

Chapter 6 – Plan Implementation

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

A. Projects in the RTP

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

The MRMPO developed the funding expectations for this plan in consultation with ODOT and the member jurisdictions. The estimates are the best available at the time, but are likely to change – especially in the long-range years (2036-2045). Details about the financial planning process and funding sources are shown in Chapter 8 *Financial Plan*.

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

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

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

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

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

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

Quality Conformity Determination, published separately).

1. Local Jurisdiction Transportation System Plans

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

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



2. Projects Not Specifically Identified in the RTP

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

Preservation projects include, but are not limited to, projects such as: repaving of roadways, culvert replacements and installations, restriping of lanes, roadway treatments such as adding asphalt sealant and guardrail repairs.

Safety projects include, but are not limited to, projects such as: guardrail installation, restriping of lanes and/or reconstruction of lanes to promote safer vehicular movements along a road and/or through an intersection, installation of warning/caution signage, lane reflectors, rumble strips, etc.

Operation projects include, but are not limited to, projects such as: interconnection of traffic signals to promote more efficient operations of critical roadways, installation of Variable Message Signs along critical corridors, and/or interstates and TDM strategies.

Utilizing revenue estimates for the years 2013 through 2024, as provided by ODOT, MRMPO staff developed a yearly funding projection out to the year 2045 with an inflation rate of 2% applied to the average of the trend numbers for each category. Although ODOT does not program the funding by county and/or MPO in these broad categories the table below is a rough calculation of the totals per category.

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

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

B. Project Selection Criteria

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

The MRMPO has developed criteria for evaluating and scoring applications for STBG performance categories:

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

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

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

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

1. Evaluation and Review

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

C. RTP Project List

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

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

This plan identifies nearly \$27 million expected to be available to invest in the regional transportation system through 2045. Details about the financial assumptions used to calculate these sums and financially constrain the projects in this chapter are provided in Chapter 8.

Financial Plan.

1. Project Timing

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

Projects are scheduled by the following timeframes:

- **Short Range – Between 2021 and 2024**
- **Medium Range – Between 2025 and 2035**
- **Long Range – Between 2036 and 2045.**

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

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

Table 6.2 – RTP Project List by Jurisdiction, Short Range Projects (2021 – 2024)

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Conformity Status	Project Located in CO or PM10 Maintenance Area?
Funds Available - Short Range						
Gold Hill						
GH-001	Street Paving/ADA ramps		Short	\$40,000	Exempt	NA
		Short Range Total			\$40,000	
Grants Pass						
GP-001	Expanding Access to Transit - Sidewalk Construction	Install 4 miles of sidewalks, replace missing/non-conforming sidewalks, Install stop sign/amenities (funds obligated prior to MPO designation)	Short	\$1,581,349	Exempt	PM ₁₀
GP-002	Allen Creek Rd. Improvements	Allen Creek Rd. from W. Harbeck to Denton will be upgraded to City Arterial standards (CMAQ & STP funds awarded prior to MPO designation).	Short	\$5,820,000	Exempt	PM ₁₀
		Short Range Total			\$7,401,349	
Jackson County						
		Short Range Total			\$0	
Josephine County						
JoCo-001	Highland Avenue	Sidewalk Improvements-Cooke Ave. to Vine Street	Short	\$352,200	Exempt	NA
JoCo-002	Beacon Drive	Full Depth Pavement Repair and Sidewalk Improvements-Madrone Ave. to Quail Crossing	Short	\$506,300	Exempt	NA
JoCo-003	New Hope Road	Sidewalk Infill Improvements-Bayard Dr. to Allen Crk	Short	\$169,500	Exempt	NA
JoCo-004	G Street	Sidewalk Infill Improvements-Lincoln Road to Leonard St.	Short	\$276,000	Exempt	NA
JoCo-005	Merlin Road	Bicycle Rail Crossing Improvements	Short	\$60,000	Exempt	NA
JoCo-006	Lincoln Rd./Lower River Rd.	Curb Ramps Transfer Agreement	Short	\$600,000	Exempt	NA
JoCo-007	Upper River Road	Cattle Undercrossing Removal	Short	\$60,000	Exempt	NA
JoCo-008	Josephine County	Safety Improvements, Phase II-Install curve warning signs, Various locations	Short	\$199,351	Exempt	NA
		Short Range Total			\$2,223,351	
		Short Range RTP Total			\$9,664,700	

Table 6.3 – RTP Project List by Jurisdiction, Medium Range Projects (2025 – 2035)

PROJECT NUMBER	LOCATION		DESCRIPTION	TIMING	COST	Conformity Status	Project Located in CO or PM10 Maintenance
Grants Pass			Funds Available - Medium Range				
Gold Hill							
0		No Medium Range Projects	No Medium Range Projects	Medium			
			Medium Range Total				
Grants Pass							
GP-003		Leonard Road: Darneille Lane to Devonshire	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Medium	\$2,859,700	Exempt	PM ₁₀
GP-004		Leonard Road: Dowell Road to Moon Glo Drive	Miscellaneous Sidewalks	Medium	\$146,500	Exempt	PM ₁₀
GP-005		Bridge Street: Cottonwood to 4th Street	In-Fill sidewalks	Medium	\$505,600	Exempt	PM ₁₀
Jackson County							
JaCo-001		East Evans Creek Rd: Rogue River - Pleasant Cr.	Upgrade to rural major collector	Medium	\$2,890,000	Non-Exempt	NA
			Medium Range Total			\$2,890,000	
Josephine County							
JoCo-009		Lincoln Road	Street Improvements-G Street to Bridge St.	Medium	\$4,000,000	Exempt	NA
			Medium Range Total			\$4,000,000	
Rogue River*							
RR-001		Depot & Pine Street Intersection	Convert Pine St as through movement & Depot St to one-way	Medium	\$81,000	Exempt	NA
RR-002		Pine & Main Street	Intersection improvement (Realigning, Signalize)	Medium	\$2,290,000	Exempt	NA
RR-003		SB I-5	Lengthen ramp & queue storage, and widen I-5 bridge over Evans Creek	Medium	\$2,276,000	Exempt	NA
RR-004		NB I-5	Add right turn lane	Medium	\$619,000	Exempt	NA
RR-005		Depot & Main St	Convert Depot St to one-way	Medium	\$30,000	Exempt	NA
			Medium Range Total			\$5,296,000	
			Medium Range RTP Total			\$12,186,000	

Table 6.4 – RTP Project List by Jurisdiction, Long Range Projects (2036 – 2045)

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Conformity Status	Project Located in CO or PM10 Maintenance Area?
Funds Available - Long Range						
Gold Hill						
0	No Long Range Projects	No Long Range Projects	Long			NA
		Long Range Total				
Grants Pass						
GP-006	Fruitdale Drive: Parkdale Drive to Cloverlawn Drive	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Long	\$2,209,800	Exempt	PM ₁₀
GP-007	Lincoln Road: Bridge to G Street (design/ROW)	Full reconstruction of arterial with TWLTL	Long	\$3,500,000	Exempt	PM ₁₀
GP-008	Rogue River Highway: Hamilton to Fruitdale (Design/ROW)	Full reconstruction of arterial with TWLTL	Long	\$1,575,000	Exempt	PM ₁₀
GP-009	G Street: Lincoln Road to Leonard Street	Full reconstruction of arterial to include TWLTL, bike lanes, sidewalks, parking one side.	Long	\$890,000	Non-Exempt	PM ₁₀
GP-010	Shutzwahl Lane: West Hanbeck Road to Dowel Road (design/ROW)	New Collector Street	Long	\$2,500,000	Non-Exempt	PM ₁₀
GP-011	Vine Street: Highland Ave to Hawthorne Ave (design/ROW)	Full reconstruction of arterial to include bike lanes and sidewalks.	Long	\$1,250,000	Exempt	PM ₁₀
GP-012	Dimmick Street: Belview to G Street Design/ROW)	Full reconstruction of arterial with TWLTL	Long	\$1,250,000	Exempt	PM ₁₀
Long Range Total					\$13,174,800	
Jackson County						
JaCo-002	Old Stage Road, Blackwell Road: Winterbrook Lane (design/ROW)	Improve to rural two-lane with shoulder bikeways	Long	\$1,250,000		NA
JaCo-003	N. River Road: Rogue River - Gold Hill (Design/ROW)	Upgrade to collector	Long	\$1,150,000		NA
		Long Range Total			\$2,400,000	
Josephine County						
0	No Long Range Projects	No Long Range Projects	Long	\$0		
		Long Range Total			\$0	
Rogue River						
0	No Long Range Projects	No Long Range Projects	Long			
		Long Range RTP Total			\$15,574,800	

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Map 6-1 – RTP Projects



