

Transportation Improvement Program

Federal Fiscal Years

2027-2030



Staffed by

Rogue Valley Council of Governments

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Middle Rogue
Metropolitan Planning Organization

**Transportation
Improvement Program
Federal Fiscal Years 2027 – 2030**

Adopted by the MRMPO Policy Committee

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Introduction

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

The planning area is shown in Figure 1 on page 9. In addition, the Oregon Department of Environmental Quality, Oregon Department of Transportation, Oregon Department of Land Conservation and Development, Federal Highway Administration, and Federal Transit Administration participate in the MPO process. Federal and state transportation planning responsibilities for the MRMPO can generally be summarized as follows:

- Develop and maintain a [Regional Transportation Plan \(RTP\)](#) and a [Transportation Improvement Program \(TIP\)](#) consistent with state and federal planning requirements.
- Conform to the requirements related to regional air quality emissions contained in [40 CFR 93](#) (Determining Conformity of Federal Actions to State or Federal Implementation Plans) and [OAR-340-252](#) (Transportation Conformity).
- Review specific transportation and development proposals for consistency with the RTP.
- Develop a [Public Participation Plan](#) that establishes an open decision-making process in which interested parties can influence decisions.
- Coordinate transportation decisions among local jurisdictions, state agencies and area transit operators.
- Develop an [annual planning work program \(UPWP\)](#).
- House and staff the regional travel demand model for the purposes of assessing, planning, and coordinating regional travel demand impacts¹.

¹ ODOT's Transportation Planning Analysis Unit currently provides modeling services to the MRMPO.

Federal Requirements

Federal legislation¹ requires that the Middle Rogue MPO (MRMPO) develop a Transportation Improvement Plan (TIP) at least every four years. The TIP must be developed in cooperation with the state and transit operators and be approved by the Policy Committee and the Governor. Copies of the TIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and made available to residents on the MRMPO webpage. Federal regulations that guide the development and maintenance of the TIP include:

Time Period 23 CFR 450.326(a)

The TIP must cover a period of not less than four years and must be updated at least every four years. Projects beyond the four-year period are considered informational only.

Public Involvement and Comment - 23 CFR 450.326(b):

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

Projects - 23 CFR 450.326(e)(f)(g)(h):

The TIP must include all federally funded projects (including pedestrian walkways, bicycle facilities and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act and regionally

significant projects requiring an action by FHWA regardless of funding source. Projects in the TIP must be consistent with the metropolitan transportation plan (RTP).

Financial Constraint - 23 CFR 450.326(j):

The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources. "Financially constrained" means that funds required for completion are identified and expected to be available as indicated. As the amount of federal funds coming into the region may vary as the result of Congressional action, the revenues anticipated in the TIP represent the best estimates possible at this time based on federal, state, and local consultation. Programmed projects may need to be delayed or phased over two or more years if less federal funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes, and other unforeseen circumstances.

¹ 23 CFR § 450.326 Development and content of the transportation improvement program (TIP)

TIP and Statewide Transportation Improvement Program (STIP)

Relationship - 23 CFR 450.326(a):

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

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

Air Quality Conformity Determination - 23 CFR 450.326(a):

In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any amended or updated TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations¹.

MRMPO Air Quality Status

On December 26, 2023, MRMPO reached the end of its air quality maintenance period and is now considered to be in attainment². This designation indicates that the region meets the [National Ambient Air Quality Standards \(NAAQS\)](#) for all relevant criteria pollutants, as established by the U.S. Environmental Protection Agency (EPA). In an attainment area, ambient air pollutant concentrations are at or below the thresholds defined by the NAAQS, and the area is no longer subject to a federally approved maintenance plan.

As a result, MRMPO is no longer required to conduct transportation conformity analyses under 40 CFR Part 93, which apply only to nonattainment and maintenance areas.

¹ [40 CFR Part 93 Determining Conformity of Federal Actions to State or Federal Implementation Plans](#)

² Appendix G shows the Environmental Protection Agency (EPA) letter documenting the end of the MRMPO maintenance plan and reaching attainment.

Middle Rogue MPO Boundary

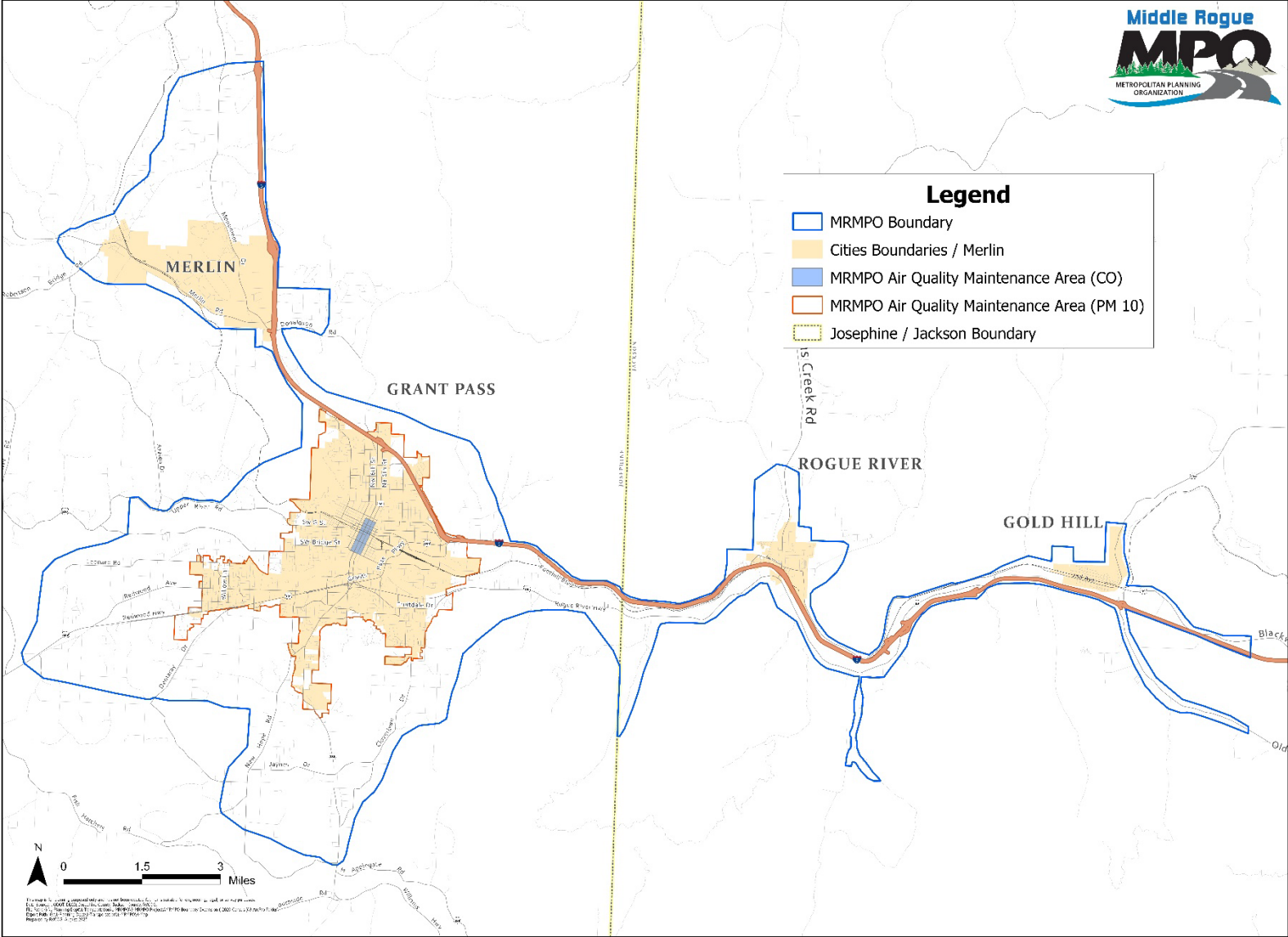


Figure 1 - MRMPO Planning Area Boundary

Performance Based Planning & Programming

MRMPO Performance Measures

The MPO implements a performance-based planning and programming process consistent with [23 CFR 450.326\(c\)](#). As part of this process, the MPO coordinates with ODOT and JCT to establish performance targets for all federally required performance measures¹. Performance-based planning was implemented when developing long-range plans and programming projects for funding in the TIP.

This section describes how the projects and strategies programmed in the TIP are expected to contribute to achieving the supported statewide performance targets, as required by [23 CFR 450.326\(d\)](#).

The MPO supports [ODOT's targets](#) for each of the performance measures, which are reported on every 4 to 5 years. Below is a list of them:

- Safety
 - Fatalities
 - Fatalities Rate
 - Serious Injury
 - Serious Injury Rate
 - Nonmotorized Fatalities and Serious Injuries
- Preservation (Asset Condition)
 - Pavement Conditions
 - Bridge Conditions
 - National Highway System (NHS) Performance
 - Freight Movement on Interstate System
 - Congestion Mitigation and Air Quality On-Road Mobile Source Emissions
- Transit Asset Management (TAM)
 - FTA has established additional performance measures and reporting requirements for Transit Asset Management (TAM) and transit safety.
 - Josephine Community Transit participated in a group TAM Plan with ODOT. These targets are posted annually on ODOT's [Transit Asset Management site](#).
- [Public Transit Agency Safety Plan \(PTASP\)](#)
 - 49 CFR Part 673 requires public transportation providers and State to establish Safety Performance Targets (SPTs) to address the Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan (NSP) (49 CFR § 673.11(a)(3)).

¹ FHWA Performance Measures website: <https://www.fhwa.dot.gov/tpm/>

Performance Measure Investment

The MRMPO TIP projects uses performance targets to guide transportation investments. These targets focus on safety, pavement and bridge condition, system reliability, freight movement, transit asset condition, and transit safety.

Table 1: TIP Projects & Performance Targets

Pavement and Bridge Condition Targets
Galls Creek - Lampman Rd - Bridge (23163) OR:99 Fruitdale Creek Culvert (21720) Fruitdale Drive: Fruitdale Creek (23689)
System Performance Targets
Lincoln Rd. Multi Modal and Transit Enhancements (23304) Grants Pass Signal Upgrades (23863)
Roadway Safety Targets
Lincoln Rd. Multi Modal and Transit Enhancements (23304) Region 3 Rural Intersection Safety Improvements Phase 2 (24313) Grants Pass Signal Upgrades (23863)
Freight Movement Reliability Targets
Grants Pass Signal Upgrades (23863)
Congestion Mitigation and Air Quality Targets
Lincoln Rd. Multi Modal and Transit Enhancements (23304) Grants Pass Signal Upgrades (23863)
Transit Asset Management Targets
<i>TIP transit capital projects are administered by JCT.</i>
Transit Safety Targets
<i>TIP transit capital projects are administered by JCT.</i>

Summary

This TIP reflects the supported performance targets and reflects how programmed investments are expected to contribute to achieving those targets, consistent with 23 CFR 450.326(d). The TIP is therefore compliant with federal performance-based planning and programming requirements.

Project Selection & Prioritization

Purpose

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

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

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

The Federal Fiscal Year (FFY) 2027-2030 TIP is built upon projects programmed in the 2027-30 TIP and STIP. As additional funds are allocated or awarded to the MPO area, the TIP will be amended by the MRMPO Policy Committee to include those funds. A list of funding sources is included as Appendix C.

TIP Project Summary

The TIP must contain all the transportation projects which either:

1. use federal funds; or
2. use state and/or local funds and are deemed to be regionally significant¹.

In addition, the TIP must describe the selected projects and identify the funding necessary to complete them. Federally funded and regionally significant projects to be implemented within the MRMPO region must be found to be consistent with the federal and state transportation planning requirements under 23 CFR Part 450.

To be considered for the TIP, the project must already be listed in the MRMPO long-range plan (RTP), or it must be consistent with the RTP goals so that it can be amended into the RTP. The STIP is developed and maintained to be consistent with the TIP. On the other hand, the project must be drawn from state Transportation System Plans (TSP) for cities and the counties.

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

For projects receiving federal funds over which the MRMPO has discretion like the Surface Transportation Block Grant Program – local share (STBG-L) and Congestion Mitigation and Air Quality program (CMAQ), the MRMPO engages in an open solicitation of project applications from the member jurisdictions, develops a project evaluation and selection process that reflects regional, state and federal priorities, and selects projects and sets funding levels. The MRMPO Policy Committee is responsible for allocating regional discretionary federal transportation funds to projects but USDOT makes final eligibility determinations². The MRMPO will award about **\$1,444,189** in CMAQ funds during the fiscal years 2027-2030.

Setting project priorities involves considering local and regional needs; addressing deficiencies with both short and long-range projects; and allocating investments among the various transportation modes. Regional transportation investment priorities are implemented through the decisions of the MRMPO Policy Committee.

¹ See Appendix E for more info on Regionally Significant Project

² Details about project evaluation for MRMPO funding is available at [Discretionary Funds: Project Solicitation, Middle Rogue MPO – Middle Rogue Metropolitan Planning Organization](#)

Public Involvement Process

Public Involvement is a key part of transportation planning efforts and the projects included in the TIP are consistent with local Transportation System Plans and Transit Plans, which involved significant public involvement. This TIP was prepared as a continuing, coordinated, and cooperative effort of the MRMPO member jurisdictions and was discussed at meetings of the two advisory committees and the Policy Committee.

All committee meetings are open to the public, with email notification of all meetings provided to local media. Email notification of all MRMPO meetings is also provided to a list of local stakeholders and agency staff. Each committee meeting includes formal time for public comment. In addition, all committee meeting agendas and minutes are posted on the MPO webpage. Public notice of public involvement activities and time established for public review and comment on the TIP satisfy the Program of Projects (POP) requirements of the Section 5307 Program and other Federal Transit Administration funding programs.

Amending the TIP

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

The process of amending the TIP includes both “administrative” or “full” amendments. Full amendments require Policy Committee approval with a 21-day public participation and comment period. Federal regulations do not require this process for administrative amendments, so they are accomplished through staff action. Table 1 on the following page describes the amendment process in detail.

Table 2 - TIP Amendment Process

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

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

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

MRMPO 2027-2030 TIP Projects

The MRMPO TIP identifies transportation projects and programs to be implemented in the MRMPO planning area in the years 2027 through 2030. All MRMPO member jurisdictions participated in developing the TIP as well as the project solicitation and selection process for MRMPO discretionary funds and development. Details about MRMPO committee discussion of these processes is available at [MRMPO website](http://www.mrmppo.org) (www.mrmppo.org).

The TIP provides the intended schedule and estimated cost for each phase of listed projects. Table 2 below lists the abbreviations that are used to identify the funding sources for TIP projects. Funding sources are described in detail in Appendix C: Project Funding Sources.

Table 3 - Glossary of Funding Source Abbreviation

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

2027-2030 Transportation Improvement Program (TIP) Projects

Below Table 3 lists 2027-2030 TIP projects by jurisdiction. Work is described by phase and cost¹. The Middle Rogue Metropolitan Planning Organization (MRMPO) is currently designated as an attainment area for particulate matter (PM₁₀), meaning it meets the National Ambient Air Quality Standards (NAAQS) for these pollutants.

Under federal law, specifically the [Clean Air Act \(CAA\) Section 176\(c\)](#), transportation conformity requirements apply only to areas designated as nonattainment or maintenance for air quality standards². The Environmental Protection Agency (EPA) implements these requirements through the Transportation Conformity Regulations found in [40 CFR Part 93, Subpart A](#).

Because MRMPO is no longer classified as a nonattainment or maintenance area, a conformity determination for the TIP is not required. This is consistent with federal guidance outlined in [23 CFR 450.326\(a\)](#), which states that conformity determinations are only necessary in nonattainment and maintenance areas.

¹ Consistent with [23 CFR 450.326\(g\)](#)

² EPA Conformity Determination [Q&A](#)

Table 4 - 2027-2030 TIP Projects by Jurisdictions

Project Name	Project Description	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
						\$	Source	\$	Source		\$	Source	
City of Gold Hill													
No Projects	No Projects	-			Planning	\$ -		\$ -		\$ -	\$ -		\$ -
					Design	\$ -		\$ -		\$ -	\$ -		\$ -
					Land Purchase	\$ -		\$ -		\$ -	\$ -		\$ -
					Utility Relocate	\$ -		\$ -		\$ -	\$ -		\$ -
					Construction	\$ -		\$ -		\$ -	\$ -		\$ -
					Other	\$ -		\$ -		\$ -	\$ -		\$ -
Total FFY27-30					\$ -		\$ -		\$ -	\$ -		\$ -	
Subtotal Gold Hill Projects						\$ -		\$ -		\$ -	\$ -		\$ -

Project Name	Project Description	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
						\$	Source	\$	Source		\$	Source	
City of Rogue River													
No Projects	No Projects	-			Planning	\$ -		\$ -		\$ -	\$ -		\$ -
					Design	\$ -		\$ -		\$ -	\$ -		\$ -
					Land Purchase	\$ -		\$ -		\$ -	\$ -		\$ -
					Utility Relocate	\$ -		\$ -		\$ -	\$ -		\$ -
					Construction	\$ -		\$ -		\$ -	\$ -		\$ -
					Other	\$ -		\$ -		\$ -	\$ -		\$ -
Total FFY27-30					\$ -		\$ -		\$ -	\$ -		\$ -	
Subtotal Rogue River Projects						\$ -		\$ -		\$ -	\$ -		\$ -

Project Name	Project Description	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
						\$	Source	\$	Source		\$	Source	
City of Grants Pass													
Lincoln Rd. Multi-Modal and Transit Enhancements	Modernize Lincoln Rd from Bridge to G St to include bike lanes and sidewalks. Work to include turn lane and resurfacing of existing lanes.	GP-007	23304	2026	Design	\$ 362,040	STBG	\$ 149,992	Grants Pass	\$ 512,032	\$ -		\$ 512,032
			23304	2026	Design	\$ 450,016	CMAQ (L400)	\$ 149,992	Grants Pass	\$ 600,008	\$ -		\$ 600,008
			23304	2026	Design	\$ 500,000	STBG	\$ 250,000	Grants Pass	\$ 750,000	\$ -		\$ 750,000
			23304	2027	Land Purchase	\$ 876,918	STBG	\$ 125,000	Grants Pass	\$ 1,001,918	\$ 688,082	Local	\$ 1,690,000
			23304	2027	Land Purchase	\$ 450,016	CMAQ (L400)	\$ 125,000	Grants Pass	\$ 575,016	\$ -		\$ 575,016
					Utility Relocate	\$ -		\$ -		\$ -	\$ -		\$ -
					Construction	\$ -		\$ -		\$ -	\$ -		\$ -
					Construction	\$ -		\$ -		\$ -	\$ -		\$ -
			Total FFY27-30		\$ 2,638,990		\$ 799,984		\$ 3,438,974	\$ 688,082		\$ 4,127,056	
Subtotal Grants Pass Projects						\$ 2,638,990		\$ 799,984		\$ 3,438,974	\$ 688,082		\$ 4,127,056

Project Name	Project Description	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
						\$	Source	\$	Source		\$	Source	
Jackson County													
Galls Creek (Lampman Rd) bridge	Replace the existing bridge to meet current standards.				Planning								
				23163	2023	Design	\$ 1,089,236	IIJA	\$ 124,667	Local	\$ 1,213,903		\$ 1,213,903
				23163	2025	Land Purchase	\$ 56,799	IIJA	\$ 6,501	Local	\$ 63,300		\$ 63,300
						Utility Relocate					\$ -		\$ -
				23163	2027	Construction	\$ 2,563,855	IIJA	\$ 293,445	Local	\$ 2,857,300		\$ 2,857,300
						Other					\$ -		\$ -
Total FFY27-30						\$ 3,709,890		\$ 424,613		\$ 4,134,503		\$ 4,134,503	
Subtotal Jackson County Projects						\$ 3,709,890		\$ 424,613		\$ 4,134,503	\$ -	\$ 4,134,503	

Project Name	Project Description	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
						\$	Source	\$	Source		\$	Source	
Josephine County													
No Projects	No Projects	-				Planning	\$ -		\$ -		\$ -	\$ -	\$ -
						Design	\$ -		\$ -		\$ -	\$ -	
						Land Purchase	\$ -		\$ -		\$ -	\$ -	
						Utility Relocate	\$ -		\$ -		\$ -	\$ -	
						Construction	\$ -		\$ -		\$ -	\$ -	
						Other	\$ -		\$ -		\$ -	\$ -	
						Total FFY27-30	\$ -		\$ -		\$ -	\$ -	
Subtotal Josephine County Projects							\$ -		\$ -		\$ -	\$ -	\$ -

Project Name	Project Description	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
						\$	Source	\$	Source		\$	Source	
Josephine Community Transit													
Oregon Transportation Network - Josephine County FFY28	Urbanized public transit capital funding for federal fiscal year 2028. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	23964	FFY2028	Other	\$ 69,092	SW Transit	\$ 7,908	JCT	\$ 77,000	\$ -	N/A	\$ 77,000
Oregon Transportation Network - Josephine County FFY29	Urbanized public transit capital funding for federal fiscal year 2029. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	23945	FFY2029	Other	\$ 69,092	SW Transit	\$ 7,908	JCT	\$ 77,000	\$ -	N/A	\$ 77,000
Oregon Transportation Network - Josephine County FFY30	Urbanized public transit capital funding for federal fiscal year 2030. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	-	23946	FFY2030	Other	\$ 69,092	SW Transit	\$ 7,908	JCT	\$ 77,000	\$ -	N/A	\$ 77,000

Enhanced Mobility Program JCT FFY27	Enhanced mobility small urban program	-	22981	FFY2027	Other	\$ 200,000	FTA 5310	\$ 45,000	JCT	\$ 245,000	\$ -	N/A	\$ 245,000
Enhanced Mobility Program JCT FFY28	Enhanced mobility small urban program	-	23944	FFY2028	Other	\$ 172,148	FTA 5310	\$ 38,733	JCT	\$ 210,881	\$ -	N/A	\$ 210,881
Enhanced Mobility Program JCT FFY29	Enhanced mobility small urban program	-	23945	FFY2029	Other	\$ 173,869	FTA 5310	\$ 39,121	JCT	\$ 212,990	\$ -	N/A	\$ 212,990
Enhanced Mobility Program JCT FFY30	Enhanced mobility small urban program	-	23946	FFY2030	Other	\$ 175,608	FTA 5310	\$ 39,512	JCT	\$ 215,120	\$ -	N/A	\$ 215,120
Oregon Transportation Network - Josephine County FFY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	-	23032	FFY2027	Other	\$ 156,853	FTA 5310	\$ 17,953	JCT	\$ 174,806	\$ -	N/A	\$ 174,806

Enhanced Mobility E&D JCT FY28	Enhanced mobility small urban program	-	24392	FFY2028	Other	\$ 337,565	FTA 5310	\$ 38,636	JCT	\$ 376,201	\$ -	N/A	\$ 376,201
Enhanced Mobility E&D JCT FY29	Enhanced mobility small urban program	-	24393	FFY2029	Other	\$ 337,565	FTA 5310	\$ 38,636	JCT	\$ 376,201	\$ -	N/A	\$ 376,201
Enhanced Mobility E&D JCT FY30	Enhanced mobility small urban program	-	24394	FFY2030	Other	\$ 337,565	FTA 5310	\$ 38,636	JCT	\$ 376,201	\$ -	N/A	\$ 376,201
Josephine CO - Rural Formula FTA 5311	Rural general public transit services	-	24398	FFY2027	Other	\$ 304,000	FTA 5311	\$ 31,221	JCT	\$ 335,221	\$ -	N/A	\$ 335,221
Josephine CO - Rural Formula FTA 5311	Rural general public transit services	-	24399	FFY2028	Other	\$ 304,001	FTA 5311	\$ 31,221	JCT	\$ 335,222	\$ -	N/A	\$ 335,222

Josephine CO - Rural Formula FTA 5311	Rural general public transit services	-	24400	FFY2029	Other	\$ 304,002	FTA 5311	\$ 31,221	JCT	\$ 335,223	\$ -	N/A	\$ 335,223
Josephine CO - Rural Formula FTA 5311	Rural general public transit services	-	24401	FFY2030	Other	\$ 304,003	FTA 5311	\$ 31,221	JCT	\$ 335,224	\$ -	N/A	\$ 335,224
Josephine Co - Transit operations (5307) FY2027	Transit operation expenses	-	23338	FFY2027	Other	\$ 1,220,104	FTA 5307	\$ 1,220,104	JCT	\$ 2,440,208	\$ -	N/A	\$ 2,440,208
Josephine Co - Transit operations (5307) FY2028	Transit operation expenses	-	24395	FFY2028	Other	\$ 1,256,707	FTA 5307	\$ 1,150,065	JCT	\$ 2,406,772	\$ -	N/A	\$ 2,406,772
Josephine Co - Transit operations (5307) FY2029	Transit operation expenses	-	24396	FFY2029	Other	\$ 1,294,408	FTA 5307	\$ 1,184,567	JCT	\$ 2,478,975	\$ -	N/A	\$ 2,478,975
Josephine Co - Transit operations (5307) FY2030	Transit operation expenses	-	24397	FFY2030	Other	\$ 1,333,241	FTA 5307	\$ 1,220,104	JCT	\$ 2,553,345	\$ -	N/A	\$ 2,553,345
Subtotal Josephine Community Transit Projects						\$ 8,418,915		\$5,219,675		\$13,638,590	\$ -		\$ 13,638,590

Project Name	Project Description	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
						\$	Source	\$	Source		\$	Source		
ODOT														
Region 3 Rural Intersection Safety Improvements, Phase 2	Design to install larger warning signs at various locations to help reduce intersection related crashes to improve safety for the traveling public.	ODOT-019			Planning					\$ -	\$ -		\$ -	
			24313	2027	Design	\$ 360,000	ARTS	\$ 40,000	ODOT	\$ 400,000	\$ -		\$ 400,000	
					Land Purchase						\$ -	\$ -		\$ -
					Utility Relocation						\$ -	\$ -		\$ -
					Construction						\$ -	\$ -		\$ -
					Other						\$ -	\$ -		\$ -
		Total FFY27-30			\$ 360,000		\$ 40,000		\$ 400,000	\$ -		\$ 400,000		
OR:99 Fruitdale Creek Culvert	construction project to replace a culvert with a bridge. The replacement will improve fish passage no additional travel lanes.	ODOT-021			Planning					\$ -	\$ -		\$ -	
			21720	2022	Design	\$ 2,042,254	NHP	\$ 233,746	ODOT	\$ 2,276,000	\$ -		\$ 2,276,000	
			21720	2026	Land Purchase	\$ 698,099	NHP IJA	\$ 79,901	ODOT	\$ 778,000	\$ -		\$ 778,000	
			21720	2026	Utility Relocate	\$ 44,865	FIX-IT FP	\$ 5,135	ODOT	\$ 50,000	\$ -		\$ 50,000	
			21720	2027	Construction	\$ 7,603,526	STBG/NHP	\$ 1,746,474	ODOT	\$ 9,350,000	\$ -		\$ 9,350,000	
					Other						\$ -	\$ -		\$ -
		Total FFY27-30			\$ 10,388,744		\$ 2,065,256		\$ 12,454,000	\$ -		\$ 12,454,000		
Grants Pass Signal Upgrades	Upgrade advanced transportation controllers (ATC) and traffic signal interconnect facilities at various locations around the city of Grants Pass.	ODOT-005			Planning					\$ -	\$ -		\$ -	
			23863	2025	Design	\$ 2,781,630	C/GS/HSIP	\$ 318,370	ODOT	\$ 3,100,000	\$ -		\$ 3,100,000	
			23863	2027	Land Purchase	\$ 637,083	C/GS/HSIP	\$ 72,917	ODOT	\$ 710,000	\$ -		\$ 710,000	
					Utility Relocate						\$ -	\$ -		\$ -
			23863	2027	Construction	\$ 430,704	Carbon	\$ 49,296	ODOT	\$ 480,000	\$ -		\$ 480,000	
					Other						\$ -	\$ -		\$ -
		Total FFY27-30			\$ 3,849,417		\$ 440,583		\$ 4,290,000	\$ -		\$ 4,290,000		
Fruitdale Drive: Fruitdale Creek	Replace substandard culvert to meet current fish passage needs. Project will include active transportation and ADA updates to meet current design requirements.	ODOT-021			Planning					\$ -	\$ -		\$ -	
			23689	2025	Design	\$ 559,538	Culvert	\$ 139,884	ODOT	\$ 699,422	\$ -		\$ 699,422	
			23689	2026	Land Purchase	\$ 172,240	AC	\$ 43,060	ODOT	\$ 215,300	\$ -		\$ 215,300	
					Utility Relocate						\$ -	\$ -		\$ -
			23689	2027	Construction	\$ 2,053,856	AC	\$ 513,464	ODOT	\$ 2,567,320	\$ -		\$ 2,567,320	
					Other						\$ -	\$ -		\$ -
		Total FFY27-30			\$ 2,785,634		\$ 696,408		\$ 3,482,042	\$ -		\$ 3,482,042		
Subtotal ODOT Projects										\$ 20,626,042	\$ -		\$ 20,626,042	

Project Name	Project Description	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
						\$	Source	\$	Source		\$	Source	
Rogue Valley Council of Governments													
Middle Rogue MPO planning SFY28	Planning and Reasearch	N/A	22905	FFY2027	Planning	\$ 324,040	PL	\$ 37,088	ODOT/MPO	\$ 361,128	\$ -		\$ 361,128
			22905	FFY2027	Planning	\$ 132,616	FTA 5303	\$ 15,178	MRMPO	\$ 147,794	\$ -		\$ 147,794
					Design	\$ -		\$ -		\$ -	\$ -		\$ -
					Land Purchase	\$ -		\$ -		\$ -	\$ -		\$ -
					Construction	\$ -		\$ -		\$ -	\$ -		\$ -
					Other	\$ -		\$ -		\$ -	\$ -		\$ -
					Total FFY27-30	\$ 456,656		\$ 52,266		\$ 508,922	\$ -		\$ 508,922
Middle Rogue MPO planning SFY29	Planning and Reasearch	N/A	24050	FFY2028	Planning	\$ 253,269	PL	\$ 28,415	ODOT/MPO	\$ 281,684	\$ -		\$ 281,684
			24050	FFY2028	Planning	\$ 70,268	FTA 5303	\$ 8,043	MRMPO	\$ 78,311	\$ -		\$ 78,311
					Planning	\$ -		\$ -		\$ -	\$ -		\$ -
					Land Purchase	\$ -		\$ -		\$ -	\$ -		\$ -
					Construction	\$ -		\$ -		\$ -	\$ -		\$ -
					Other	\$ -		\$ -		\$ -	\$ -		\$ -
					Total FFY27-30	\$ 323,537		\$ 36,458		\$ 359,995	\$ -		\$ 359,995
Middle Rogue MPO planning SFY30	Planning and Reasearch	N/A	24060	FFY2029	Planning	\$ 253,269	PL	\$ 28,415	ODOT/MPO	\$ 281,684	\$ -		\$ 281,684
			24060	FFY2029	Planning	\$ 70,268	FTA 5303	\$ 8,043	MRMPO	\$ 78,311	\$ -		\$ 78,311
					Design	\$ -		\$ -		\$ -	\$ -		\$ -
					Land Purchase	\$ -		\$ -		\$ -	\$ -		\$ -
					Construction	\$ -		\$ -		\$ -	\$ -		\$ -
					Other	\$ -		\$ -		\$ -	\$ -		\$ -
					Total FFY27-30	\$ 323,537		\$ 36,458		\$ 359,995	\$ -		\$ 359,995
Middle Rogue MPO planning SFY31	Planning and Reasearch	N/A	24070	FFY2030	Planning	\$ 253,269	PL	\$ 28,415	ODOT/MPO	\$ 281,684	\$ -		\$ 281,684
			24070	FFY2030	Planning	\$ 70,268	FTA 5303	\$ 8,043	MRMPO	\$ 78,311	\$ -		\$ 78,311
					Design	\$ -		\$ -		\$ -	\$ -		\$ -
					Land Purchase	\$ -		\$ -		\$ -	\$ -		\$ -
					Construction	\$ -		\$ -		\$ -	\$ -		\$ -
					Other	\$ -		\$ -		\$ -	\$ -		\$ -
					Total FFY27-30	\$ 323,537		\$ 36,458		\$ 359,995	\$ -		\$ 359,995
Middle Rogue MPO	MRMPO Project Funding Bucket	N/A			Planning	\$ -		\$ -		\$ -	\$ -		\$ -
					Planning	\$ -		\$ -		\$ -	\$ -		\$ -
					Design	\$ -		\$ -		\$ -	\$ -		\$ -
					Land Purchase	\$ -		\$ -		\$ -	\$ -		\$ -
					Construction	\$ -		\$ -		\$ -	\$ -		\$ -
				FFY 2027	Other	\$ 2,675,630	STBG/CMAQ (L400)	\$ 255,871	Local	\$ 2,931,501	\$ 3,027,950	Local	\$ 5,959,451
					Total FFY27-30	\$ 2,675,630		\$ 255,871		\$ 2,931,501	\$ 3,027,950		\$ 5,959,451
Subtotal RVCOG Projects						\$ 4,102,897		\$ 417,511		\$ 4,520,408	\$ 3,027,950		\$ 7,548,358

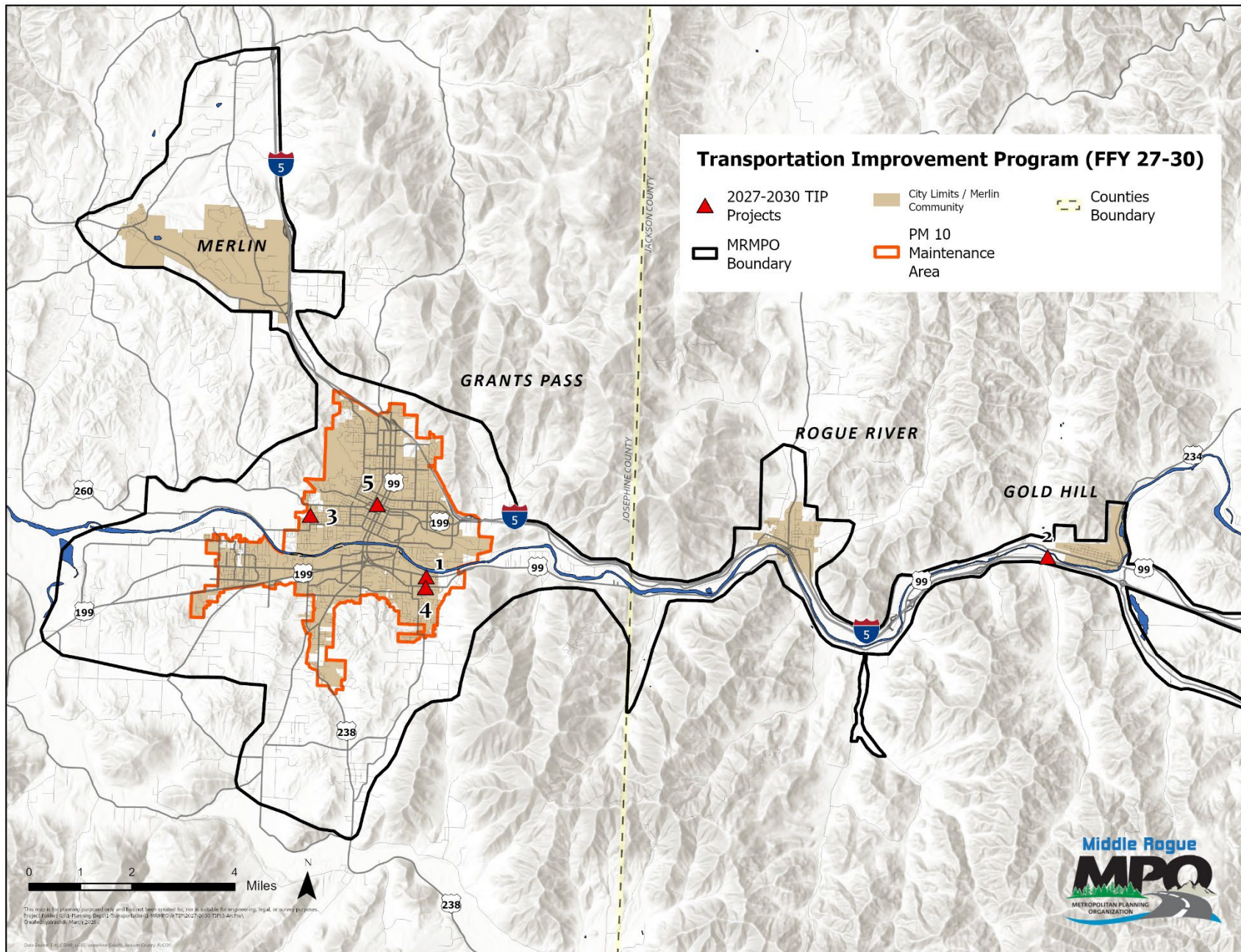


Figure 2 - MRMPO 2027-2030 TIP Projects

Table 5: Projects by Map ID

MAP ID	# KEY	PROJECT NAME	TIP YEARS	PROJCT PHASE
1	21720	OR99: Fruitdale Creek Culvert	2027-2030	Design
2	23163	Galls Creek (Lampman Rd) bridge	2027-2030	Multiple*
3	23304	Lincoln Rd Multi-Modal and Transit Enhancement	2027-2030	Design
4	23689	Fruitdale Drive: Fruitdale Creek	2027-2030	Design
5	Multiple*	Josephine Community Transit	2027-2030	Other*
6	22905	Middle Rogue MPO Planning	2027-2030	Planning
7	24050	Middle Rogue MPO Planning	2027-2030	Planning
8	24060	Middle Rogue MPO Planning	2027-2030	Planning
9	24070	Middle Rogue MPO Planning	2027-2030	Planning
10	-	Middle Rogue MPO Project Bucket	2027-2030	Other

*Go back to the project list for more information.

Appendix A: Resolution

**Resolution Number 2026-02
Middle Rogue Metropolitan Planning Organization - Policy Committee**

Adopting 2027-2030 Transportation Improvement Program

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

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

Whereas, a project identification and selection process was carried out through the development of the 2027-2030 Transportation Improvement Program (TIP); and

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

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

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

Whereas, the 2027-2030 TIP has been shown to meet the requirements of the Clean Air Act Amendments and state law;

NOW, THEREFORE, the Middle Rogue Metropolitan Planning Organization Policy Committee approves and adopts the attached 2027-2030 TIP.

Adopted by the Middle Rogue Metropolitan Planning Organization Policy Committee on this 21st day of May 2026.

Pam VanArsdale, Chair
MRMPO Policy Committee

Appendix B: MRMPO Self-Certification



***Middle Rogue
Metropolitan Planning Organization***
Regional Transportation Planning

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

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

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

1. 23 U.S.C 134, 49 U.S.C. 5303, and 23 CFR 450 (c);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Pam VanArsdale, Chair
MRMPO Policy Committee

Appendix C: Project Funding Sources

Financial Constraint

In accordance with 23 CFR 450.326(j) the TIP is required to include a financial plan as part of the TIP planning process. The financial plan is developed by the MPO in cooperation with the state and the transit agency. The financial plan demonstrates that the existing system of the transportation facilities is being adequately operated and maintained. The plan further demonstrates which projects will be implemented using current revenues and funding sources and which projects will be implemented using proposed revenue sources. A comprehensive financial analysis was conducted in the developed [2024-2049 RTP \(RTP Financial Plan\)](#).

For the 207-2030 TIP, available funding has been identified in several ways depending on the funding source and agency. Funding projects to be pursued by Oregon Department of Transportation (ODOT) is tied directly to the projects being pursued and therefore is considered, by the MPO, to be fiscally constrained. For those projects that are to be pursued by member local governments or by the local transit district (JCT), a forecast of federal funding sources has been provided by the Oregon Department of Transportation (ODOT) Region 3 and is identified in the subsequent figures.

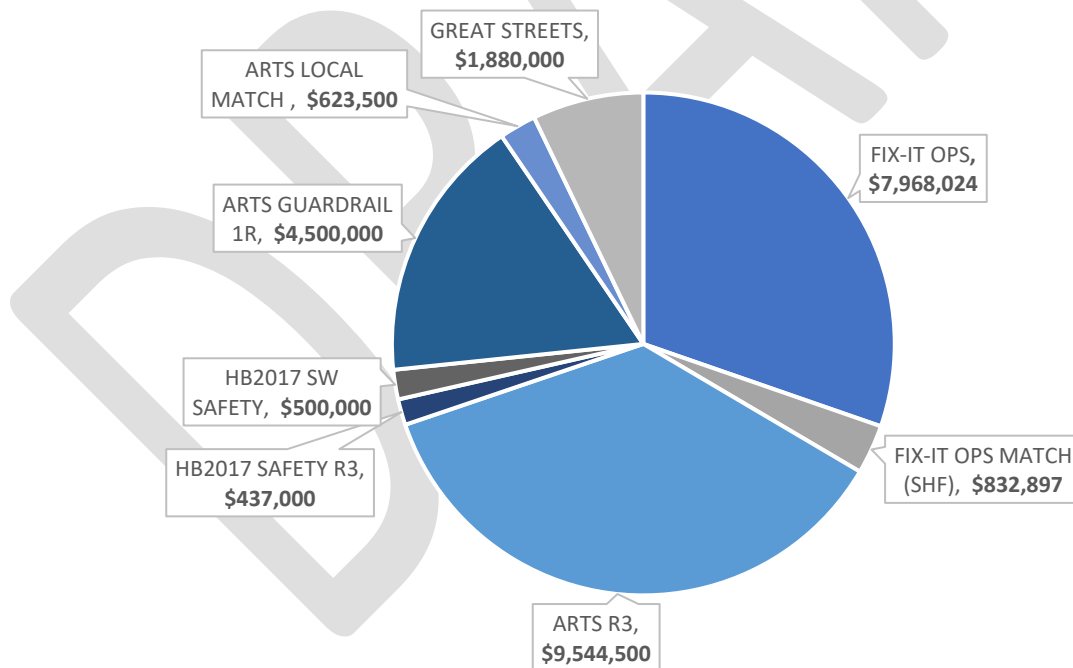


Figure 3: Project Funding Sources for 2027-2030 TIP

Statement of financial Constraint: Each programmed project in the 2027-2030 TIP has an identified funding sources or combination of sources reasonable expected to be available over the planning period.

Adequate Maintenance and Operation of Existing System

The financial analysis completed for the Regional Transportation Plan includes estimates for capital funding availability over the 25-year planning period for each jurisdiction. For each MPO member jurisdiction, funding for capital projects was estimated after subtracting forecast operations, maintenance, and administration expenses. Estimates are summarized in Table 4 on the next page.

Table 6: Funding Availability Over 25-years

Time Line	YEAR	MRMPO Future Discretionary Fund				Local
		CMAQ	Subtotal CMAQ	STBG \ State Gas Tax	Subtotal STBG	Street System Revenues
Short Range	2024*	\$450,000	\$ 2,250,000	\$697,173	\$ 3,684,902	\$ 10,919,274
	2025*	\$450,000		\$697,173		
	2026*	\$450,000		\$697,173		
	2027*	\$450,000		\$697,173		
	2028	\$450,000		\$896,210		
Medium Range	2029	\$450,000	\$ 4,050,000	\$915,927	\$ 9,205,407	\$ 17,074,178
	2030	\$450,000		\$936,077		
	2031	\$450,000		\$956,671		
	2032	\$450,000		\$977,717		
	2033	\$450,000		\$999,227		
	2034	\$450,000		\$1,021,210		
	2035	\$450,000		\$1,043,677		
	2036	\$450,000		\$1,066,638		
	2037	\$450,000		\$1,090,104		
	2038	\$450,000		\$1,114,086		
Long Range	2039	\$450,000	\$ 4,500,000	\$1,138,596	\$ 12,858,716	\$ 28,545,540
	2040	\$450,000		\$1,163,645		
	2041	\$450,000		\$1,189,245		
	2042	\$450,000		\$1,215,409		
	2043	\$450,000		\$1,242,148		
	2044	\$450,000		\$1,269,475		
	2045	\$450,000		\$1,297,403		
	2046	\$450,000		\$1,325,946		
	2047	\$450,000		\$1,355,117		
	2048	\$450,000		\$1,384,930		
	2049	\$450,000		\$1,415,398		
Total		\$11,700,000		\$27,803,548		\$ 56,538,992

* From 2024 to 2027 there are no STBG funds. Instead, MPO's will receive State Gas Tax Funds in a fund exchange program. After 2027 it is assumed that MPO's will go back to receiving STBG.

Available and Committed Revenues

Available funds include those derived from an existing source or funds historically dedicated to transportation. Federal funds generally available to the region on an annual basis are considered committed. Below, a financial summary of the available and committed funds for the MRMPO 2027 - 2030 TIP.

STBG, CMAQ & Gas Tax Funds

Based on historical authorizations, federal funds distributed by formula can be extrapolated beyond the current authorization and be considered committed. Federal funds distributed on a discretionary basis are regarded as a new source and must be shown to be reasonably available. Figure 4 showcase the available CMAQ and Gas Tax funds for the MRMPO 2027-2030 TIP.

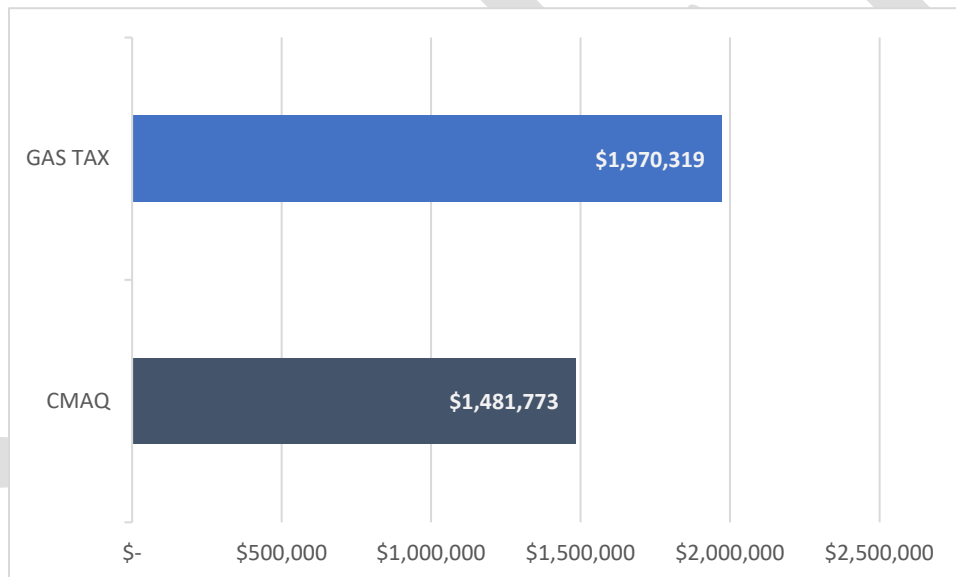


Figure 4: CMAQ & GAS TAX Funds for 2027-2030 TIP

Approximately \$ 493,924 per federal fiscal year – from FFY 2028 to FFY2030 – is available in CMAQ fund totaling \$ 1,481,773 for the MRMPO 2027-2030 TIP. Gas Tax is approximated to be \$ 656,773 per federal fiscal year and totaling \$ 1,970,319 from FFY 2028 to FFY2030.

PL & 5303 Funding

The pie chart illustrates the distribution of federal planning funds – for MRMPO 2027-2030 TIP cycle – that support the MPO’s transportation planning program, highlighting the two primary sources: FHWA MPO Planning (PL) funds and FTA Section 5303 funds.

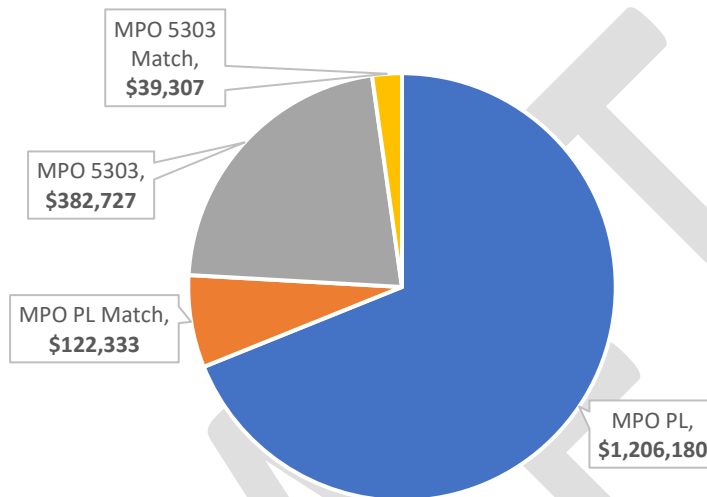


Figure 5: Available PL & FTA 5303 for 2027-2030 TIP

FHWA provides MPO Planning (PL) funds to the MRMPO through ODOT using a formula that consists of 89.73% federal funds with a required 10.27% local match. ODOT contributes 50% of the local match requirement using state planning funds and the other 50% comes from the MRMPO discretionary funds. In addition to PL funds, the MPO receives FTA Section 5303 funds through ODOT to support transit-related metropolitan planning activities, which also require a 10.27% local match.

FTA Funding

The region also receives FTA funds, through the Josephine Community Transit (JCT), for both capital and operational expenses of transit. The JCT receives direct allocations of State funds and can also apply for state grants. Figure 6 below provides a summary of anticipated revenues for the JCT over the four-year period covered by this TIP.

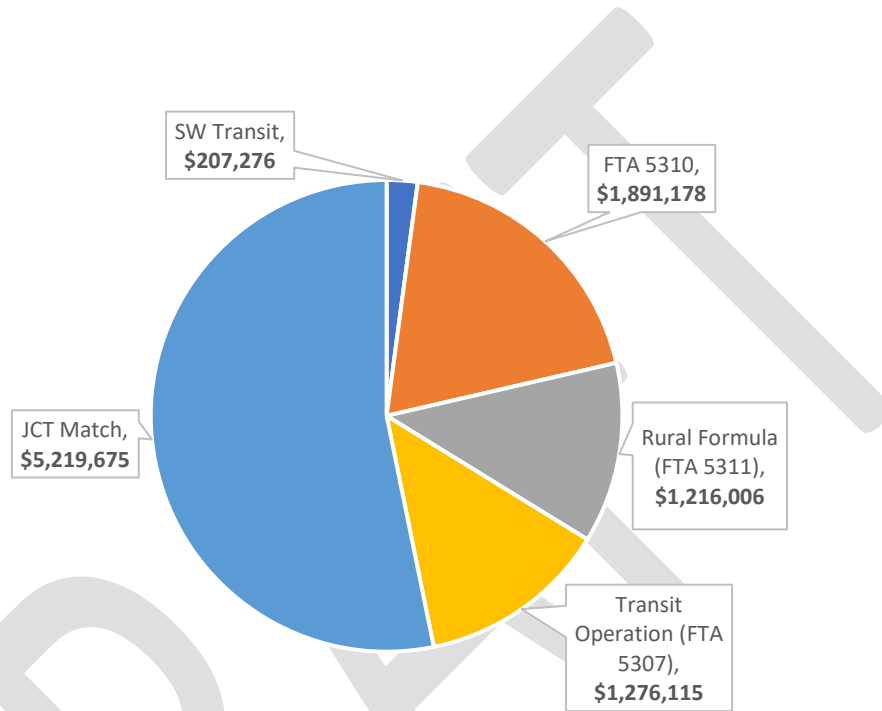


Figure 6: JCT funding for 2027-2030 TIP

Statement of financial Constraint: Each programmed project in the 2027-2030 TIP has an identified funding sources or combination of sources reasonable expected to be available over the planning period.

Reasonably Available Revenues

Reasonably available funds may not currently exist or may require some steps before a jurisdiction, agency, or private party can commit such revenues to transportation projects. Past experience with obtaining this type of funding should be included. Where efforts are already underway to obtain a new revenue source, information such as the amount of support for the measure by the community should be included in the financial analysis used for the financially constrained TIP.

DRAFT

Federal Funding Programs

The jurisdictions in the MRMPO use a variety of federal, state, and local funding sources for implementing the transportation projects and programs outlined in this TIP. A breakdown of funding sources by program year is provided in Figure 3 on page 33. A brief description of each of the fund sources, along with project programming information is provided below.

IIJA Act

On November 15, 2021, President Biden signed into law the [Infrastructure Investment and Jobs Act \(IIJA\)](#), also known as the **Bipartisan Infrastructure Law (BIL)**. The IIJA represents a historic, long-term federal commitment to modernizing the nation’s transportation, water, energy, and broadband systems. The law authorizes approximately \$1.2 trillion in total spending over five years, including \$550 billion in new federal investments above baseline levels—providing states, MPOs, transit agencies, and local governments with sustained funding certainty for planning and delivering critical infrastructure projects.

The IIJA largely preserves existing highway and transit program structures but significantly expands funding for roads, bridges, transit, rail, ports, broadband, EV charging, grid modernization, and resiliency initiatives. It also creates and enhances programs aimed at improving infrastructure safety, streamlining project delivery, and supporting climate and equity objectives.

Below is an updated summary of selected IIJA provisions relevant to metropolitan and statewide planning, project development, and investment decision-making.

Freight

The IIJA provides the first sustained, multi-modal freight investment expansion since FAST Act-era programs, including:

- Increased funding for freight formula programs
- Expanded eligibility for multimodal freight projects
- Strengthened federal coordination across freight providers, states, MPOs, ports, and rail networks

The law also dedicates substantial resources to freight rail and supply-chain resilience, including major investments in ports and waterways.

TIFIA

The IIJA reauthorizes and strengthens the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, expanding eligible project types (including transit-oriented development, certain resiliency projects, and airports) and aiming to broaden access for local governments and smaller jurisdictions. The program continues to provide low-interest financing to accelerate project delivery.

Safety

The IIJA dedicates significant new safety funding, including:

- Highway and pedestrian safety programs
- Pipeline safety enhancements
- New initiatives focused on reducing fatalities and serious injuries

The law increases investments in roadway safety infrastructure and strengthens safety oversight across transportation modes.

Transit

The IIJA includes \$89.9 billion for public transit, the largest federal transit investment in U.S. history. Funding focuses on:

- Addressing major state-of-good-repair backlogs
- Supporting fleet modernization, including zero-emission buses
- Improving system accessibility
- Strengthening transit safety and operations

These funds support both formula programs and competitive grants to expand and enhance transit service.

National Highway System Funds

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

Federal Earmarks

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

Interstate Maintenance *USC TITLE 23.119*

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

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Intermodal Surface Transportation Efficiency Act created the CMAQ program to deal with transportation related air pollution. The program is continued under MAP-21. States with areas that are designated as non-attainment for ozone or carbon monoxide (CO) must use their CMAQ funds in those non-attainment areas. A state may use its CMAQ funds in any of its particulate matter (PM10) non-attainment areas, if certain requirements are met. Funds are directed to projects and programs in certain non-attainment areas that meet standards contained in the Clean Air Act Amendments of 1990 (CAAA). The projects and

programs must either be included in the air quality State Implementation Plan (SIP) or be good candidates to contribute to attainment of the National Ambient Air Quality Standards

(NAAQS). If a state has no non-attainment areas, the allocated funds may be used for STBG or CMAQ projects. The standard local match required for CMAQ is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

Surface Transportation Block Grant Program (STBG)

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

Middle Rogue Metropolitan Planning Organization STBG Funds

ODOT distributes a portion of its STBG funds to Metropolitan Planning Organizations (MPOs) in Oregon's urban areas under a cooperative process. MRMPO receives approximately \$500,000 annually in federal STBG funds. Future allocations of MRMPO STBG funds will be distributed on a year-by-year basis.

STBG Transportation Enhancement Program

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

STBG Safety Funds

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

Hazard Elimination Program (HEP)

The Hazard Elimination Program provides funding for safety improvement projects on public roads. Safety improvement projects may occur on any public road and must be sponsored by a County or City. To be eligible for federal aid, a project should be part of either

the annual element of a Transportation System Plan or the annual listing of rural projects by ODOT, although they do not have to be part of the approved STIP to receive STIP funding.

Highway Bridge Replacement and Rehabilitation Program

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

Timber Receipts (United States Forest Service)

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

Community Development Block Grants (CDBG)

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

Federal Transit Administration Funding

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

The FTA's programs of financial assistance include the following funds listed below that are programs in the MTIP¹:

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

¹ The section refers to the section of U.S Code Title 49, which authorizes the activity.

State Funding Programs

Oregon Highway Fund

The major source of funding for transportation capital improvements and activities statewide is the Oregon Highway Fund. The Highway Fund derives its revenue through fuel taxes, licensing, and registration fees, and weight-mile taxes assessed on freight carriers. Revenues are divided as follows: 20% to cities, 30% to counties, and 50% to ODOT. County shares of the Fund are based on the number of vehicle registrations, while the allocations to the cities are based on population.

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

Special City Allotment

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

Special Public Works Funds (SPWF)

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

Immediate Opportunity Fund (IOF)

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

Traffic Control Projects

The state maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminaire units at intersections between state highways and city streets (or county roads).

Intersections involving a state highway and a city street (or county road), which are included on the statewide priority list are eligible to participate in the cost sharing policy.

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

State Special Transportation Fund (STF)

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

Fix-It¹

Fix-It programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals and others

Enhance

Activities that enhance, expand, or improve the transportation system. The Fix-It project selection process is similar to prior STIPs as these projects are developed mainly from management systems that help identify needs based on technical information for things like pavement and bridges. As of 2017, with the signing of HB-2017 into law by Governor Brown, Enhance funds have been greatly restricted and are not available for use.

MRMPO State Gas Tax

The MRMPO receives **\$1,970,319** per year of state gas tax funds in lieu of STBG Funds. The MRMPO Policy Committee has the most discretion of these funds within the TIP. A variety of multi-modal projects can be funded with gas tax funds.

¹ See [Use of Fix-It Program](#)

Local Funding Programs

Systems Development Charges (SDCS)

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

Street Utility Fees

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

Special Assessments/Urban Renewal Agency/Local Improvement Districts (Lids)

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

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

Local Parking Fees

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

Revenue Bonds

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

General Obligation Bonds

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

Property Taxes

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

Farebox Revenues and Bus Pass Revenues

Portions of Josephine Community Transit's operating funds are received from farebox revenue, token sales, and bus pass revenue. These funds are not eligible to be used as a local match source.

Vehicle Registration Fees

Counties can implement a local vehicle registration fee. This would be similar to the state vehicle registration fee. A portion could be allocated to local jurisdictions. Jackson and Josephine Counties do not currently have vehicle registration fees.

Local Gas Tax

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

Local Jurisdiction Funding

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

Josephine County

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

Jackson County

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

Josephine County

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

City of Gold Hill

Oregon gas tax receipts are the primary sources of transportation revenue.

City of Grants Pass

Revenue sources include Oregon gas tax revenues, STBG funds, systems development charges, utility fees, and parking fees.

City of Rogue River

Oregon gas tax revenues and street impact fees.

Appendix D: Transportation Planning Acronyms & Terms

Acronyms

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CMAQ:	Congestion Mitigation & Air Quality
CO:	Carbon Monoxide
COATS:	California Oregon Advanced Transportation Systems
DLCD:	Department of Land Conservation and Development
EMME/2:	Computerized Transportation Modeling Software
EPA:	Environmental Protection Agency
IIJA:	Infrastructure Investment and Jobs Act
FAST:	Fixing America's Surface Transportation Act
FFY:	Federal Fiscal Year: from October 1 to September 31
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FTZ:	Foreign Trade Zone
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GCP:	General Corridor Planning
GIS:	Geographic Information Systems
HOT: occupants	High Occupancy Toll lane with extra charge for single
HOV: occupant	High Occupancy Vehicle lane for cars with more than one
HPMS:	Highway Performance Monitoring System
I/M, I & M:	Inspection and Maintenance Program for emissions control
ITS:	Intelligent Transportation Systems
JCT:	Josephine County Transit
JJTC:	Jackson-Josephine Transportation Committee
LOS:	Level of Service, a measure of traffic congestion from A (free

flow) to F (gridlock)

LRT: MAX	Light Rail Transit, self-propelled rail cars such as Portland's
MAP-21:	Moving Ahead for Progress in the 21st Century Act
MIS:	Major Investment Study
MOU:	Memorandum of Understanding
PO:	Metropolitan Planning Organization
TIP:	Transportation Improvement Program
NAAQS:	National Ambient Air Quality Standards
NARC:	National Association of Regional Councils
NHS:	National Highway System
NPTS:	Nationwide Personal Transportation Survey
NTI:	National Transit Institute
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission
OTP:	Oregon Transportation Plan
PL Funds:	Public Law 112, Federal Transportation Planning Funds
PM10:	Particulate Matter of less than 10 Micrometers
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
SAFETEA-LU: Legacy for Users	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A
SIP:	State Implementation Plan
SOV:	Single Occupant Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STBG:	Surface Transportation Block Grant Program
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TEA-21:	Transportation Equity Act for the 21st Century
TIP:	Transportation Improvement Program
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit

TPR:	Transportation Planning Rule
TSM:	Transportation Systems Management
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
US DOT:	U.S. Department of Transportation
VMT:	Vehicle Miles Traveled

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Terms

Appropriation

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

Authorization

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

Capital Costs

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

Conformity Analysis

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

Emissions Budget

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

Emissions Inventory

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

Exempt / Non-Exempt Projects

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

Federal-aid Highways

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

Functional Classification

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

Key Number

Unique number assigned by ODOT to identify projects in the TIP/STIP.

Maintenance

Activities that preserve the function of the existing transportation system.

Maintenance Area

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

Mobile Sources

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

Non-Attainment Area

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

Regionally Significant

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

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

3C

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

Appendix E: Regionally Significant Projects

Definition

Background

This document is intended to serve as a tool for assisting with determining whether a roadway facility in the MRMPO planning area is “Regionally Significant” with respect to the air quality conformity requirements found in the Transportation Conformity Rule (40 CFR Part 93). The purpose is to provide pertinent information to the Interagency Consultation Group (IACG) on the characteristics that would normally be used to consider the regional significance of a transportation project and in particular one that is on a roadway facility classified as a Minor Arterial or lower. The IACG will make the final determination of regional significance on a case-by-case basis, and additional criteria beyond what is being presented in this document may be used at the IACG’s discretion.

The MRMPO shall provide initial determinations regarding exemption and significance status for each project to the IACG for review and comment. Following consultation, the MRMPO shall make a final determination for the project pool.

Federal Conformity Rule Definition of Regional Significance

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals themselves and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Examples of Regionally Significant Projects

Below are examples of projects which must be included in the network modeling for the regional emissions analysis for the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and amendments to RTP and TIP.

- **Interstates and Expressways**
 - New segment
 - Added through lane
 - Continuous auxiliary lane
 - New interchange
- **Other Principal Arterial**
 - New segment
 - Added through lane
 - Continuous auxiliary lane
 - New interchange
- **Rail and Fixed Guide-Way Transit**
- **Major expansion of fixed rail or fixed guide-way system**
- **Examples of Non-Exempt Projects that are not Regionally Significant**
 - Addition of thru traffic lanes on arterial roads that do not extend the full distance between major intersections
 - Addition of thru traffic lanes on roads that are not functionally classified as an arterial or higher and do not serve regional transportation needs
 - New collector roads that serve minor developments
 - New or expanded park-and-ride lots that do not serve regional transportation needs
 - New collector road overpasses

Appendix F: Comments and Responses

Agency Comments & Responses

	Comment Received	MRMPO Response
1		
2		
3		

Public Comments & Responses

	Comment Received	MRMPO Response
1		
2		
3		

Appendix G: Transportation Conformity Requirements

Attached below is the Environmental Protection Agency (EPA) letter documenting the end of transportation conformity requirement for Grants Pass PM10 area, which has reached attainment.

DRAFT



REGION 10
SEATTLE, WA 98101

January 24, 2024

Mr. Karl Welzenbach
Planning Program Director
Rogue Valley Council of Governments/Middle Rogue MPO
155 North 1st Street
Central Point, Oregon 97502

Re: End of Transportation Conformity Requirements Following 20 years of Maintenance for the Grants Pass PM₁₀ Maintenance Area

Dear Mr. Welzenbach:

Our records indicate that the Grants Pass PM₁₀ area has reached the end of the 20-year maintenance period for the PM₁₀ National Ambient Air Quality Standard (NAAQS). Congratulations on reaching this milestone which is the culmination of efforts to reduce PM₁₀ in the Grants Pass area to healthy levels and maintain those levels for more than 20 years. The purpose of this letter is to provide information regarding transportation conformity requirements for a maintenance area that has achieved 20 years of maintenance.

Once the total of 20 years of maintenance has been achieved, the requirements for a transportation conformity determination as provided in CAA section 176(c) and 40 CFR part 93 no longer apply to the maintenance area unless the applicable implementation plan specifies otherwise. See 40 CFR 93.102(b)(4).

Additional information regarding the end of 20 years of maintenance is also presented in our Office of Transportation and Air Quality's guidance document titled "Transportation Conformity Guidance for Areas Reaching the End of the Maintenance Period; EPA-420-B-14-093, October 2014." available at <http://nepis.epa.gov/Exe/ZyPDF.cgi/P100KPP0.PDF?Dockey=P100KPP0.PDF>.


The EPA approved the first 10-year maintenance plan on October 27, 2003 (68 FR 61111) with an effective date of December 26, 2003. We approved the second 10-year Limited Maintenance Plan on July 30, 2015 (80 FR 45431) with an effective date of September 28, 2015. The Grants Pass PM₁₀ maintenance period spanned from December 26, 2003, through December 26, 2023. Therefore, as of December 27, 2023, Rogue Valley Council of Governments/Middle Rogue MPO is no longer required to address the transportation conformity requirements of 40 CFR part 93 for PM₁₀. As such, a conformity

determination is no longer required for the Rogue Valley Council of Governments/Middle Rogue MPO Regional Transportation Plan and Transportation Improvement Program.

Finally, we note that the other provisions of the second 10-year maintenance plan continue to remain in effect and all measures and requirements contained in the plan must be complied with until the state submits, and the EPA approves, a revision to the State Implementation Plan consistent with the anti-backsliding requirements of CAA section 110(l) and CAA section 193, if applicable. Furthermore, the maintenance requirement in CAA section 110(a)(1) remains in place for all areas, including attainment areas.

If there are any questions regarding transportation conformity or the Grants Pass PM₁₀ maintenance plan, please have your staff contact Tess Bloom, of my staff, at (206) 553-6362 or bloom.tess@epa.gov.

Sincerely,

KRISHNASWAMY
VISWANATHAN  Digitally signed by
KRISHNASWAMY
VISWANATHAN
Date: 2024.01.24 12:48:24 -0800

Krishna Viswanathan
Director
Air and Radiation Division

cc: Ms. Ashley Bryers
Federal Highway Administration

Ms. Jasmine Harris
Federal Highway Administration

Mr. Ned Conroy
Federal Transit Administration

Ms. Natalie Liljenwall
Oregon Department of Transportation

Mr. Jeffrey Stocum
Oregon Department of Environmental Quality

Mr. Michael Orman
Oregon Department of Environmental Quality

Ms. Ann Marie Alfrey
Mr. Rogue Valley Council of Governments

Mr. Ryan MacLaren
Rogue Valley Metropolitan Planning Organization