP 0.0 - 15.4)	Chip seal and related prep work; guardrail updates	Short	\$939,000	\$0	\$0	\$0	\$0	\$0	\$0	\$939,000	Exempt	NA
Short Range Total					\$4,327,608	\$188,000	\$0	\$0	\$0	\$0	\$939,000		
ODOT					\$0								
500	OR99: Rogue River (6th St. Cavern)	Bridge repair, Seismic, deck overlay, joints, bearings, concrete repairs, br#01418	Short	\$4,844,000	\$0	\$0	\$0	\$0	\$0	\$4,844,000	\$4,844,000	Exempt	PM ₁₀
501	I-5: N. Grants Pass - Evans Creek Paving	Paving, Grid/Inlay.	Short	\$8,056,000	\$0	\$0	\$0	\$0	\$0	\$8,056,000	\$8,056,000	Exempt	PM ₁₀
502	I-5: Exit 58 6th & Morgan	Reconfig intersection, reconfig & lengthen SB Offramp	Short	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	Exempt	PM ₁₀
503	Jackson & Josephine Sign & Delineation Upgrades	Enhanced curve signage, pavement markings, & alignment delineation.	Short	\$729,191	\$0	\$0	\$0	\$0	\$0	\$729,191	\$729,191	Exempt	NA
504	FFO-15: Exit 61 (Louse Creek)	Interchange improvements, Right Turn Lane on Merlin WB, Signals Placed on Merlin NB, Left Turn Lane on Merlin-I-5	Short	\$2,550,000	\$0	\$0	\$0	\$0	\$0	\$2,550,000	\$2,550,000	Exempt	NA
Short Range Total					\$0	\$0	\$0	\$0	\$0	\$17,679,191	\$17,679,191		
Rogue River					\$432,000								
601	E. Main Street Bridge	Bridge replacement at Wards Creek, widen or replace to arterial standard.	Short	\$570,000	\$0	\$188,000	\$0	\$382,000	\$0	\$0	\$570,000	Exempt	NA
Short Range Total													
Funds Remaining					\$4,327,608	\$0	\$0	\$50,000	\$0	\$0			
Josephine Community Transit					\$0								
700	Josephine County - 5311	Rural Operations	Short	\$133,541		\$0	\$0	\$0	\$133,541	\$0	\$133,541	Exempt	NA
701	JCT - 5307 Transit Operations	Transit Operating Assistance	Short	\$1,433,036		\$0	\$0	\$0	\$1,433,036	\$0	\$1,433,036	Exempt	NA
702	JCT - 5309	Capital Purchase - Replacement Vehicle	Short	\$560,000		\$0	\$0	\$0	\$560,000	\$0	\$560,000	Exempt	NA
703	Commuter Service	Transit service between Grants Pass and Medford.	Short	\$499,926	\$448,584	\$0	\$0	\$0	\$51,345	\$0	\$499,929	Exempt	NA
704	Vehicle Replacement - 2016	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
705	Vehicle Replacement - 2017	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
706	Vehicle Replacement - 2018	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
707	Vehicle Replacement - 2019	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
708	Vehicle Replacement - 2020	Capital Purchase - Replacement Vehicle	Short	\$350,000		\$0	\$0	\$0	\$350,000	\$0	\$350,000	Exempt	NA
723	5310 E & D Transit Capital STP Transfer	Purchase service	Short	\$350,000		\$0	\$0	\$0	\$304,775	\$0	\$304,775	Exempt	NA
Short Range Total					\$448,584	\$0	\$0	\$0	\$4,232,697	\$0	\$4,681,281		
Funds Remaining					\$3,879,024	\$0	\$0	\$0	\$799,274	\$0			
Total Short Range RTP (2015 - 2020)										\$34,058,942			



Table 6.3 – RTP Project List by Jurisdiction, Medium Range Projects (2021 – 2030)

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Medium Range Funding Sources (2021 - 2030)					Cost by Phase	Conformity Status	Project Located in CO or PM10 Maintenance Area?	
					CMAQ	STP	Enhance-t	Local	Transit Funds				State ODOT
Funds Available - Medium Range					\$12,193,563	\$6,967,068	\$16,200,000		\$7,918,604	\$0			
Gold Hill													
0	No Medium Range Projects	No Medium Range Projects	Medium										
Medium Range Total					\$0			\$17,242,076					
Grants Pass													
206	Vine Street: Highland Ave to Hawthorne Ave	Full reconstruction of arterial to include bike lanes and sidewalks.	Medium	\$2,448,182	\$1,000,000	\$576,658	\$0	\$871,524	\$0	\$0	\$2,448,182	Exempt	PM ₁₀
207	Willow Lane: Redwood Hwy to Redwood Ave	Full reconstruction of arterial to include bike lanes and sidewalks. Provide 60-ft ROW.	Medium	\$1,756,580	\$500,000	\$413,755	\$0	\$842,825	\$0	\$0	\$1,756,580	Exempt	PM ₁₀
208	Fruitdale Drive: Jacksonville Hwy to Parkdale Drive	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Medium	\$2,570,604	\$500,000	\$500,000	\$0	\$1,570,604	\$0	\$0	\$2,570,604	Exempt	PM ₁₀
209	Leonard Road: Willow Lane to Redwood School (UGB)	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Medium	\$3,213,256	\$1,000,000	\$500,000	\$0	\$1,713,256	\$0	\$0	\$3,213,256	Exempt	PM ₁₀
210	West Harbeck Road: Grandview Ave to Williams Hwy	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Medium	\$2,399,232	\$1,000,000	\$824,629	\$0	\$574,603	\$0	\$0	\$2,399,232	Exempt	PM ₁₀
211	Dimmick Street: C Street to Railroad Crossing	Full reconstruction of arterial with TWLTL	Medium	\$324,493	\$210,920	\$76,433	\$0	\$37,140	\$0	\$0	\$324,493	Exempt	PM ₁₀
212	Foothill Blvd: City Limits to Arment Road	Full reconstruction of collector. 42' wide, bike lanes, no parking and sidewalks.	Medium	\$1,799,430	\$1,169,630	\$350,000	\$0	\$279,800	\$0	\$0	\$1,799,430	Exempt	PM ₁₀
213	Hillcrest Drive: Ninth Street to Tenth Street	Full reconstruction of collector to include bike lanes, sidewalks, no parking.	Medium	\$1,214,615	\$789,500	\$286,097	\$0	\$139,018	\$0	\$0	\$1,214,615	Exempt	PM ₁₀
214	Hillcrest Drive: Tenth Street to Beacon Drive	Full reconstruction of collector to include bike lanes, sidewalks, no parking.	Medium	\$1,124,643	\$731,016	\$264,905	\$0	\$128,720	\$0	\$0	\$1,124,641	Exempt	PM ₁₀
216	Cloverlawn Drive: Eastview Place to Hamilton Lane	Full reconstruction of collector to provide bike lanes and sidewalks. Provide 60-ft ROW.	Medium	\$4,284,341	\$1,559,501	\$500,000	\$0	\$2,224,840	\$0	\$0	\$4,284,341	Exempt	PM ₁₀
217	Highland Ave: South Line Section 6 to N.W. UGB	Full reconstruction of arterial. 40' wide, bike lanes and sidewalk.	Medium	\$3,643,844	\$1,093,153	\$650,000	\$0	\$1,900,691	\$0	\$0	\$3,643,844	Exempt	PM ₁₀
218	Leonard Road: Dowell Road to Willow Lane	Full reconstruction of local collector. 36' wide and sidewalks.	Medium	\$3,213,256	\$1,243,458	\$656,190	\$0	\$1,313,608	\$0	\$0	\$3,213,256	Exempt	PM ₁₀
219	Scoville Road: Greenfield Road to Scenic Drive	Full reconstruction of collector to include bike lanes and sidewalks.	Medium	\$376,642	\$244,817	\$88,716	\$0	\$43,108	\$0	\$0	\$376,642	Exempt	PM ₁₀
220	East Park Street: Clara Ave to Hamilton Lane	Full reconstruction local collector. 36' wide and sidewalk.	Medium	\$1,259,600	\$818,740	\$296,693	\$0	\$144,167	\$0	\$0	\$1,259,600	Exempt	PM ₁₀
Medium Range Total					\$11,860,736	\$5,984,076	\$0	\$11,783,904	\$0	\$0	\$29,628,718		
Funds Remaining					\$332,827	\$982,992	\$0	\$5,458,172	\$0	\$0			
Jackson County													
0	No Medium Range Projects	No Medium Range Projects	Medium									NA	
Medium Range Total										\$0			
Josephine County													
401	Bike/Ped	Monument Drive: North Valley High School to Hugo Road - Install bike lanes	Medium	\$1,095,500	\$0	\$982,992	\$0	\$112,508	\$0	\$0	\$1,095,500	Exempt	NA
Medium Range Total					\$0	\$982,992	\$0	\$112,508	\$0	\$0	\$1,095,500		
Funds Remaining					\$0	\$0	\$0	\$0	\$0	\$0			
Oregon Dept. of Transportation													
0	No Medium Range Projects	No Medium Range Projects	Medium									NA	
Medium Range Total										\$0			
Rogue River													
0	No Medium Range Projects	No Medium Range Projects	Medium									NA	
Medium Range Total										\$0			
Josephine Community Transit													
709	Vehicle Replacement - 2021	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
710	Vehicle Replacement - 2022	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
711	Vehicle Replacement - 2023	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
712	Vehicle Replacement - 2024	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
713	Vehicle Replacement - 2025	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
714	Vehicle Replacement - 2026	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
715	Vehicle Replacement - 2027	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
716	Vehicle Replacement - 2028	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
717	Vehicle Replacement - 2029	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
718	Vehicle Replacement - 2030	Capital Purchase - Replacement Vehicle	Medium	\$380,000	\$0	\$0	\$0	\$0	\$380,000		\$380,000	Exempt	NA
Medium Range Total					\$0	\$0	\$0	\$0	\$3,800,000		\$3,800,000		
Funds Remaining					\$0	\$0	\$0	\$0	\$4,917,878	\$0			
Total Medium Range RTP (2021 - 2030)										\$34,524,218			



Table 6.4 – RTP Project List by Jurisdiction, Long Range Projects (2031 – 2040)

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Long Range Funding Sources (2031 - 2040)						Cost by Phase	Conformity Status	Project Located in CO or PM10 Maintenance Area?	
					Funds Available - Short Range	CMAQ	STP	Enhance-It	Local	Transit Funds				State ODOT
Gold Hill					\$9,887,827	\$8,006,000	\$16,200,000			\$10,767,085	\$0			
0	No Long Range Projects	No Long Range Projects	Long										NA	
Long Range Total											\$0			
Grants Pass									\$29,393,611					
221	Scenic Drive, West: Granite Hill Road to Scoville Road	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Long	\$1,313,619	\$394,086	\$262,724	\$0	\$656,810	\$0	\$0	\$1,313,619	Exempt	PM ₁₀	
222	Hamilton Lane: Park Street, East to Rogue River Hwy	Full reconstruction local collector to include sidewalks.	Long	\$269,941	\$80,982	\$53,988	\$0	\$134,971	\$0	\$0	\$269,941	Exempt	PM ₁₀	
223	West Park Street: Rignuelle Street to Pansy Lane	Construct/reconstruction to local collector. 36' wide, bike lanes, no parking and sidewalks.	Long	\$3,045,712	\$913,714	\$609,142	\$0	\$1,522,856	\$0	\$0	\$3,045,712	Non-Exempt	PM ₁₀	
224	Nebraska Ave: McCarter Drive to S. Union Ave	Reconstruction east half of street to local collector. 36' wide and sidewalk.	Long	\$325,631	\$97,689	\$65,126	\$0	\$162,816	\$0	\$0	\$325,631	Exempt	PM ₁₀	
225	Beacon Drive: Madrone to Hillcrest	Full reconstruction of collector. Bike lanes and sidewalk.	Long	\$3,868,774	\$1,160,632	\$773,755	\$0	\$1,934,387	\$0	\$0	\$3,868,774	Exempt	NA	
226	Pansy Lane: Redwood Ave to North End	Full reconstruction of local collector. 36' wide and sidewalk.	Long	\$428,435	\$128,531	\$85,687	\$0	\$214,218	\$0	\$0	\$428,435	Exempt	PM ₁₀	
227	Hamilton Lane: Overland Drive to Cloverlawn Drive	Full reconstruction local collector to include sidewalks.	Long	\$5,128,375	\$1,538,513	\$1,635,333	\$0	\$1,954,529	\$0	\$0	\$5,128,375	Exempt	NA	
228	East Park Street: Gold River Lane to Clara Ave	Full reconstruction local collector to include sidewalks.	Long	\$1,079,657	\$323,897	\$215,931	\$0	\$539,829	\$0	\$0	\$1,079,657	Exempt	PM ₁₀	
229	Haviland Drive: Grandview Ave to Highline Canal	Full reconstruction local collector to include sidewalks.	Long	\$1,456,676	\$437,003	\$291,335	\$0	\$728,338	\$0	\$0	\$1,456,676	Exempt	PM ₁₀	
230	Portola Drive: 450-Feet West of Gladiola Ave	Full reconstruction of local collector. 36' wide and sidewalk.	Long	\$382,175	\$114,653	\$76,435	\$0	\$191,088	\$0	\$0	\$382,175	Exempt	PM ₁₀	
231	Portola Drive: Gladiola Ave to Shannon Lane	Full reconstruction of local collector. 36' wide and sidewalk.	Long	\$885,396	\$265,619	\$177,079	\$0	\$442,698	\$0	\$0	\$885,396	Exempt	PM ₁₀	
232	Shannon Lane: Portola Drive to North Railroad (ROW)	Full reconstruction of local collector. 36' wide and sidewalk.	Long	\$636,957	\$191,087	\$127,391	\$0	\$318,479	\$0	\$0	\$636,957	Exempt	PM ₁₀	
Long Range Total					\$5,646,405	\$4,373,928	\$0	\$8,801,016	\$0	\$0	\$18,821,348			
Funds Remaining					\$4,241,422	\$3,632,072	\$0	\$20,592,595	\$0	\$0				
Jackson County								\$0						
0	No Long Range Projects	No Long Range Projects	Long										NA	
Long Range Total											\$0			
Josephine County								\$335,638						
402	Monument Drive: Merlin Road to Timber Lane	Install left turn lanes at intersections	Long	\$2,932,500	\$0	\$2,596,862	\$0	\$335,638	\$0	\$0	\$2,932,500		NA	
Long Range Total					\$0	\$2,596,862	\$0	\$335,638	\$0	\$0	\$2,932,500			
Funds Remaining					\$0	\$1,035,210	\$0	\$0	\$0	\$0				
Oregon Dept. of Transportation								\$0						
0	No Long Range Projects	No Long Range Projects	Long										NA	
Long Range Total						\$0					\$0			
Rogue River								\$1,528,790						
602	Main Street	Realign Main Street so that E. Main and W. Main align at the Pine Street intersection.	Long	\$1,500,000	\$0	\$1,035,210	\$0	\$464,790	\$0	\$0	\$1,500,000	Exempt	NA	
Long Range Total					\$0	\$1,035,210	\$0	\$464,790	\$0	\$0	\$1,500,000			
Funds Remaining					\$0	\$0	\$0	\$1,064,000	\$0	\$0				
Josephine Community Transit								\$14,567,085						
719	Vehicle Replacement - 2031	Capital Purchase - Replacement Vehicle	Long	\$410,000	\$0	\$0	\$0	\$0	\$410,000	\$0	\$410,000	Exempt	NA	
720	Vehicle Replacement - 2032	Capital Purchase - Replacement Vehicle	Long	\$410,000	\$0	\$0	\$0	\$0	\$410,000	\$0	\$410,000	Exempt	NA	
721	Vehicle Replacement - 2033	Capital Purchase - Replacement Vehicle	Long	\$410,000	\$0	\$0	\$0	\$0	\$410,000	\$0	\$410,000	Exempt	NA	
722	Vehicle Replacement - 2034	Capital Purchase - Replacement Vehicle	Long	\$410,000	\$0	\$0	\$0	\$0	\$410,000	\$0	\$410,000	Exempt	NA	
Long Range Total					\$0	\$0	\$0	\$0	\$1,640,000	\$0	\$1,640,000			
Funds Remaining					\$4,241,422	\$0	\$0	\$0	\$12,927,085	\$0	\$0			
Total Long Range RTP (2031 - 2040)										\$24,893,848				
Total RTP (2015 - 2040)										\$93,477,008				



Table 6.5 – Tier 2 Projects (unfunded)

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	MRMPO 2015 - 2040 RTP Tier 2 Project List - Unfunded Needs					Cost by Phase	Conformity Status	Project Located in CO or PM10 Maintenance Area?
Jackson County												
Tier 2 Projects - Unfunded Needs												
300	N. River Road, Twin Bridges Rd. Rock Point	Add bicycle/pedestrian path	Tier 2	\$ 3,000,000						\$ 3,000,000		NA
	East Evans Creek Rd. Rogue River - Pleasant Cr.	Upgrade to rural major collector	Tier 2	\$ 3,890,000						\$ 3,890,000		NA
	Old Stage Road, Blackwell Road, Winterbrook Lane	Improve to rural two-lane with shoulder bikeways	Tier 2	\$ 2,500,000						\$ 2,500,000		NA
	N. River Road, Rogue River - Gold Hill	Upgrade to collector	Tier 2	\$ 4,750,000						\$ 4,750,000		NA
Total										\$ 14,140,000		
Josephine County												
Tier 2 Projects - Unfunded Needs												
	Dowell Road at Wolf Lane	Improve intersection	Tier 2	\$1,000,000						\$1,000,000		NA
	Cloverlawn Drive (MP .5 - 3.6)	Widen shoulders to min. 4-feet, resurface, improve intersection with Summit Loop Road	Tier 2	\$2,500,000						\$2,500,000		NA
	Rogue River Loop Highway / Lower River Road	Widen shoulders	Tier 2	\$17,037,500						\$17,037,500		NA
Total										\$20,537,500		
Rogue River												
Tier 2 Projects - Unfunded Needs												
	Rogue River	Provide multi-use pathway along both sides of the river. Create a multi-use pathway loop at N side of river connecting to a bike lane/path at N. River Road. Connect City pathways with a regional system.	Tier 2	per design						per design		NA
	Evans Creek	Provide a pathway following Pine St. and E. Evans Creek Rd. to the High School.	Tier 2	per design						per design		NA
	Various Arterials and Collectors	Provide access improvements, such as curbs.	Tier 2	per design						per design		NA
	Wards Creek	Provide pathway along Wards Creek.	Tier 2	per design						per design		NA
Total										NA		
Total Tier 2 Projects										\$ 34,677,500		



Map 6-1 – RTP Projects

