



AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Date: Thursday, January 21, 2016

Time: 2:30 p.m.

****Please Note Change in Meeting Location****

Location: City Council Chambers, Grants Pass City Hall, 101 NW 'A' Street, Grants Pass, Oregon

Phone : Sue Casavan, RVCOG, 541-423-1360

MRMPO website : www.mrmppo.org

1. Call to Order/Introductions/Review AgendaDarin Fowler, Chair
2. Review/Approve Minutes (Attachment #1)Chair

Presentation Item:

3. ODOT Draft Bicycle and Pedestrian Plan..... Savannah Crawford, ODOT

Background: On Friday November 13th, the Oregon Transportation Commission opened the 90 day public comment period for the Draft Oregon Bicycle and Pedestrian Plan (OBPP). The OBPP is the biking and walking element that refines Oregon Transportation Plan, establishing a vision and policy foundation for the next 25 years. Savannah Crawford, ODOT will provide an overview of the plan and answer questions.

Attachment: #2 – Memo to Oregon MPOs

Action Requested: None

Action Items:

4. Regional Transportation Plan (RTP) Chapter 10.....Greg Stabach

Background: The MRMPO TAC reviewed and revised Chapter 10 *Environmental Considerations* at their January 7, 2016 meeting, and recommends Policy Committee approval. Staff will provide the Policy Committee with an overview of the chapter.

Attachment: #3 – RTP Draft Chapter 10; Chapter 10 Maps posted at link below:
http://mrmppo.org/images/Policy%20Committee/Meeting%20Materials/2016/Attach3_EnvMaps.pdf

Action Requested: Consider approving Chapter 10.

5. Regional Transportation Plan (RTP) Chapter 11.....Dan Moore

Background: The MRMPO TAC reviewed and revised Chapter 11 *System Performance* at their January 7, 2016 meeting, and recommends Policy Committee approval. Staff will provide the Policy Committee with an overview of the chapter.

Attachment: #4 – RTP Draft Chapter 11

Action Requested: Consider approving Chapter 11.

6. MRMPO Planning Update..... Dan Moore

7. Public Comment*.....Chair

(Limited to one comment per person, five minute maximum time limit)

8. Other Business / Local BusinessChair

(Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.)

9. Agenda Build for Next Meeting..... Dan Moore

10. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Thursday, February 18 at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

- The next Middle Rogue MPO TAC meeting is scheduled for Thursday, February 4 at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Policy Committee

November 19, 2015

The following attended:

MRMPO POLICY COMMITTEE

NAME

Darin Fowler, Chairman

Jan Fish

Art Anderson for Mike Baker

Colleen Roberts

Robert Brandes

Jason Canady (replacing Terry Haugen)

Pam Van Arsdale, Vice Chairman

Rick Riker (replacing Mark Gatlin)

Dan DeYoung

REPRESENTING

Grants Pass

Gold Hill

ODOT

Jackson County

Josephine County

Grants Pass

Rogue River

Grants Pass

Grants Pass

Others Present

Jenna Stanke-Marmon

Aaron Cubic

Leslie Orr

Jackson County

Grants Pass

Grants Pass Bike/Ped

RVCOG Staff

Dan Moore

Bunny Lincoln

Andrea Napoli

RVCOG

RVCOG

RVCOG

1. Call to Order / Introductions/ Review Agenda

The Chairman called the meeting to order at 2:30 pm.

2. Review / Approve Minutes

The Chairman asked if there were any changes or additions to the previous meeting minutes.

Art Anderson did not attend the meeting.

On a motion by Pam seconded by Jan Fish, the minutes were approved as corrected. Art Anderson, Dan DeYoung, Rick Riker abstained.

3. Rogue River Greenway (presented after Item #4, due to an internet issue)

Jenna Stanke, representing Jackson County) presented an update on the RR Greenway, showing a map of the Greenway location, and speaking about the portion completed so far. She also shared funding sources for various completed phases. Four miles are complete. The connection will be from Grants Pass to the Rogue Valley Greenway. Ms. Stanke also commented on the low volume roadways that would be utilized between Gold Hill and the terminus of the existing RV Greenway. Funding is now available for the design and engineering for the 2.5 of trial. There are some serious engineering and railroad coordination challenges between Rogue River and Grants Pass. Art Anderson commented that it would be a good time to reach out to the railroad at this time, and he would be willing to work on this. Details of Jackson County and State management of the Greenway were mentioned, because the entire project will involve both Josephine & Jackson Counties. Various cities are partnered in the project as well.

Roles & Responsibilities:

Jackson County

OPRD

RR Greenway Foundation

Cities – Gold Hill, Rogue River, Grants Pass, & Josephine County

Project photos provided:

Blackwell/Hwy. 140 (including tunnel)

Sardine Creek

Valley of the Rogue to Rogue River

Rogue River Greenway: North River Road (including funding source chart)

Project Benefits:

Travel alternatives

Expanded travel options

Connection between Valley of the Rogue State Park & Gold Hill

Tourism attraction

Improves regional trail system

Contributes to health & well being of residents/visitors

Traffic counters are being used to determine Greenway bike/ped volumes in various areas. Safety is a serious concern with a trail/railroad interface, but has not been discussed in great detail. A comment was made that the railroad preferred not to deal with the trail issue, and threw up a lot of “roadblocks”. Grants Pass needs to start planning for its Greenway route/design in order to be ready when the existing project(s) reach the City boundary. Most of the current transportation “gaps” fall within the MPO boundary, and MPO support of the RR Greenway extension was seen as important.

Action Items:

4. RVACT/MRMPO Coordination Policy Revisions

Dan Moore presented the proposed revisions to the existing Coordination Policy. The Commission wants to implement a Chair/Co-Chair scenario. ODOT proposed three minor revisions to the Joint Policy as adopted by the Policy Committee at its previous meeting.

Second Paragraph: Whereas the RVACT recognizes the need for project funding coordination with the MRMPO;

Third Paragraph: Therefore,... the MRMPO (in its prioritization of State Transportation Improvement Program funding)...

The proposed makeup of the subcommittee includes:

- The sitting Chairperson of the MRMPO Policy Committee
- The sitting Chairperson of the RVACT
- The sitting Vice Chairperson of the RVACT
- An MRMPO Policy Committee member selected by the MRMPO Policy Committee
- The sitting Chairperson of the MRMPO serving as an ex-officio member of the subcommittee
- The ODOT Area Manager

Final Paragraph: This process shall be evaluated biannually by both the RVACT and the MRMPO.

Policy signatures shall include both the RVACT and MRMPO Chairpersons because the document is now a Joint Policy.

The MRMPO TAC recommended approval of the Coordination Policy, as revised.

On a motion by Pam Van Arsdale, seconded by Rob Brandes, the RVACT/MRMPO Coordination Policy was approved, as revised, by unanimous voice vote.

5. Regional Transportation Plan (RTP) Chapter 9 – Air Quality

Dan Moore presented Chapter 9 (Air Quality), Map 9-1 represents the MRMPO Air Quality Maintenance Areas.

- **Introduction**
 1. **Carbon Monoxide Status**
 2. **PM₁₀ Status**
 3. **Conformity Requirements and Findings** (Grants Pass meets federal air quality standards in the Limited Maintenance Areas.
 4. **How the MRMPO Demonstrates Conformity**
 - a. Transportation plans and projects provide for timely implementation of SIP transportation control measures.
 - b. Transportation plans and projects comply with fiscal constraint element.
 - c. The MPO's interagency consultation procedures meet applicable requirements.
 - d. Transportation plans conformity is determined no less frequently than every four years, and plan amendments and transportation projects conformity is demonstrated in accordance with timing requirements specified in 40 CFR 93.104.
 - e. The latest planning assumptions and emissions model are used as set forth in 40 CFR 93.110 and 40 CFR 93.111.
 - f. Projects do not cause or contribute to any new localized carbon monoxide or particulate matter violations.
 - g. Project sponsors and/or operators provide written commitments.
- 5. **Review and Approval actions to be taken**
 - MRMPO Policy Committee formally adopts the findings described in the AQCD,
 - USODOT/EPA confer on the analysis.
 - USODOT makes conformity decision based on the AQCD.

- The MRMPO 2015-2040 plan and the 2015-2018 MTIP go into effect.

6. **Map 9.1 – MRMPO Air Quality Maintenance Area**

The MRMPO TAC recommended approval of Chapter 9.

On a motion by Pam Van Arsdale, seconded by Colleen Roberts, the Regional Transportation Plan (RTP) Chapter 9 – Air Quality was approved with corrections, by unanimous voice vote.

6. **Regional Transportation Plan (RTP) Chapter 12 (Safety & Security) Updates**

Dan Moore presented an overview of the Chapter 12 (Safety & Security) updates:

A. **Multi-Modal Safety - Most important element considered in every transportation project.**

1. **Approach to Safety - Public Education & Facility Improvement**

The second paragraph in the final paragraph was amended to read:

“Due to funding shortfalls, the Josephine County Sheriff’s Department may not be able to respond to crashes within the County’s jurisdiction, which results in an under-reporting of crashes.”*

2. **Safety - Crash Data, Functional Class, Roadway Type, Crashes by Jurisdiction, Crash types 2009-2013, Crash Severity 2009-2013, ODOT Safety Priority Index System (SPIS) (Tables 12.1 - 12.5 & Figures 12.1 – 12.2)**

Art Anderson said that the ODOT statistics (2009-2013) were outdated, and needed to be checked out with their Safety Department.

Dan DeYoung wanted to have the rear end crash statistics go back further than 2009, to account for increased use of cell phones in vehicles. Art Anderson said that 2015 crash statistics have increased significantly, suspected to be because of increased driver distraction by visual technological advancements.

The Committee agreed to have the statistics rolled back several years.

3. **RTP Safety Projects**

- Continued crash documentation
- Create crash GIS database files and maps by mode
- Coordinate with lead agencies
- Continue Intelligent Transportation Systems (ITS) planning/programming
- Continue MRMPO committee review/public project evaluation to ensure proper weighting/priority of safety projects’ plans & programs

B. **Multi-Modal Security (extended to the current MAP-21) - Transportation acts require long-range RTPs to consider security separately from transportation safety, resulting in anticipated changes to plans, designs, implementation & operation.**

1. **Definitions** - Table 12.6 provides a description of various types of security problems that can arise in any transportation system:
 - Aggravated Assault
 - Arson
 - Burglary
 - Larceny/Theft
 - Trespass
 - Vandalism
 - Terrorism
2. **An Approach to Security** – The Plan offers six options for action:
 - Prevention:** Stopping an attack, improved security designs, surveillance, monitoring, & sensing technologies
 - Response:**
 - Mitigation
 - Monitoring
 - Recovery
 - Investigation
 - Institutional learning
3. **MRMPO Area Security Planning** - Specific strategies have been developed for:
 - Intelligent Transportation Systems (ITS) Program
 - Freight
 - Transit

Emergency Planning - Another aspect of providing for secure transportation has to do with the subject of “emergency planning”. While transportation security is directly related to preventing attacks that are intended to harm people and damage facilities, harm modes of travel, and harm important transportation infrastructure, emergency planning is intended to respond to unforeseen natural events and disasters. A security incident is one that directly pertains to acts of terror resulting in regional, local, or specific location attacks on people, sites, facilities, or transportation infrastructure; whereas emergency response planning efforts address preparedness and response and recovery to natural disasters such as earthquakes, floods, hurricanes, violent weather, fires and similar incidents. There are several agencies that coordinate on security and safety matters for the purpose of homeland security. The term “homeland security” refers to domestic governmental actions designed to prevent, detect, respond to, and recover from acts of terrorism, and also respond to natural disasters. Homeland security represents a concerted, national effort to protect the homeland by all levels of government at the Federal, State and local levels, for the sole purpose of protecting the United States from internal and external hazards.

Art Anderson said this was the first time he had seen homeland security concerns added to transportation planning.

The MRMPO TAC recommended approval of Chapter 12.

On a motion by Colleen Roberts, seconded by Jan Fish, the Regional Transportation Plan (RTP) Chapter 12 (Safety & Security) was unanimously approved by voice vote.

7. Regional Transportation Plan (RTP) Chapter 5 (Transportation Options (TO))

Rogue Valley Transit District provided input on the content of the Transportation Options section of Chapter 5. Transportation Options are required for communities with larger populations;

Chapter 5 includes:

F. Transportation Options

1. **Introduction** - The “MRMPO is starting a” Transportation Options (TO) program “with assistance from” the Rogue Valley Transit District (RVTD).
2. **TO’s Purpose** – Reduction in single-occupant vehicle (SOV) use while offering transportation options.
3. **How TO Works**
 - **Alternative Work Arrangements**
 - **Employee Flex-Time Program**
 - **Staggered Work Hours**
 - **Compressed Work Week**
 - **Telecommuting,**
 - **Ridesharing**
 - **Guaranteed Ride Home (GRH)**
 - **Preferential Parking**
 - **Ride Matching,**
 - **Support for TO**
 - **Current TO Activities**
 1. Public education on TO
 2. Public outreach on TP/non-SOV transportation modes
 3. Drive Less Connect assistance
 4. Free employer trip reduction analysis on request
 5. On site employer transportation fairs on request
 6. Free community materials for disbursement
 7. Trip Reduction Incentive Program
 8. Coordination of awareness events
 9. TO media advertising
 - **Future TO Activities**
 1. Government outreach to educate officials about TO measures including attending meetings to promote the use of TP measures, and reviewing planning documents and site design for TO supportive policies and infrastructure;
 2. Supporting parking construction mitigation – reducing the need for parking expansion with TP measures;
 3. Bicycle parking review and site design;
 4. Individualized TO marketing programs;
 5. Marketing of TO through general advertising in various media; and
 6. Business commute challenge.

4. Educating the Public about TO**5. Facility and Service Requirements)****7. Future Outlook****8. Policy Issues and Actions -**

- Identifying, encouraging & assisting role models using alternative transportation
- Encouraging high density, multi-use development
- Adoption of parking spaces requirements & options
- Partnering with City governments to encourage large employers to adopt TO strategies
- Prioritizing completion of bike/ped projects in early Plan phases
- Encouraging bike/ped circulation plans in larger developments
- Securing funding for street aesthetics
- Public/employer outreach & marketing to raise TO awareness

The MRMPO TAC recommended approval of Chapter 5 (Transportation Options).

On a motion by Pam Van Arsdale, seconded by Jan Fish, Regional Transportation Plan (RTP) Chapter 5 – Transportation Options (TO) was unanimously approved.

8. MRMPO Planning Update

- Staff is nearing completion of the RTP.
- Chapter 12 will be returned to included the expanded time frames
- Salem ODOT has completed the Bike/Ped Plan, and will be making a presentation to the various MPO committees, proposed to be Thursday, January 21, 2016
- OMPOC did a tour of the new facilities on/near the Willamette River.

8. Public Comment

None.

9. Other Business / Local Business

- Robert Brandes said that the Lincoln Road project was being pulled
- Scott Chancy is pursuing the Bike Transit project
- COG Staff will be analyzing the JTC survey data
- The December Policy Committee meeting was cancelled.

10. Agenda Build for Next Meeting

- Discuss a new OMPOC representative

11. Adjournment

The meeting was adjourned at 3:45 p.m.

Next MRMPO TAC meeting – Thursday, Dec. 3, 2015 @ 1:30 pm

Next MRMPO Policy Committee meeting – **Thursday, Jan. 21, 2016 @ 2:30 pm**

STATE OF OREGON**MEMORANDUM****Department of Transportation
Transportation Development Division**

Mill Creek Office Park
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178
(503) 986-4121 FAX (503) 986-4174

Date: December 1, 2015

TO: Metropolitan Planning Organizations

FROM: Savannah Crawford, Principal Planner
Oregon Department of Transportation

SUBJECT: Draft Oregon Bicycle and Pedestrian Plan Public Comment Period

On Friday November 13th, the Oregon Transportation Commission opened the 90 day public comment period for the Draft Oregon Bicycle and Pedestrian Plan (OBPP). The OBPP is the biking and walking element that refines Oregon Transportation Plan, establishing a vision and policy foundation for the next 25 years. Its nine goal areas cover topics such as safety, connectivity, health, community/economic vitality and strategic investment. Policies and strategies provide direction for ODOT and guide decisions across the state in planning for, investing in, constructing and maintaining biking and walking facilities, as well as cover education, outreach, and programmatic activities.

The OBPP solicited input from a diverse mix of Oregon stakeholders through a variety of methods: a 16 member Policy Advisory Committee, a Technical Advisory Committee, stakeholder interviews, listening meetings, and other outreach opportunities. Committee and working group members include federal, regional, local jurisdictions, business interests, transportation providers, and others.

Over the next three months, ODOT staff is conducting public outreach for the OBPP to interested stakeholder groups and agencies throughout Oregon. The draft OBPP is available for public comment now **through February 18, 2016**. After completing public outreach, ODOT staff, in coordination with the Policy Advisory Committee, will review the comments and make a recommendation to the Oregon Transportation Commission regarding adoption of the final OBPP in the spring/summer of 2016.

With this letter, we are extending an invitation for you to participate in review and comment on the Draft OBPP:

Bicycle and Pedestrian Plan Outreach

December 1, 2015

Page 2

Executive Summary

http://www.oregon.gov/ODOT/TD/TP/BikePed/Draft_ExecutiveSummary_PublicReview.pdf

Draft Plan

http://www.oregon.gov/ODOT/TD/TP/BikePed/DraftPlan_PublicReview.pdf

We will be updating the website regularly to include information on upcoming presentations/events. In addition, we will have an online open house available mid-December, so stay tuned! For more information, please visit the Plan website: <http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>.

If you have any questions or would like to discuss the Oregon Bicycle and Pedestrian Plan in more detail, please contact:

Savannah Crawford at 503-986-4105 or savannah.crawford@odot.state.or.us

Amanda Pietz at 503-986-4227 or amanda.pietz@odot.state.or.us

Thank you.

Chapter 10 – Environmental Considerations

The Environmental Considerations Chapter includes a discussion of potential environmental impacts, avoidance and mitigation activities at the policy and strategy level rather than from a project-specific level. This analysis is a specific requirement of the Moving Ahead for Progress for the 21st Century (MAP-21), signed into law in 2012.

This discussion was developed in consultation with federal, state and tribal wildlife, land management, and regulatory agencies, as shown on Table 10.1.

Table 10.1

<i>Agency</i>
Confederated Tribes of Siletz Indians
Cow Creek Band of Umpqua Tribe of Indians
Oregon Department of Environmental Quality (DEQ)
Oregon Department of State Lands (DSL)
Oregon Department of Fish and Wildlife (ODFW)
Oregon Department of Transportation (ODOT)
Oregon Department of Land and Conservation (DLCD)
Oregon State Historic Preservation Office (SHPO)
U.S. Army Corps of Engineers (USACE)
U.S. Department of Commerce, National Marine Fisheries Service (NMFS)
U.S. Department of Transportation Federal Highway Administration (FHWA)
The Confederated Tribes of Grand Ronde
U.S. Department of Transportation Federal Transit Administration (FTA)
U.S. Environmental Protection Agency (EPA)
U.S. Fish and Wildlife Service (USFWS)

Environmental mitigation activities are defined in MAP-21 as strategies, policies, programs, actions and activities that over time will serve to minimize or compensate for the impacts to or disruption of elements of the human and natural environment associated with the implementation of the Regional Transportation Plan (RTP).

MAP-21 requires that metropolitan planning organizations, as part of the consultation process, discuss types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain

the environmental functions affected by the plan. These activities should also be developed in consultation with Federal, State and tribal wildlife, land management and regulatory agencies (23 U.S.C. 134(i)(2)(D)).

To fulfill this requirement, a comparison of projects in the RTP to historic and environmentally-sensitive areas was conducted to determine the environmental impacts and potential mitigation activities that could be implemented in areas where a project intersects a resource area.

MAP-21 requires a discussion of potential mitigation activities for each environmental resource affected by the RTP. These activities will be considered if the project, at the time of implementation, would produce any effect on the environment.

This RTP includes non-federally-funded regionally significant projects for air quality purposes and projects that receive federal funds. Some environmental laws and regulations are applicable regardless of the funding source. This chapter will outline the applicability of those laws and regulations as related to expected funding.

A. Inventory and Mapping

The MRMPO inventoried historic and natural resources within the MPO planning boundary. The work was coordinated with the appropriate federal, state, tribal, wildlife, land management and regulatory agencies.

The MRMPO collaborated with consultation partners to identify and obtain the most current, complete and accurate data possible from which to develop the inventory in this chapter.

This framework consists of a library of Geographical Information Systems (GIS) shape files (data layers); and a set of maps highlighting ecologically important areas, linkages within and outside of the valley, and conflicts with planned transportation projects or existing transportation structures (e.g., culverts).

Data was incorporated into GIS to create the maps that illustrate important environmental areas. Inventory and resource data are included in the discussion sections of this chapter; all maps appear in numerical order at the end of the chapter.

Environmental Considerations Maps 10-1 through 10-8 depict information pertaining to:

- Prime Agricultural Soils, Viticulture Areas, Vineyards, and Orchards
- Wetlands and Special Flood Hazard Areas
- Fish Passage Barriers, Salmonid Habitat, and Water Quality (TMDL) Limited Streams
- Conservation Opportunity Areas, Wildlife Sensitivity, and Wildlife Linkages
- Wildlife Movements
- Wildlife Collision Hotspots
- Historic Places
- RTP Projects Intersecting Selected Environmental or Historic Areas

Details about selected maps appear below, with more in depth discussion of issues surrounding environmental features in the sections that follow. Map pages begin on page 10-17.

Prime Agricultural Soils, Viticulture Areas, Vineyards, and Orchards Map 10-1 – RTP projects that are located on agricultural soils (irrigated soils classes 1-4). This soil information is derived from U.S. Department of Agriculture (USDA) soils data, which categorize soils into eight capability classes. Viticulture areas represent the areas that meet the criteria for High Value farmland within the Viticultural Area per ORS 195. Vineyard information for both counties is provided by Greg Jones, Professor of Environmental Science and Policy, Southern Oregon University.

Wetlands and Special Flood Hazard Area, Map 10-2 – illustrates RTP projects that intersect the National Wetlands Inventory, Grants Pass Local Wetlands Inventory, and FEMA's Special Flood Hazard Area (100 year floodplain). Note: The National Wetlands Inventory has limitations for planning efforts including the lack of mapping wetlands smaller than one acre, farmland wetlands, and some other smaller features. Due to the lacking information, some mitigation opportunities and potential impact areas may be missed if better location information is not available. (DSL 2015)

Fish Passage Barriers, Salmonid Habitat, and TMDL (Water Quality Limited) Streams, Map 10-3 – Identifies fish passage barriers (primarily culverts and dams) and illustrates RTP projects that intersect with Salmonid habitat (Coho salmon, Chinook Salmon, and Steelhead) and TMDL approved streams (water quality limited streams). Streams for which management plans (Total Maximum Daily Load action plans) have been approved are shown.

Conservation Opportunity Areas, Wildlife Sensitivity, and Wildlife Linkages, Map 10-4 – Identifies ODFW's priority areas for conservation actions that directly benefit wildlife and habitats (conservation opportunity areas), wildlife sensitivity data, and key movement areas for wildlife (linkages).

Wildlife Movements, Map 10-5 – illustrates RTP projects that overlap with ODFW wildlife movement data, which are key movement areas for wildlife, emphasizing areas that cross paved roads.

Wildlife Collision Hotspots Map 10-6 –illustrates RTP Projects that overlap with high frequency wildlife carcass incidents (from Oregon Department of Transportation dispatch records of carcass reports). Includes only records of deer and elk.

Historic Places, Map 10-7 – The National Parks Service National Register of Historic Places mapped with the RTP projects.

B. Environmental Justice

Environmental Justice encompasses three fundamental principles:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations

2. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
3. Prevent the denial of, reduction in, or significant delay of these protections for minority and low-income populations.

These principles work to identify and appropriately address disproportionately high and adverse health or environmental effects on minority and low-income populations.

Environmental Justice stems from Title VI of the Civil Rights Act of 1964 and Executive Order 12898 of 1994. The latter, Executive Order 12898, states that federal agencies incorporate achieving Environmental Justice into their missions.

MRMPO maintains a separate civil rights plan: <http://MRMPO.org/files/Environ-Justice-Plan-FinalDoc-10-23-2010.pdf>

One of the Middle Rogue Metropolitan Planning Organization's Environmental Justice goals is to achieve equal protection from environmental and health hazards and equal access to decision-making for all citizens of the MRMPO area in an effort to promote quality of life.

Environmental Justice principles are addressed through policy, as well as through actions by the **MRMPO** to promote equality. Through constant and consistent assessment the **MRMPO** will work to assure Environmental Justice.

C. Environmental Considerations in Planning

It is appropriate to begin considering the environmental consequences of any policy, project, and/or program that address transportation deficiencies. However, such consideration is not expected to be at the same level of detail as may be required by the National Environmental Policy Act (NEPA). It is important to note that a NEPA process is required for any transportation project having a federal nexus. A project has a federal nexus if it involves federal funding, a federal permit or approval, use of federal lands, or a federal program.

1. Early Consideration of Environmental Consequences

A common principle of environmental laws and regulations is a stepped process that focuses on:

- Avoiding impacts to resources;
- Minimizing those impacts that are unavoidable, and
- If impacts are not avoidable, mitigating for those impacts.

If these processes can be considered at a regional level, projects may be able to advance through required environmental processes more quickly than projects whose impacts must be evaluated and considered independently.

2. Use of Environmental Information

Environmental information is typically collected and analyzed in the transportation planning process. The **MRMPO** maintains a GIS library of environmental data that can be used to

identify and document potentially affected environmental resources. This information can then be used to identify opportunities to avoid or minimize environmental impacts of any alternative transportation solutions being considered, modify alternatives being considered, or potentially eliminate alternatives with unacceptable or greater environmental consequences.

Maps 10-1 through 10-8 were created by overlaying the planned transportation projects with environmental data including wetlands, floodplains, fish (salmonid) habitat, wildlife critical habitats, and ecologically sensitive areas.

Documentation – Environmental information and/or analyses used in the planning process, and environmental impact avoidance or minimization actions taken, should be thoroughly documented. This will allow information to be used again, or incorporated as evidence of mitigation, resulting in effective and expedited environmental review.

3. Evaluation of Impacts

The evaluation of the impacts a roadway project has on natural areas and historic resources shall take into account (23 CFR Part 777.7):

- a. The importance of the impacted wetlands and natural habitats. Evaluation shall consider:
 - Wetland and natural habitat functional capacity
 - Relative importance of these functions to the total wetland or natural habitat resource of the area
 - Other factors such as uniqueness, aesthetics, or cultural values; and
 - Input from the appropriate resource management agencies through interagency coordination.
- b. The extent of roadway impacts on the wetlands and natural habitats
- c. Actions necessary to comply with the Clean Water Act, Section 404; the Endangered Species Act of 1973; and other relevant Federal statutes. The short and long-term effects of the project on wetland or natural habitat functional capacity.

4. Avoidance, Minimization, Mitigation

The MRMPO, utilizing GIS, species accounts, soil types and other relevant data, seeks to avoid or minimize environmental impacts to the greatest extent possible. Agency review (NOAA Fisheries 2015) has also emphasized the importance of avoiding and minimizing impacts. Where impacts cannot be avoided, efforts will be made to ensure appropriate mitigation. Additionally, the MRMPO works with other agencies to provide greater benefits to the environment regionally. Additional discussion of avoidance, minimization and mitigation appears in subsequent sections addressing specific resources.

The Rogue Valley Council of Governments has a Natural Resource Department that coordinates and facilitates resource projects within the region. Subsequently, this internal knowledge of natural resources, combined with regional collaboration, will lead to improved avoidance measures and natural resource mitigation activities.

Mitigation is the attempt to offset potential adverse effects of human activity on the environment. Mitigation is the last step of the avoidance and minimization process. The National Environmental Policy Act regulations define mitigation (40 CFR 1508.20) as follows:

1. Avoiding adverse impacts by not taking an action.
2. Minimizing impacts by limiting the degree of action.
3. Rectifying by repairing, rehabilitating, or restoring the affected environment.
4. Reducing or eliminating impacts over time through preservation and maintenance activities.
5. Compensating for an impact by replacing or providing substitute resources or environments. In most mitigation agreements, more of a resource or habitat must be provided than was originally present. Ratios greater than 1:1 are required in part to compensate for unrealized losses and the inability of technology to completely restore the natural environment.

5. Wetlands and Natural Habitats

The MRMPO encourages progressive approaches to wetlands and natural habitat mitigation. These approaches include the development of conservation and mitigation banking agreements or the purchase of intact natural areas. Conservation and mitigation banks differ to some degree. Mitigation bank could refer to mitigation of any habitat, although they are typically referring to wetland mitigation per federal guidance for Compensatory Mitigation for Losses of Aquatic Resources, Federal Register / Volume 73, Number 70, Thursday, April 10, 2008 / Rules and Regulations, Army Corps of Engineers (COR), 33 CFR Parts 325 & 332, Environmental Protection Agency (EPA), 40 CFR Part 230 or State guidance ORS 196.600 to 196.655.

Whereas conservation banks are oriented toward endangered, threatened and other at-risk species; habitats are selected and managed based upon the needs of those specific species. Roadway projects are linear, often resulting in many small, incremental impacts. Subsequently, on-site mitigation sometimes results in isolated wetlands and natural habitat that might not provide benefits commensurate with costs and time required to establish wetland and natural habitat functions.

Wetland or habitat banks have the ability to provide more wetland or habitat values and benefits per acre; consequently, the increased habitat benefits result in greater benefits to fauna, and often result in increased biodiversity. It is noteworthy that the mitigation area needs to receive sufficient management to ensure their functions will be sustained in perpetuity. In some cases it may be mutually beneficial, both in preserving the environment and creating an effective transportation system, to preserve the same or similar habitats in relatively close proximity to the habitats being impacted. The MRMPO recognizes that the Rogue Valley provides valuable habitat along the Pacific flyway, one of four flyways nationwide. Therefore, the MRMPO will strive to lessen impacts to habitats upon which species are dependent.

Additionally, efforts will be made to establish and maintain regional collaboration, both in identifying potential mitigation areas and ensuring their management in perpetuity.

Reducing Impacts – There are a number of actions that can be taken to minimize the impact of roadway projects on wetlands or natural habitats (23 CFR Part 777.9).

- Avoidance and minimization of impacts to wetlands or natural habitats through realignment and special design, construction features, or other measures.
- Compensatory mitigation alternatives, either inside or outside of the right-of-way. This includes, but is not limited to, such measures as on-site mitigation, when that alternative is determined to be the preferred approach by the appropriate regulatory agency; improvement of existing degraded or historic wetlands or natural habitats through restoration or enhancement on or off site; creation of new wetlands; and under certain circumstances, preservation of existing wetlands or natural habitats on or off site. Restoration of wetlands is generally preferable to enhancement or creation of new wetlands.
- Improvements to existing wetlands or natural habitats. Such activities may include, but are not limited to, construction or modification of water level control structures or ditches, establishment of natural vegetation, re-contouring of a site, installation or removal of irrigation, drainage, or other water distribution systems, integrated pest management, installation of fencing, monitoring, and other measures to protect, enhance, or restore the wetland or natural habitat character of a site.

6. Rogue Wild and Scenic River Designation

The Rogue Wild and Scenic River is best known for its outstanding natural scenery, fishing, whitewater boating, and wildlife and cultural resources. Eighty-four miles of the Rogue River was designated wild and scenic by Congress in 1968, under the Wild and Scenic Rivers Act, to preserve its outstanding qualities. The Applegate River (7 miles west of Grants Pass, Oregon) is the east boundary and Lobster Creek (11 mile east of Gold Beach, Oregon) is the west boundary.

The area gets over half a million visitors, annually. Recreation opportunities include: boating, fishing, guided motorized tour boat trips, guided whitewater fishing and float trips, camping, hiking, swimming, picnicking, wildlife viewing, and sun bathing.

Although the Wild and Scenic section is not within the MRMPO Boundary, consideration of downstream impacts of projects is recommended.

7. Mitigation Banks

The MRMPO encourages the use of mitigation banks, or other habitat preservation measures, to offset habitat impacts. Banks will be approved in accordance with the Federal Guidance for Compensatory Mitigation for Losses of Aquatic Resources, Federal Register / Volume 73, Number 70, Thursday, April 10, 2008 / Rules and Regulations, Army Corps of Engineers (COR), 33 CFR Parts 325 & 332, Environmental Protection Agency (EPA), 40 CFR Part 230, State guidance ORS 196.600 to 196.655, or other agreement between appropriate agencies. Where feasible, the MPO will attempt to collectively conserve habitat areas that provide greater environmental benefits.

Mitigation Bank Areas in the MRMPO

MAP-21 requires MPOs to provide a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. This section of the chapter provides an overview of the potential areas to carry out mitigation activities.

There are no existing or proposed mitigation bank areas in the MRMPO area.

The MRMPO area is part of the service area for the Oregon Department of Transportation (ODOT) operated Vernal Pool Mitigation/Conservation Bank (Bank) near Central Point, used for ODOT projects.

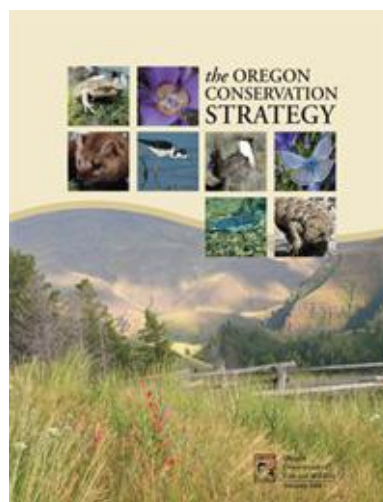
ODOT began an extensive search for prospective vernal pool complex bank sites in 2005. Several prospective sites were viewed in the field by staff from ODOT, the U.S. Fish and Wildlife Service (USFWS), the Oregon Department of Fish and Wildlife (ODFW), the U.S. Army Corps of Engineers (Corps), the Oregon Department of State Lands (DSL), the Oregon Department of Environmental Quality (DEQ), the National Marine Fisheries Service (NMFS), and the U.S. Environmental Protection Agency (EPA).

The Bank is located near the intersection of Newland and Truax Roads, in White City, Jackson County, Oregon. Originally the Bank consisted of the two parcels that comprise 80.23 acres and located west of and directly adjacent to the Nature Conservancy's Whetstone Savanna Preserve (a registered Oregon Natural Heritage Resource) and are of similar character. In 2014, ODOT completed the purchase of four additional parcels (106 acres) adjacent and to the west and north of the original Bank parcels to serve as Individual Permittee Responsible Mitigation for ODOT's Highway 62: Interstate 5 to Dutton Road Project.

The adjacent preserve's acreage is approximately 106 acres of which roughly 13 acres is high functioning. The remaining 100 plus acres will be enhanced and restored to high functioning habitat. In 2014, approximately 14 acres of the property was restored, with additional phases of restoration slated for 2015 through 2017. Cumulatively, upon completion of restoration activities, approximately 196 acres of contiguous high functioning vernal pool complex will be protected and under management to sustain wetland functions and values

8. Wildlife Habitat

The Oregon Department of Fish and Wildlife's (ODFW) follows a conservation strategy that focuses on habitat restoration and maintenance to address the needs of game and nongame species.



The strategy highlights specific actions that can conserve Oregon's fish and wildlife when the chances of success are greatest before they become sensitive or endangered.

The strategy provides information about species and habitats in every region in Oregon and the issues affecting their present and future health. This information is included in the RTP for the purpose of:

- Landowners and land managers who want to improve conditions for at-risk wildlife;
- Agencies and organizations interested in making conservation investments more effective and efficient; and
- Oregonians who want a better understanding of the conservation issues of concern in their area.

The link below offers more information on the ODFW Conservation Strategy for Oregon:
<http://www.dfw.state.or.us/conservationstrategy/contents.asp>

Conservation Strategy for Oregon – Klamath Mountains Ecoregion

The **MRMPO** is situated within the Klamath Mountains ecoregion which covers much of southwestern Oregon, including the Umpqua Mountains, Siskiyou Mountains and interior valleys and foothills between these and the Cascade Range. Several popular and scenic rivers run through the ecoregion, including: the Umpqua, Rogue, Illinois, and Applegate.

Within the ecoregion, there are wide ranges in elevation, topography, geology, and climate. The elevation ranges from about 600 to more than 7400 feet, from steep mountains and canyons to gentle foothills and flat valley bottoms. This variation along with the varied marine influence support a climate that ranges from the lush, rainy western portion of the ecoregion to the dry, warmer interior valleys and cold, snowy mountains.

The Klamath Mountains ecoregion boasts a high rate of species diversity, including many species found only locally. In fact, the Klamath-Siskiyou region was included in the World Wildlife Fund's assessment of the 200 locations most important for species diversity world-wide.

The region is particularly rich in plant species, including many pockets of endemic communities and some of the most diverse plant communities in the world. For example, there are more kinds of cone-bearing trees found in the Klamath Mountains ecoregion than anywhere else in North America. In all, there are about 4,000 native plants in Oregon, and about half of these are found in the Klamath Mountains ecoregion.

The ecoregion is noted as an Area of Global Botanical Significance (one of only seven in North America) and world "Centre of Plant Diversity" by the World Conservation Union. The ecoregion boasts many unique invertebrates, although many of these are not as well studied as their plant counterparts.

While the Klamath Mountains ecoregion is ecologically unique, it embodies many of the conservation issues facing other parts of Oregon. For example, increasing population growth and

development in rural residential and urban communities strain resources, particularly in the southern and eastern portions of the ecoregion. The Klamath Mountains is the second fastest-growing ecoregion in Oregon (the Willamette Valley is experiencing the fastest rate of expansion). Much of the population growth is concentrated in valleys along the Interstate 5 corridor. Demands for choice building sites often coincide with good quality habitat.

Land use conversion and urbanization, loss of habitat connectivity and invasive species are limiting factors identified by the Strategy for this ecoregion. Appropriate transportation planning as well as project design and implementation can be a valuable tool in addressing these factors.

Recent indicators suggest that water quality and riparian condition in the ecoregion may be improving. Much of this change could be attributed to local collaborative conservation efforts via watershed councils and other groups. For more information on the Klamath Mountains Ecoregion and possible actions recommended to restore habitats identified in this ecoregion click on the link below:

http://www.dfw.state.or.us/conservationstrategy/document_pdf/b-eco_km.pdf

Habitat Conservation Opportunities

As defined in the Conservation Strategy, Conservation Opportunity Areas (COAs) are landscapes where broad fish and wildlife conservation goals would be best met. COAs were developed to guide voluntary, non-regulatory actions. There are no COAs located within the **MRMPO** planning area.

9. Barriers to Wildlife Movement

Barriers to fish and wildlife movement are a key conservation issue for the **MRMPO**. Roads, dams and other structures act as barriers to the movement of fish and wildlife. These barriers reduce total habitat, create challenges to animal dispersal and reproduction and make wildlife more vulnerable to injury and death.

ODFW is working with the Oregon Department of Transportation, county transportation departments, and other partners to identify and reduce fish passage barriers and areas where wildlife mortality on highways occurs. ODFW's fish passage rules can be found here: <http://www.dfw.state.or.us/fish/passagel/> (OAR Chapter 635 Division 412).

ODFW notes that stream crossing designs must meet fish passage criteria in order to provide fish passage for Oregon's native migratory fish species. Barriers to migration are a big challenge to recovery for the fish species in the Rogue Basin. In the **MRMPO** area numerous tributaries have significant barriers near their confluence with the Rogue River. Restoration of native fish populations will lag if fish are not able to utilize the habitat available in the watershed, including urban stream areas.

During a project near a stream, it may be possible to utilize equipment and personnel to do smaller scale restoration projects on the nearby waterbody, such as adding some minor retrofits to improve fish passage. This can be scoped with ODFW pre-project.

ODOT is a cooperator on the Oregon Wildlife Movement Strategy, an interagency partnership to inventory and prioritize wildlife movement barriers on the state highway system. ODOT's Geo-

Environmental Section is developing a Wildlife Collision Prevention Plan that addresses Federal Highway Administration and Oregon Department of Fish and Wildlife concerns for animal-vehicle collisions on the state highway system.

The effects of roads on wildlife can be mitigated through the design and construction of underpasses and overcrossings. For more information on wildlife and roads, click on the links below:

<http://www.wildlifeandroads.org/decisionguide/>

http://www.defenders.org/programs_and_policy/habitat_conservation/habitat_and_highways/index.php

10. Endangered Species Act

The Endangered Species Act (ESA) provides for the conservation of species that are endangered or threatened, as well as the conservation of the ecosystems on which they depend. Table 10.2 identifies a list of species (birds, fish, flowers, and mammals), their status at the local, state, or federal levels, and if there is critical habitat in the MRMPO area.

Table 10.2

<i>Species common name</i>	<i>Species scientific name</i>	<i>Status</i>	<i>Critical Habitat (CH)</i>
Birds			
Northern Spotted Owl	<i>Strix occidentalis caurina</i>	T	Y
Fish			
Coho salmon	<i>Oncorhynchus kisutch</i>	T	Y
North American Green Sturgeon	<i>Acipenser medirostris</i>	T	N
Pacific eulachon	<i>Thaleichthys pacificus</i>	T	N
Flowers			
Gentner's Fritillary	<i>Fritillaria gentneri</i>	E	N
Mammals			
Gray Wolf	<i>Canis lupus</i>	E	N
Fisher	<i>Martes pennanti</i>	pT	N

The ESA allows agencies to issue permits to entities who conduct activities that may result in "incidental take" of a protected species. For the three fish species listed as threatened under the ESA potentially affected; Southern Oregon/Northern California Coasts (SONCC) coho salmon (*Oncorhynchus kisutch*), North American green sturgeon (*Acipenser medirostris*), and Pacific eulachon (*Thaleichthys pacificus*), as well as critical habitat designated for SONCC coho salmon, section 305(b) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA) requires entities to consult with NMFS when their actions adversely affect essential fish habitat (EFH) (NOAA Fisheries 2015).

11. Addressing Impaired Water Resources

This portion of the Rogue Valley, like many regions in the United States, has experienced development and modification of the natural landscape. Subsequently, modifications of the natural landscape have led to water resource impacts. Surface waters and associated vegetation have been altered, leaving bodies of water with impairments, such as increased temperatures, decreased dissolved oxygen levels, high levels of bacteria, and other concerns.

As a result of combined impairments to water bodies across the nation, the Clean Water Act was established. The Act includes a system for identifying and working to repair impaired water bodies. The system for identifying impaired water bodies is known as the 303(d) list and requires states to identify impaired waters within their state. The list identifies both the body of water and what impairments it has. The states are then required to prioritize their impaired water bodies and develop action plans, known as total maximum daily loads (TMDLs), to improve water quality of the listed systems.

TMDLs for the streams within the **MRMPO** (Rogue River Basin) have been approved that meet the requirements of Section 303(d) of the Federal 1972 Clean Water Act. Map 10.3 illustrates TMDL water bodies and fish passage barriers; the Rogue River is TMDL listed for bacteria (E. coli and Temperature). Table 10.2 lists TMDL stream segments within the **MRMPO** along with their identified impairments.

Table 10.3

<i>Stream/River</i>	<i>Pollutant(s)</i>
Applegate River	pH, mercury, flow modification, dissolved oxygen, and temperature
Birdseye Creek	temperature
Cheney Creek	dissolved oxygen
Evans Creek	bacteria and biological criteria
Galls Creek	temperature
Jackson Creek (Applegate)	dissolved oxygen
Jones Creek	E. coli and dissolved oxygen
Jumpoff Joe Creek	temperature
Kane Creek	biological criteria
Quartz Creek	temperature
Rogue River	ph, dissolved oxygen, bacteria, and temperature

12. Stormwater Monitoring and Management

Stormwater is the flow of water created by impermeable surfaces, such as roads, highways, bridges, sidewalks and parking lots. There are additional forms of development that contribute to stormwater runoff, such as commercial and residential buildings. Ultimately, the combinations of these impervious surfaces prevent water from infiltrating and percolating through the soils and into the groundwater (groundwater recharge). Consequently, water that used to be available

through groundwater, as well as seeps, which may be needed by streams and other surface waters during the summer months may no longer be available. Therefore, a variety of interrelated impacts can occur.

A consequence of decreasing groundwater is a decrease in the amount of water available to surface waters, such as through seeps or springs. Typically during the warmer months when water levels are lower, seeps may be needed to augment stream flows in order to prevent surface waters (e.g., streams) from becoming shallow and warmer. Surface waters that do not receive appropriate inflow from seeps or springs may not properly function. Subsequently, the lower volumes of surface water lead to temperature increases which result in changes to aquatic and terrestrial species.

Impervious surfaces also lead to increased flows during months with high precipitation. Precipitation runs off and flows downhill (path of least resistance), and ends up in a receiving water body. It is noteworthy that increased runoff causes increased flow rates (seasonal peaks) which in turn cause scour and erosion, often resulting in modifications to the shape of the stream channel. For example, months with a lot of rain create peak flows in stream systems from the increased water being conveyed to them as a result of an increase in impervious surfaces. Consequently, stream channels can scour and banks can erode resulting in the channel being altered and subsequent changes to habitats and composition of species.

As stormwater runoff flows over ground surfaces, it can pick up debris, chemicals, dirt, and other pollutants and flow into a storm sewer system or directly to a lake, stream, river, wetland, or coastal water. Anything that enters a storm drain untreated is discharged into the water bodies. Pollutants commonly found in stormwater include nutrients (nitrogen and phosphorus), oil, bacteria, fertilizers, and metals (e.g., copper, lead, and zinc from automobile brake pads).

Impacts to aquatic and terrestrial habitats and associated fish and wildlife can result from roads and other impervious surfaces. Erosion and scour that changes a stream channel will modify flow, vegetation and temperature, and subsequently favor species adapted to the newly created conditions. In addition, pollutants draining from roads and parking lots can contribute to impaired water quality and degraded wildlife habitat. In relation to fish and aquatic species, these pollutants are a source of potent adverse effects to the biotic ecosystem, even at ambient levels. They are known to accumulate in the prey and tissues of juvenile salmon where they cause a variety of lethal and sub lethal effects including disrupted behavior, reduced olfactory function, immune suppression, reduced growth, disrupted smoltification, hormone disruption, disrupted reproduction, cellular damage, and physical and developmental abnormalities (NOAA Fisheries 2015). Therefore, care in the design of the transportation system is important. Stormwater discharge is regulated under the Clean Water Act, Section 402. Projects will need to meet requirements of any local programs (e.g., NPDES Phase II) and design manuals (e.g. Rogue Valley Stormwater Water Quality Design Manual).

13. Historic and Archeological Considerations

Protection of historic and archeological resources must be considered as part of the decision-making process for transportation projects.

Numerous laws and regulations call for preservation and/or enhancement of cultural resources. These include the Department of Transportation (DOT) Act of 1966, the Federal-Aid Highway Act of 1968, the National Environmental Policy Act of 1969, the National Historic Preservation Act of 1966, the Archeological Resource Protection Act of 1979 and the Surface Transportation and Uniform Relocation Assistance Act of 1987. In addition, regulations by the Council on Environmental Quality (40 CFR, Part 1500-1508) and the Advisory Council on Historic Preservation (ACHP) (36 CFR, Part 800) have been promulgated to assure that effects on historic properties are considered in the development of federal undertakings. Historic properties are any historic district, site, building, structure or object included in, or eligible for inclusion in, the National Register of Historic Places.

Transportation officials are required to make a good faith effort to identify historic properties that may be affected by a transportation project. A discussion of the effects on historic properties must be included in the environmental documentation. This discussion is to be commensurate with the importance of the historic properties as well as the magnitude of the project's impacts on those properties.

The primary provisions related to historic preservation for transportation projects are Section 106 of the National Historic Preservation Act and Section 4(f) of the DOT Act. These provisions are applicable to actions that require federal approval or are undertaken with federal funds.

Section 106 of the National Historic Preservation Act of 1966 (NHPA) as amended through 2000 requires federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on the undertaking. The historic preservation review and consultation process mandated by Section 106 is outlined in regulations issued by ACHP. Revised regulations, "Protection of Historic Properties" (36 CFR Part 800), became effective January 10, 2001 and were further amended in August 2004.

Federal agencies are responsible for initiating Section 106 review, most of which takes place between the agency and state and tribal officials. Appointed by the governor, the State Historic Preservation Officer (SHPO) coordinates the state's historic preservation program and consults with agencies during Section 106 review. Agencies also consult with officials of federally recognized Indian tribes when tribal lands or historic properties of significance to such tribes are involved. Some tribes have officially designated Tribal Historic Preservation Officers (THPOs), who function as a SHPO on tribal lands, while others designate representatives to consult with agencies as needed.

At this time, none of the Tribes in the Region have a THPO. The MPO will consult with the Confederated Tribes of Grande Ronde; Confederated Tribes of Siletz; and Cow Creek Band of Umpqua Indians for each Regional Transportation Plan update. The appropriate Tribe to consult will be determined based upon historic and current information provided.

According to the Advisory Council on Historic Preservation, Section 106 review and consultation requires federal agencies to do the following:

- Determine if Section 106 of the NHPA applies to a given project and, if so, initiate consultation;
- Gather information to decide which properties in the project area are listed in or eligible for the National Register Historic Places;
- Determine how historic properties might be affected;
- Explore alternatives to avoid or reduce harm to historic properties; and
- Reach agreement with the SHPO/THPO (and the ACHP in some cases) on measures to resolve any adverse effects to historic properties.

Another protection to park and wildlife areas is provided by Section 4(f) of the U.S. Department of Transportation Act of 1966. This environmental regulation applies to projects that receive Department of Transportation (FHWA or FTA) funds. Section 4(f) (recodified in 49 USC 303, but still known as Section 4(f)) includes provisions prohibiting federal transportation agencies from using land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or any land from an historic site of national, state, or local significance unless:

- There is no feasible and prudent alternative to the use of land, and
- The action includes all possible planning to minimize harm to the property resulting from use.

In assessing the environmental effects of an action through the National Environmental Policy Act process, FHWA includes an evaluation of the use of land protected under Section 4(f). The environmental regulations for applying Section 4(f) to transportation project development can be found at 23 CFR 771.135. For other detailed guidance on applying the requirements of Section 4(f), the FHWA wrote the Section 4(f) Policy Paper, which discusses such topics as the history of Section 4(f), alternatives analysis, mitigation, and how Section 4(f) relates to other statutes and regulations which protect the same types of resources, including Section 106 of the National Historic Preservation Act.

In order for FHWA field offices to make key determinations on projects having minor impacts or a net benefit on areas protected by Section 4(f), the agency issued several Nationwide Section 4(f) Programmatic Statements. Section 4(f) is considered by the preservation community to be one of the most effective tools in the protection of historic properties. But its stringent standards and interpretations by various court rulings have had the transportation community seeking revisions to provide more flexibility in implementing the law.

14. RTP Projects and Environmental Features

Table 10.4 below lists 2016-2040 projects that intersect with a resource identified in this chapter. The projects are identified with RTP project number, location, and timing (reflected in the color of the text), and the corresponding environmental resource or feature.

The environmental and historic resources and concerns addressed in the chapter and listed in the tables below are: National Historic Districts, wetlands listed in Local Wetlands Inventories and/or National Wetlands Inventory; Special Flood Hazard Area; and fish habitat (Coho, and Steelhead habitat). Projects are mapped with environmental features beginning on Page 15.

Table 10.4

RTP Project Number	Project Location	Project Sponsor	Wetlands	Special Flood Hazard Area	Wildlife Movement	National Historic District	Steelhead	Coho Salmon (Threatened)
201	Allen Cr Rd-W Harbeck to Denton Rd	Grants Pass	X					
202	G Street-Lincoln Rd to Leonard St	Grants Pass	X			X		
203	Fruitdale Dr-Parkdale to Overland	Grants Pass	X	X			X	X
204	G St-Leonard to 3rd St	Grants Pass	X	X		X	X	
205	Fruitdale Dr-Overland to RR Hwy 99	Grants Pass	X	X			X	X
206	Vine St-Highland to Hawthorne Ave	Grants Pass	X					
209	Leonard Rd- Willow Ln to school	Grants Pass	X					
212	Foothill: City Limits-Ament Rd	Grants Pass	X				X	X
213	Hillcrest: 9th to 10th Street	Grants Pass	X					
216	Cloverlawn Dr:Eastview-Hamilton Ln	Grants Pass	X				X	
217	Highland Av:S line sect 6 to NW UGB	Grants Pass	X					
218	Leonard Rd:Dowell to Willow Ln	Grants Pass	X					
220	E Park St:Clara to Hamilton	Grants Pass		X				
222	Hamilton Ln:Park St-RR Hwy	Grants Pass		X				
223	W Park St:Ringuette to Pansy Ln	Grants Pass	X	X			X	
227	Hamilton Ln:Overland Dr-Cloverlawn	Grants Pass	X	X			X	X
228	E Park St: Gold River Ln-Clara Av	Grants Pass		X				
230	Portola Dr: 450ft west of Gladiola	Grants Pass		X				
231	Portola Dr: Gladiola to Shannon Ln	Grants Pass		X				
232	Shannon Ln: Portola-N RR ROW	Grants Pass	X	X				
402	Monument Dr: Merlin Rd-Timber Ln	Josephine County	X	X			X	X
500	OR199-Bridge, 6th St (Cavemen)	ODOT	X				X	X
501	I-5: N Grants Pass-Evans Creek	ODOT	X	X	X		X	X
601	E. Main Street Bridge	Rogue River	X	X			X	
602	Main Street	Rogue River			X			

Green Short range projects.
 Blue Medium range projects.
 Red Long term projects.



Chapter 11 – System Performance

Performance measures in this chapter are forecasts of future travel conditions—specifically traffic congestion. The forecasts are estimates produced by the Grants Pass travel demand model. The model, computer software that performs a series of calculations, is based on information the MRMPO obtained about future population and employment.

Estimates of the numbers of people, jobs and their locations within the region are critical to the model. Also, the transportation network itself is represented in the model.

The current system, including numbers of lanes, locations of intersections, signals, turn lanes and lane widths can be significant to traffic flow and road capacity. Future conditions for all of these factors are estimated in consultation with local, state and federal agencies and governments, and are incorporated into the model for specific future years.

Grants Pass Model

The model used for the RTP is the Grants Pass Oregon Small Urban Model (OSUM). The Grants Pass model was developed to address the need for a travel demand forecasting tool that could be used for a variety of purposes including; transportation system planning, subarea transportation studies, the analysis of the transportation system impacts of large-scale development proposals, and the evaluation of the effects of large-scale transportation projects.

The MRMPO will use the OSUM Grants Pass model through the first RTP (spring 2016), and then start building a new model before the second RTP that will cover the larger MRMPO boundary. The model itself, the information and running the software, is a cooperative project between MRMPO and ODOT's Transportation Planning and Analysis Unit (TPAU).

"Estimates of the numbers of people, jobs and their locations within the region are critical to the model."

The model provides answers on a regional level for a variety of analyses.

Beyond the generalized, region-scale outputs that are reported in this chapter, the Grants Pass model is the foundation for more detailed analyses that jurisdictions, developers and project managers conduct to estimate fine-grained conditions such as:

- How much traffic will be generated by a particular development, what road will be affected and to what extent?
- How much traffic can be accommodated at a particular location and what happens to traffic conditions if a lane is added, or access points changed?
- How large does a facility such as a freeway interchange have to be in terms of number of lanes and their length to accommodate future anticipated traffic?

In developing the 2015-2040 RTP, the model was asked to provide answers to some basic questions about performance of the transportation system in future years, given the plan's forecasts for growth. Results are described in the following sections.

Future Congestion

Generally, travel demand modeling shows that the region can expect congestion to increase. Table 11.1 below shows that in 2010, there were five (5) congested lane miles. By 2040, the number of congested lane miles increases to twenty-two (22), which is 3% of the total lane miles in model area.

Table 11.1

Grants Pass RTP 2010-2040 Percentage of Congested Lane-Miles* P.M. Peak Hour					
SCENARIOS MEASURED	Reference 2010	No-Build 2015	No-Build 2020	No-Build 2040	RTP 2040
Total Lane Miles	643	NA	NA	643	648
Congested Lane Miles	5	NA	NA	24	22
% of Congested Lane Miles	1%	NA	NA	4%	3%

* Congestion defined as model links with demand/capacity ratio ≥ 0.90

Planned roadway capacity projects alone are not expected to keep pace with the region's anticipated growth. Through 2040, this plan anticipates an expansion of the regional transportation system of 5 lane miles.

Meanwhile, population is expected to increase by nearly 28 percent (from about 68,973 to 89,004), and employment by 45 percent (from 20,765 jobs to 30,030). These modeled estimates are based on existing local plans and coordination with the City of Grants Pass.

As Table 11.1 shows, with implementation of the 2040 RTP the amount of congested roadways will increase from about 5 lane miles today to 22 lane miles in 2040. If no improvements were made to roads (none of the RTP projects implemented), congested lane miles would increase to 24 by 2040.

Traffic ebbs and flows given the time of day. Locally, most roads at most times of the day are – and will continue to be – fairly clear and free-flowing. To look at congestion, the times of highest, or peak, travel are isolated. Traffic counts are taken continuously over multiple days, show that the peak hour in most cases is late afternoon to very early evening – the evening commute hours. Because of this travel pattern, many transportation demand management programs seek to offer travel alternatives so that fewer motorists are driving at the peak hours.

Table 11.2

Grants Pass RTP <small>2010-2040</small> Other Evaluation Measures					
SCENARIOS MEASURED	Reference 2010	No-Build 2015	No-Build 2020	No-Build 2040	RTP-Build 2040
P.M. Peak Hour Mean Travel Time	8.96	N/A	N/A	8.97	8.96
P.M. Peak Hour VMT	116,751	N/A	N/A	155,731	155,613
P.M. Peak Hour VHT*	2,535	N/A	N/A	3,577	3,572
Daily Transit Mode Split	N/A	N/A	N/A	N/A	N/A

*VHT - vehicle hours traveled is a function of both travel time and total volume.

Table 11.2 shows that in 2010, the P.M. peak hour mean travel time was 8.96 minutes, and in 2040 the travel time is the same even though VMT increased by 33% between 2010 & 2040. VHT is the number of hours that vehicles spend in the traffic during the peak hour. In terms of VHT, Table 11.2 shows that in 2040 without the RTP the VHT will increase by 1,042 hours from the base year, but with the RTP the VHT will increase by 1,037 hours from the base year. In other words, there are 5 VHT reductions during the PM peak hour in the 2040 RTP Scenario.

Performance Comparison

Table 11.3 shows the year 2040 forecast volume-to-capacity ratios for freeways, principal arterials, minor arterials and collectors within the Grants Pass area per lane mile. The 72 miles of freeways within the MRMPO area in 2040 show little congestion (V/C of 0 – 0.59). Whereas, the 83 miles of principal arterials in the MRMPO area in 2040 show increased congestion ranging from 0 – 0.59 to 9.99.

Table 11.3

2040 RTP <small>2010-2040</small> Peak Lane Miles				
Volume/Capacity Ratio Range	Freeway	Principal Arterial	Minor Arterial	Collector
0 - 0.59	71.72	48.05	72.84	342.56
0.59 - 0.69	0.00	5.75	2.52	4.05
0.69 - 0.79	0.00	6.13	1.23	3.67
0.79 - 0.89	0.00	6.47	1.84	0.93
0.89 - 0.99	0.00	5.24	1.22	0.71
0.99 - 9.99	0.00	11.82	1.48	0.98
TOTAL	71.72	83.46	81.13	352.90

Congested Roads

Travel conditions on several key roads were examined with the model. The analysis includes selected principal and minor arterial roadways identified by staff as key travel routes within the

model area. Results on Table 11.4 and 11.5 show estimated base year 2010 and future conditions. Travel conditions expressed are peak hour conditions, which are calculated to be typical conditions a motorist is likely to encounter at the late afternoon-early evening hours – the time of the greatest amount of travel in the MRMPO region.

Table 11.4

2010 Reference Peak Lane Mile Percentages													
Demand/Capacity Ratio Range	Rogue River Hwy (OR99)	Redwood Hwy (OR199)	Jacksonville Hwy (OR238)	Highland Ave	Redwood Ave	G St	A St	Allen Creek Rd	Bridge St	E St	F St	M St	Parkdale Drive
0 – 0.59	76%	70%	92%	100%	70%	69%	98%	100%	82%	100%	100%	85%	37%
0.59 – 0.69	16%	2%	4%	0%	3%	0%	0%	0%	5%	0%	0%	3%	24%
0.69 – 0.79	2%	15%	2%	0%	11%	18%	2%	0%	0%	0%	0%	0%	5%
0.79 – 0.89	2%	9%	2%	0%	6%	8%	0%	0%	0%	0%	0%	0%	0%
0.89 – 0.99	0%	2%	0%	0%	5%	4%	0%	0%	0%	0%	0%	0%	29%
0.99 – 9.99	4%	2%	0%	0%	4%	0%	0%	0%	13%	0%	0%	12%	5%
No Congestion	94%	87%	98%	100%	84%	87%	100%	100%	87%	100%	100%	88%	66%
Congestion	2%	11%	2%	0%	12%	12%	0%	0%	0%	0%	0%	0%	29%
High Congestion	4%	2%	0%	0%	4%	0%	0%	0%	13%	0%	0%	12%	5%
Total Lane Miles	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 11.5

2040 RTP ₁₀₋₄₀ Peak Lane Mile Percentages													
Demand/Capacity Ratio Range	Rogue River Hwy (OR99)	Redwood Hwy (OR199)	Jacksonville Hwy (OR238)	Highland Ave	Redwood Ave	G St	A St	Allen Creek Rd	Bridge St	E St	F St	M St	Parkdale Drive
0 – 0.59	61%	60%	82%	100%	66%	69%	93%	100%	76%	100%	100%	85%	0%
0.59 – 0.69	8%	3%	8%	0%	0%	0%	2%	0%	7%	0%	0%	0%	16%
0.69 – 0.79	14%	1%	4%	0%	8%	13%	3%	0%	0%	0%	0%	0%	0%
0.79 – 0.89	9%	8%	1%	0%	8%	14%	2%	0%	5%	0%	0%	3%	21%
0.89 – 0.99	2%	8%	3%	0%	8%	4%	0%	0%	0%	0%	0%	0%	9%
0.99 – 9.99	6%	20%	2%	0%	9%	1%	0%	0%	13%	0%	0%	12%	55%
No Congestion	83%	64%	94%	100%	75%	81%	98%	100%	82%	100%	100%	85%	16%
Congestion	11%	16%	4%	0%	16%	18%	2%	0%	5%	0%	0%	3%	29%
High Congestion	6%	20%	2%	0%	9%	1%	0%	0%	13%	0%	0%	12%	55%
Total Lane Miles	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

The numbers in the columns in these two tables are the percentages of lane miles on a particular road that are at the volume/capacity ratio ranges indicated in the first column. Congestion is expressed as a ratio of travel demand, or number of vehicle trips to roadway capacity for accommodating vehicles. High congestion indicates too many vehicles attempting to travel on the segment of road, causing delay. The estimates report peak hour travel - travel at certain hours in the day, generally mid-afternoon in the Grants Pass area. (Peak hour varies from region to region, dependent on conditions such as shift changes and school hours.) Congestion on the roads shown on these tables can lead to delays on intersecting roads as well. The model data may be used to identify highly traveled and congested roadways, which can be prioritized for funding through the MRMPO Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) project selection processes.

Congestions Maps

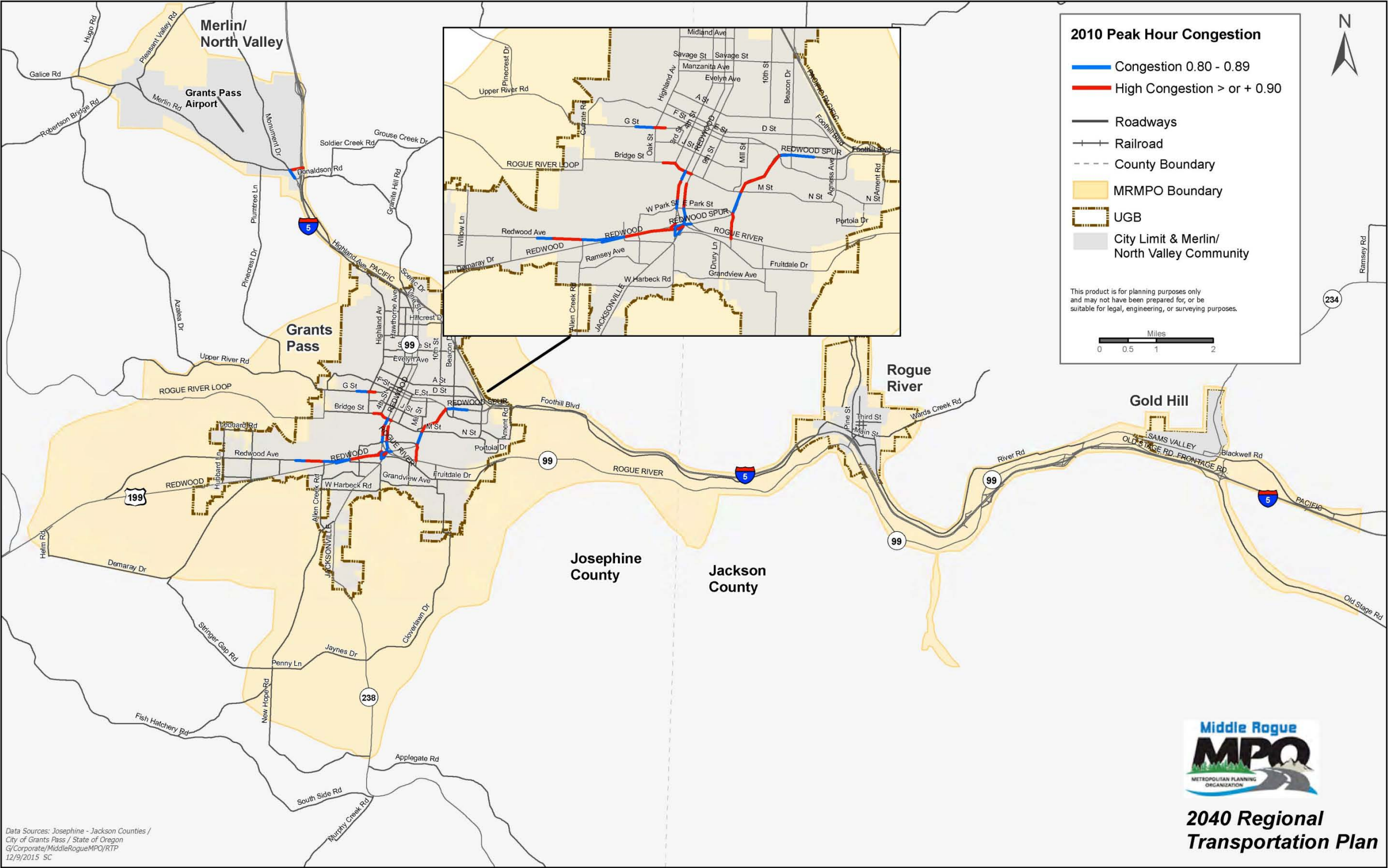
Maps below indicate locations where the MRMPO travel demand model estimates potential for congestion in future years.

Years shown are 2010 and 2040. By viewing the maps in succession, it's possible to see how, where and when congested conditions are likely to expand.

Rather than showing with absolute certainty future congested conditions, these maps indicate the locations most vulnerable to traffic pressures. The futures shown here are far from certain because MRMPO jurisdictions are in agreement that additional funds will need to be indentified for projects not yet in the plan. Beyond that, there are projects being planned, but are not included in this analysis because RTP projects must be financially constrained, as described in Chapter 8 Financial Plan.

DRAFT

Map 11-1 - 2010 Peak Hour Congestion



Map 11-2 - 2040 Peak Hour Congestion

