

Appendices

MRMPO RTP explicitly relies on multiple appendices and supporting plans that function as integrated RTP components, including the Regulatory Framework, Performance Base Planning, Project List, Financial Forecasts & Assumptions, and other documents/plans that are mentioned below.

These documents support the adopted RTP and are commonly cited and referenced rather than reproduced within the plan document itself

Appendix A

Regulatory Framework

This Transportation Plan is intended to meet federal requirements for regional transportation plans as described in the Code of Federal Regulations and the U.S. Clean Air Act amendments of 1990. This appendix describes the federal rules, regulations, and policies that influence the content of this document.

A. Federal Regulation

According to the [23 CFR, §450.324](#):

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in [§ 450.306](#) as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.

(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

(c) The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

(e) The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

(f) The metropolitan transportation plan shall, at a minimum, include:

- (1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
- (2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.
- (3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with [§ 450.306\(d\)](#).
- (4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in [§ 450.306\(d\)](#), including—
 - (i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and
 - (ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.
- (5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- (6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.
- (7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.

(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in [23 U.S.C. 101\(a\)](#), and associated transit improvements, as described in [49 U.S.C. 5302\(a\)](#), as appropriate;

(9) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations ([40 CFR part 93, subpart A](#)). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;

(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by [23 U.S.C. 101\(a\)\(5\)](#)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under [§ 450.314\(a\)](#). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (*i.e.*, beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (*i.e.*, by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(12) Pedestrian walkway and bicycle transportation facilities in accordance with [23 U.S.C. 217\(g\)](#).

(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

(1) Comparison of transportation plans with State conservation plans or maps, if available; or

(2) Comparison of transportation plans to inventories of natural or historic resources, if available.

(h) The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under [23 U.S.C. 148](#), the Public Transportation Agency Safety Plan required

under [49 U.S.C. 5329\(d\)](#), or an Interim Agency Safety Plan in accordance with [49 CFR part 659](#), as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.

(i) An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.

(1) An MPO that chooses to develop multiple scenarios under this [paragraph \(i\)](#) is encouraged to consider:

(i) Potential regional investment strategies for the planning horizon;

(ii) Assumed distribution of population and employment;

(iii) A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in [§ 450.306\(d\)](#) and measures established under [23 CFR part 490](#);

(iv) A scenario that improves the baseline conditions for as many of the performance measures identified in [§ 450.306\(d\)](#) as possible;

(v) Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and

(vi) Estimated costs and potential revenues available to support each scenario.

(2) In addition to the performance areas identified in [23 U.S.C. 150\(c\)](#), [49 U.S.C. 5326\(c\)](#), and [5329\(d\)](#), and the measures established under [23 CFR part 490](#), MPOs may evaluate scenarios developed under this paragraph using locally developed measures.

(j) The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under [§ 450.316\(a\)](#).

(k) The MPO shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

(l) A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under [paragraph \(f\)\(11\)](#) of this section.

(m) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations ([40 CFR part 93, subpart A](#)). A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations ([40 CFR part 93, subpart A](#)). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in [40 CFR part 93, subpart A](#). An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

Appendix B

Performance Based Planning

A. Performance Measures

The MRMPO adopted targets in February 2018 for the Safety performance measures (discussed below) and accepted the Transit Asset Management performance measures established by JCT (discussed below).

To be reported on annually as required for state DOTs and MPOs:

1. Fatalities
2. Fatality Rate (Fatalities/100M Vehicle Miles Traveled)
3. Serious Injuries
4. Serious Injury Rate (Serious Injuries/100M Vehicle Miles Traveled)
5. Nonmotorized Fatalities and Serious Injuries

Note that more detailed information on ODOT performance measures and targets is provided in the 2016 Oregon Transportation Safety Action Plan.

B. Safety

MPOs can use the state established targets or establish targets specifically for the planning area for performance measures listed above. The MRMPO is currently using ODOT's established targets, which are based on an S-curve forecast trend using five-year averages to achieve the vision of zero fatalities and life-changing injuries by 2035. The targets are applicable to all public roads in the MPO and must be reported annually. For reference, Table 1 below identifies each target baseline and five-year average target for the five performance measures out to 2015-2019 for the entire state of Oregon.

Table 1 - Statewide Safety Targets

Safety					
Base Period	Fatalities (People)	Fatality Rate (People per 100 Million VMT)	Serious Injuries (People)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People)
2021 Baseline reported Crashes (2014-2018)	448	1.48	1,739	5.03	257
2022 First Year Reported Crashes (2015-2019)	444	1.46	1,722	4.98	254
The federal performance areas and targets addressing safety are contained in the Oregon Transportation Safety Action Plan .					

How projects in the TIP help achieve Safety Targets

The safety of all users on our transportation system has always been a high priority for MRMPO and the local jurisdictions, especially vulnerable users. One of the goals of the MRMPO 2024-2049 Regional Transportation Systems Plan (RTSP) is to have a regional transportation system plan that is designed with the safety of all users in mind. The scoring criteria used to prioritize projects that are considered for MRMPO funding directly links the goals of the RTSP with the selection of projects.

Almost every project in the TIP has a safety element. Projects that more directly benefit the safety of the transportation system include:

- HSIP projects – HSIP projects are specifically selected to improve the safety of the roadway. Projects include buffered bike lanes, road diet, enhanced pedestrian crossings, signal improvements, curve warning signs, rumble strips, turn lanes, and other proven safety measures.
- Urban Upgrade Projects - Projects that add bike lanes and sidewalks along the roadway reduce the need for non-motorists to walk or bike in the roadway, along narrow shoulders, or in the ditch. Separating the vulnerable users from motor vehicles provides a safer environment, reducing the chances of dying or being seriously injured.
- Intersection Improvements – Projects that add, or replace, traffic signals and/or add turn lanes reduce the potential for serious crashes. Most crashes occur at intersections.

C. Pavement and Bridge Condition

ODOT established statewide targets for each of the six pavement and National Highway System (NHS) bridge condition performance measures and reports progress every four years. The MRMPO has adopted the state's targets for this measure.

D. Performance of the National Highway System (NHS)

ODOT established statewide targets for each of the six performance measures evaluating the system performance of the NHS and reports on progress every four years. These include travel time reliability, freight movement, Congestion and Air Quality Program (CMAQ). For the CMAQ measures, only the total emissions reduction for all CMAQ funded project measure is required for MPOs with more than 200,000 people during the first reporting period (January 1, 2018 to December 31, 2021). The MRMPO is unaffected by this measure.

Table 2 Federal Performance Measures

FAST ACT (FHWA) Performance Measures		2022 Performance Baseline	2023 (2 Year) Performance Target	2025 (4 Year) Performance Target
Pavement Condition				
1. Percentage of pavements of Interstate System in Good condition		57.7%	50.0%	50.0%
2. Percentage of pavements of the Interstate System in Poor condition		0.2%	0.5%	0.5%
3. Percentage of pavements of the non-Interstate NHS in Good condition		33.5%	30.0%	30.0%
4. Percentage of pavements of the non-Interstate NHS in Poor condition		2.9%	5.0%	5.0%
Bridge Condition				
5. Percentage of NHS bridges classified as in Good condition		13.3%	11.4%	10.0%
6. Percentage of NHS bridges classified as in Poor condition		1.8%	2.4%	3.0%
National Highway System Performance				
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)		78%	78%	78%
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)		78%	78%	78%
Freight Movement on Interstate System				
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)		1.45	1.45	1.45
Congestion Mitigation and Air Quality - Traffic Congestion				
ODOT and CLMPO	10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	3.6 hours	8.5 hours	9 hours
	11. Percent of Non-SOV Travel	30.2%	33.0%	35.0%
ODOT and SKATS	10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	7 hours	7 hours	7 hours
	11. Percent of Non-SOV Travel	24%	23.2%	22.7%
Congestion Mitigation and Air Quality - On-Road Mobile Source Emissions				
12. Total Emissions Reduction; 2-year and 4-year cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) under the CMAQ program for which the area is designated nonattainment or maintenance		Baseline	2 Year Kg/Day:	4 Year Kg/Day:
		VOC	N/A	N/A
		CO	92.25	92.25
		NOx	0	0
		PM10	1115.03	1115.03
		PM2.5	0	0

*FHWA Performance Areas and Measures are contained in the [Oregon Highway Plan \(OHP\) Appendix D](#)

~ Adopted May 17, 2018 (Original 2006 OTP is currently under Revision)

The [Oregon Highway Plan](#) addresses the FHWA performance management requirements for National Highway Performance, Congestion Mitigation and Air Quality, and National Freight Movement. The performance based planning process and performance targets contained in this amendment are for ODOT's federal reporting requirements only. The requirements and targets addressed in this amendment are not applicable to the Transportation Planning Rule for consistency in regional and local transportation system plans. The federal performance areas and targets regarding public transportation are contained in the Oregon Transit Asset Management Plan, and will be referenced in the [Oregon Public Transportation Plan](#).

E. Transit Asset Management (TAM)

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The FTA Final Rule for Transit Asset Management (49 USC 625) established four performance measures for transit districts.

- 1) Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- 2) Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- 3) Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- 4) Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile. (JCT does not operate a track system; therefore, this measure does not apply.)

JCT is designated as a Tier II transit agency and relies on the Oregon Public Transit Tier II Transit Asset Management Plan to meet the federal TAM target requirements. The MRMPO supports the Josephine Community Transit (JCT) Tier II TAM targets.

How projects in the TIP help achieve JCT TAM Targets

The MRMPO is committed to supporting the transit system in the area. Historically, MRMPO's federal funds have been used to help purchase approximately one bus per year as well as promote greater accessibility. For efficiency purposes, the funds for several years and sources have been combined for one larger purchase once every several years.

Table 3 on the following page shows Tier II transit agency TAM targets.

Table 3 Tier II TAM Plan Performance Targets

Tier II Group TAM Plan Performance Targets

Asset Type	2017	2018	2019	2020	2021	2022
Equipment - Automobiles	40%	40%	40%	25%	12%	8%
Equipment - Truck and other Rubber Tire Vehicles			40%	45%	44%	45%
Rolling Stock - Articulated Bus					30%	20%
Rolling Stock - Over the Road Bus	20%	20%			75%	78%
Rolling Stock - Bus	40%	40%	20%	25%	20%	25%
Rolling Stock - Cutaway	40%	40%	50%	40%	32%	38%
Rolling Stock - Van	40%	40%	45%	41%	45%	40%
Rolling Stock - Minivan	40%	40%	45%	41%	32%	34%
Rolling Stock - SUV	40%	40%	40%	23%	38%	31%
Rolling Stock - Automobile	40%	40%	45%	63%	50%	50%
Facilities - Passenger / Parking Facilities	10%	10%	50%	0%	0%	0%
Facilities - Administrative / Maintenance Facilities	10%	10%	20%	3%	1.5%	1.5%

Appendix C

Tier 2 Project List

Additional projects identified as necessary and important by all jurisdictions, called Tier 2 projects, are presented in Table C-1 on the following page. Please note, no funding has been identified for Tier 2 projects.

Table C- 1

Tier 2 RTP Projects				
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST
Gold Hill				
0	No Teir 2 Projects		Teir 2	
			Teir 2 Total	\$0
Grants Pass				
GP-006	Fruitdale Drive: Parkdale Drive to Cloverlawn Drive	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Teir 2	\$2,209,800
<i>NEW</i>	Fourth Bridge and Approaches	Full Construction of bridge approaches and the bridge connecting Lincoln Road to Allen Creek Road	Teir 2	\$40,000,000
			Teir 2 Total	\$42,209,800
Jackson County				
<i>NEW</i>	East Evans Creek Road: Rogue River City Limits to Rogue River High School	Widen to 3-lane urban major collector	Teir 2	\$4,500,000
<i>NEW</i>	Foothill Boulevard: Rogue River City Limits to Rogue River UGB	Widen to 3-lane urban major collector	Teir 2	\$3,000,000
<i>NEW</i>	Foothill Boulevard: Rogue River UGB to Josephine County Line	Install 6-foot shoulders consistent with rural major collector	Teir 2	\$12,400,000
			Teir 2 Total	\$19,900,000
Josephine County				
0	No Teir 2 Projects		Teir 2	
			Teir 2 Total	\$0
Rogue River				
0	No Teir 2 Projects		Teir 2	
			Teir 2 Total	\$0
			Teir 2 RTP Total	\$62,109,800

Appendix D

COMMON TRANSPORTATION PLANNING ACRONYMS AND TERMS

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CMAQ:	Congestion Mitigation & Air Quality
CO:	Carbon Monoxide
DLCD:	Department of Land Conservation and Development
EPA:	Environmental Protection Agency
FFY:	Federal Fiscal Year: from October 1 to September 31.
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FTZ:	Foreign Trade Zone
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GCP:	General Corridor Planning
GIS:	Geographic Information Systems
HOT:	High Occupancy Toll lane with extra charge for single occupants
HOV:	High Occupancy Vehicle lane for vehicles with more than one occupant
HPMS:	Highway Performance Monitoring System
I/M or I & M:	Inspection and Maintenance Program for emissions control
ISTEA:	Intermodal Surface Transportation Efficiency Act (1991), replaced by TEA-21 , the Transportation Equity Act for the 21 st century, expired in 2003
ITS:	Intelligent Transportation Systems
LOS:	Level of Service, a measure of traffic congestion from A (free-flow) to F (grid-lock)
LRT:	Light Rail Transit, self-propelled rail cars such as Portland's MAX
MAP-21	Moving Ahead for Progress in the 21 st Century; 2013 transportation act.
MIS:	Major Investment Study
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area
MTIP:	Metropolitan Transportation Improvement Program (same as TIP)
NAAQS:	National Ambient Air Quality Standards
NARC:	National Association of Regional Councils
NHS:	National Highway System
NPTS:	Nationwide Personal Transportation Survey
NTI:	National Transit Institute

OAR:	Oregon Administrative Rules
ODFW:	Oregon Department of Fish and Wildlife
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PC:	MPO Policy Committee
PL Funds:	Public Law 112, Federal Planning Funds
PM ₁₀ :	Particulate Matter of less than 10 Micrometers
PM _{2.5} :	Particulate Matter of less than 2.5 Micrometers
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
RVIA:	Rogue Valley International Airport
RVTD:	Rogue Valley Transportation District
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, the current 6-year surface transportation act, expired Sept. 2009
SIP:	State Implementation Plan
SOV:	Single Occupancy Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STP:	Surface Transportation Program
TAC:	MPO Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
TRADCO:	Transportation Advisory Committee
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 of Travel

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 may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

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

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

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

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

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

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

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

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

Maintenance - Activities that preserve the function of the existing transportation system.

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

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

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

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

- (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.” ISTEA’s planning requirements broaden the framework for such a process to include consideration of important social, environmental and energy goals, and to involve the public in the process at several key decision making points.

APPENDIX E

MRMPO FINANCIAL FORECASTS & ASSUMPTIONS

City of Gold Hill

Table B-1 depicts the City of Gold Hill’s estimated short, medium, and long-range local revenues and non-capital expenses. City revenue resources for transportation operations and maintenance primarily come from allocations of State Highway Fund (SHF) revenue (discussed later in this Appendix) accounting for 90% of all revenue. The city anticipates receiving \$50,000 every three years from ODOT’s Small City Allotment (SCA) program. A 2% annual “year of expenditure” (YOE) or inflation factor is used to estimate future maintenance and operations costs.

Table B-1

City of Gold Hill														
Street System Local Revenues and Non-Capital Expenses (\$ x 1,000)														
City Revenue Sources											Non-Capital Expenses			
Year	Federal	Subtotal Federal	State	Subtotal State	Local						Admin	Debt Service	Maint.	Subtotal Non Capital
					System Dev Charges	Subtotals SDC	Street Utility Fee	Subtotals SUF	SCA	Subtotal SCA				
2024	\$0		\$105,239		\$0		\$0		\$0		\$0	\$0	\$51,559	
2025	\$0		\$106,593		\$0		\$0		\$0		\$0	\$0	\$52,590	
2026	\$0		\$107,416		\$0		\$0		\$0		\$0	\$0	\$53,905	
2027	\$0		\$107,676		\$0		\$0		\$0		\$0	\$0	\$55,253	
2028	\$0	\$0	\$107,324	\$534,248	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,634	\$269,941
2029	\$0		\$107,403		\$0		\$0		\$50,000		\$0	\$0	\$58,050	
2030	\$0		\$106,866		\$0		\$0		\$0		\$0	\$0	\$59,501	
2031	\$0		\$106,332		\$0		\$0		\$0		\$0	\$0	\$60,988	
2032	\$0		\$105,800		\$0		\$0		\$0		\$0	\$0	\$62,513	
2033	\$0		\$105,271		\$0		\$0		\$0		\$0	\$0	\$64,076	
2034	\$0		\$104,745		\$0		\$0		\$0		\$0	\$0	\$65,678	
2035	\$0		\$104,221		\$0		\$0		\$0		\$0	\$0	\$67,320	
2036	\$0		\$103,700		\$0		\$0		\$50,000		\$0	\$0	\$69,003	
2037	\$0		\$103,181		\$0		\$0		\$0		\$0	\$0	\$70,728	
2038	\$0	\$0	\$102,665	\$1,050,184	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$72,496	\$650,353
2039	\$0		\$102,152		\$0		\$0		\$0		\$0	\$0	\$74,309	
2040	\$0		\$101,641		\$0		\$0		\$0		\$0	\$0	\$76,166	
2041	\$0		\$101,133		\$0		\$0		\$0		\$0	\$0	\$78,070	
2042	\$0		\$100,627		\$0		\$0		\$0		\$0	\$0	\$80,022	
2043	\$0		\$100,124		\$0		\$0		\$50,000		\$0	\$0	\$82,023	
2044	\$0		\$99,624		\$0		\$0		\$0		\$0	\$0	\$84,073	
2045	\$0		\$99,126		\$0		\$0		\$0		\$0	\$0	\$86,175	
2046	\$0		\$98,630		\$0		\$0		\$0		\$0	\$0	\$88,330	
2047	\$0		\$98,137		\$0		\$0		\$0		\$0	\$0	\$90,538	
2048	\$0		\$97,646		\$0		\$0		\$0		\$0	\$0	\$92,801	
2049	\$0	\$0	\$97,158	\$1,095,998	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$95,121	\$927,628
Totals	\$0		\$2,680,430		\$0		\$0		\$150,000		\$0	\$0	\$1,847,922	\$1,847,922
Assumptions			0.5% annual decrease "YOE"		2% annual increase "YOE"		2% annual increase "YOE"		"YOE" refers to Year of Expenditure or inflation factor		2% annual increase "YOE"		2% annual increase "YOE"	

Source: City of Gold Hill

City of Grants Pass

The City of Grants Pass owns and maintains a large segment of the regional roadway network in the MRMPO. Therefore, the city's revenues and expenses will reflect the size of the city's population and roadway network. A 2.5% annual "year of expenditure" (YOE) or inflation factor is used to estimate future maintenance and operations costs.

Table B-2

City of Grants Pass													
Street System Local Revenues and Non-Capital Expenses (\$ x 1,000)													
City Revenue Sources										Non-Capital Expenses			
Year	Federal	State "Gas Tax Share"	Subtotal State	Local						Admin	Debt Service	Maint.	Subtotal Non Capital
				System Dev Charges	Subtotals SDC	Street Utility Fee	Subtotals SUF	Misc.	Subtotal Misc				
2024		\$2,900,000		\$200,000		\$1,225,000		\$30,000		\$600,000	\$0	\$1,475,000	
2025		\$2,827,500		\$205,000		\$1,255,625		\$30,000		\$615,000	\$0	\$1,504,500	
2026		\$2,756,813		\$210,125		\$1,287,016		\$30,000		\$630,375	\$0	\$1,542,113	
2027		\$2,687,892		\$215,378		\$1,319,191		\$30,000		\$646,134	\$0	\$1,580,665	
2028		\$2,620,695	\$13,792,900	\$220,763	\$1,051,266	\$1,352,171	\$6,439,002	\$30,000	\$150,000	\$662,288	\$0	\$1,620,182	\$10,876,257
2029		\$2,555,178		\$226,282		\$1,385,975		\$30,000		\$678,845	\$0	\$1,660,686	
2030		\$2,491,298		\$231,939		\$1,420,624		\$30,000		\$695,816	\$0	\$1,702,204	
2031		\$2,429,016		\$237,737		\$1,456,140		\$30,000		\$713,211	\$0	\$1,744,759	
2032		\$2,368,290		\$243,681		\$1,492,544		\$30,000		\$731,042	\$0	\$1,788,378	
2033		\$2,309,083		\$249,773		\$1,529,857		\$30,000		\$749,318	\$0	\$1,833,087	
2034		\$2,251,356		\$256,017		\$1,568,104		\$30,000		\$768,051	\$0	\$1,878,914	
2035		\$2,195,072		\$262,417		\$1,607,306		\$30,000		\$787,252	\$0	\$1,925,887	
2036		\$2,140,195		\$268,978		\$1,647,489		\$30,000		\$806,933	\$0	\$1,974,034	
2037		\$2,086,690		\$275,702		\$1,688,676		\$30,000		\$827,107	\$0	\$2,023,385	
2038		\$2,034,523	\$22,860,701	\$282,595	\$2,535,120	\$1,730,893	\$15,527,608	\$30,000	\$300,000	\$847,784	\$0	\$2,073,970	\$26,210,664
2039		\$1,983,660		\$289,660		\$1,774,165		\$30,000		\$868,979	\$0	\$2,125,819	
2040		\$1,934,068		\$296,901		\$1,818,519		\$30,000		\$890,703	\$0	\$2,178,965	
2041		\$1,885,717		\$304,324		\$1,863,982		\$30,000		\$912,971	\$0	\$2,233,439	
2042		\$1,838,574		\$311,932		\$1,910,582		\$30,000		\$935,795	\$0	\$2,289,275	
2043		\$1,792,610		\$319,730		\$1,958,346		\$30,000		\$959,190	\$0	\$2,346,507	
2044		\$1,747,794		\$327,723		\$2,007,305		\$30,000		\$983,170	\$0	\$2,405,169	
2045		\$1,704,099		\$335,916		\$2,057,488		\$30,000		\$1,007,749	\$0	\$2,465,298	
2046		\$1,661,497		\$344,314		\$2,108,925		\$30,000		\$1,032,943	\$0	\$2,526,931	
2047		\$1,619,960		\$352,922		\$2,161,648		\$30,000		\$1,058,766	\$0	\$2,590,104	
2048		\$1,579,461		\$361,745		\$2,215,689		\$30,000		\$1,085,236	\$0	\$2,654,857	
2049		\$1,539,974	\$19,287,413	\$370,789	\$3,615,956	\$2,271,082	\$22,147,732	\$30,000	\$330,000	\$1,112,366	\$0	\$2,721,228	\$37,385,460
Totals		\$55,941,014	\$55,941,014	\$7,202,342	\$7,202,342	\$44,114,342	\$44,114,342	\$780,000	\$780,000	\$21,607,025	\$0	\$52,865,356	\$74,472,381
Assumptions		2.5% annual decrease "YOE"		2.5% annual increase "YOE"		2.5% annual increase "YOE"		"YOE" refers to Year of Expenditure or inflation factor		2.5% annual increase "YOE"		2.5 % annual increase "YOE"	

Source: City of Grants Pass

Table B-2 above depicts the City of Grants Pass estimated short, medium and long-range local revenues and non-capital expenses. City revenue resources for transportation operations and maintenance primarily come from allocations of State Highway Fund (SHF) revenue accounting for more than two thirds of all revenue. The City's Street Utility Fee (SUF) is the next largest source of revenue for transportation operations and maintenance and administration.

City of Rogue River

Table B-3 depicts the City of Rogue River's estimated short, medium and long-range local revenues and non-capital expenses. City revenue resources for transportation operations and maintenance primarily come from allocations of State Highway Fund (SHF) revenue accounting for more than 60% of all revenue. The City's local funds make up approximately 40% of revenue for debt service, maintenance, and administration.

Table B-3

Rogue River														
Street System Local Revenues and Non-Capital Expenses (\$ x 1,000)														
City Revenue Sources											Non-Capital Expenses			
Year	Federal	Subtotal Federal	State	Subtotal State	Local						Admin	Debt Service	Maint.	Subtotal Non Capital
					System Dev Charges	Subtotals SDC	Street Impact Fee	Subtotals SUF	Misc.	Subtotal Misc				
2024	\$ -		\$ 171,753.00		\$8,060		\$18,900			\$89,000		\$164,703	\$89,000	\$190,650
2025	\$ -		\$ 170,894.24		\$8,262		\$19,373			\$89,000		\$168,821	\$89,000	\$194,463
2026	\$ -		\$ 170,039.76		\$8,468		\$19,857			\$89,000		\$173,041	\$89,000	\$199,325
2027	\$ -		\$ 169,189.57		\$8,680		\$20,353			\$339,000		\$177,367	\$89,000	\$204,308
2028	\$ -	\$ -	\$ 168,343.62	\$ 850,220.18	\$8,897	\$42,366	\$20,862	\$99,345	\$89,000	\$695,000	\$181,801	\$89,000	\$209,415	\$2,308,894
2029	\$ -		\$ 167,501.90		\$9,119		\$21,384			\$89,000		\$186,346	\$89,000	\$214,651
2030	\$ -		\$ 166,664.39		\$9,347		\$21,918			\$89,000		\$191,005	\$89,000	\$220,017
2031	\$ -		\$ 165,831.07		\$9,581		\$22,466			\$339,000		\$195,780	\$89,000	\$225,517
2032	\$ -		\$ 165,001.91		\$9,820		\$23,028			\$89,000		\$200,675	\$89,000	\$231,155
2033	\$ -		\$ 164,176.90		\$10,066		\$23,604			\$89,000		\$205,691	\$89,000	\$236,934
2034	\$ -		\$ 163,356.02		\$10,317		\$24,194			\$89,000		\$210,834	\$89,000	\$242,858
2035	\$ -		\$ 162,539.24		\$10,575		\$24,798			\$339,000		\$216,105	\$89,000	\$248,929
2036	\$ -		\$ 161,726.54		\$10,840		\$25,418					\$221,507	\$0	\$255,152
2037	\$ -		\$ 160,917.91		\$11,111		\$26,054					\$227,045	\$0	\$261,531
2038	\$ -	\$ -	\$ 160,113.32	\$ 1,637,829.20	\$11,389	\$102,165	\$26,705	\$239,569		\$1,123,000	\$232,721	\$0	\$268,069	\$5,115,524
2039	\$ -		\$ 159,312.75		\$11,673		\$27,373		\$250,000			\$238,539	\$0	\$274,771
2040	\$ -		\$ 158,516.19		\$11,965		\$28,057					\$244,503	\$0	\$281,640
2041	\$ -		\$ 157,723.61		\$12,264		\$28,759					\$250,615	\$0	\$288,681
2042	\$ -		\$ 156,934.99		\$12,571		\$29,478					\$256,880	\$0	\$295,898
2043	\$ -		\$ 156,150.32		\$12,885		\$30,214		\$250,000			\$263,302	\$0	\$303,296
2044	\$ -		\$ 155,369.56		\$13,207		\$30,970					\$269,885	\$0	\$310,878
2045	\$ -		\$ 154,592.72		\$13,537		\$31,744					\$276,632	\$0	\$318,650
2046	\$ -		\$ 153,819.75		\$13,876		\$32,538					\$283,548	\$0	\$326,617
2047	\$ -		\$ 153,050.65		\$14,223		\$33,351		\$250,000			\$290,637	\$0	\$334,782
2048	\$ -		\$ 152,285.40		\$14,578		\$34,185					\$297,903	\$0	\$343,151
2049	\$ -	\$ -	\$ 151,523.97	\$ 1,709,279.92	\$14,943	\$134,050	\$35,040	\$314,335		\$750,000	\$305,350	\$0	\$351,730	\$6,407,890
Totals	\$ -		\$ 4,197,329.30		\$290,254	\$278,581	\$680,621	\$653,248	\$2,568,000	\$2,568,000	\$5,931,236	\$1,068,000	\$6,833,071	\$13,832,308
assumptions			.5% annual gas tax decrease "YOY"		2.5% annual increase "YOY"		2.5% annual increase "YOY"		Includes \$89,000 per year from General Fund to 2025 and \$250,000 every four years from SCA		2.5% annual increase "YOY"		2.5% annual increase "YOY"	

Source: City of Rogue River

Jackson County

Jackson County owns and maintains a portion of the regional roadway network in the MRMPO. Therefore, the county's revenues and expenses shown in Table B-4 reflects the portion of the county's population and roadway network within the MRMPO planning area. A 2.5% annual "year of expenditure" (YOE) or inflation factor is used to estimate future maintenance and operations costs.

Table B-4

Jackson County														
Street System Local Revenues and Non-Capital Expenses (\$ x 1,000)														
County Revenue Sources											Non-Capital Expenses			
Year	Federal	Subtotal Federal	State	Subtotal State	Local						Admin	Debt Service	Maint.	Subtotal Non Capital
					System Dev Charges	Subtotals SDC	Street Utility Fee	Subtotals SUF	Misc.	Subtotal Misc				
2024	\$1,076		\$22,395		\$809		\$0		\$3,718		\$2,914	\$29	\$6,443	
2025	\$1,103		\$22,955		\$829		\$0		\$3,811		\$2,987	\$29	\$6,572	
2026	\$1,131		\$23,529		\$850		\$0		\$3,906		\$3,062	\$0	\$6,737	
2027	\$1,159		\$24,117		\$871		\$0		\$4,004		\$3,138	\$0	\$6,905	
2028	\$1,188	\$5,658	\$24,720	\$117,716	\$893	\$4,252	\$0	\$0	\$4,104	\$19,541	\$3,217	\$0	\$7,078	\$49,111
2029	\$1,218		\$25,338		\$915		\$0		\$4,206		\$3,297	\$0	\$7,255	
2030	\$1,248		\$25,971		\$938		\$0		\$4,311		\$3,380	\$0	\$7,436	
2031	\$1,279		\$26,621		\$962		\$0		\$4,419		\$3,464	\$0	\$7,622	
2032	\$1,311		\$27,286		\$986		\$0		\$4,530		\$3,551	\$0	\$7,812	
2033	\$1,344		\$27,968		\$1,010		\$0		\$4,643		\$3,640	\$0	\$8,008	
2034	\$1,378		\$28,668		\$1,036		\$0		\$4,759		\$3,731	\$0	\$8,208	
2035	\$1,412		\$29,384		\$1,061		\$0		\$4,878		\$3,824	\$0	\$8,413	
2036	\$1,448		\$30,119		\$1,088		\$0		\$5,000		\$3,919	\$0	\$8,623	
2037	\$1,484		\$30,872		\$1,115		\$0		\$5,125		\$4,017	\$0	\$8,839	
2038	\$1,521	\$13,644	\$31,644	\$283,870	\$1,143	\$10,254	\$0	\$0	\$5,253	\$47,124	\$4,118	\$0	\$9,060	\$118,216
2039	\$1,559		\$32,435		\$1,172		\$0		\$5,384		\$4,221	\$0	\$9,286	
2040	\$1,598		\$33,246		\$1,201		\$0		\$5,519		\$4,326	\$0	\$9,519	
2041	\$1,638		\$34,077		\$1,231		\$0		\$5,657		\$4,434	\$0	\$9,757	
2042	\$1,679		\$34,929		\$1,262		\$0		\$5,798		\$4,545	\$0	\$10,000	
2043	\$1,721		\$35,802		\$1,293		\$0		\$5,943		\$4,659	\$0	\$10,250	
2044	\$1,764		\$36,697		\$1,326		\$0		\$6,092		\$4,775	\$0	\$10,507	
2045	\$1,808		\$37,614		\$1,359		\$0		\$6,244		\$4,895	\$0	\$10,769	
2046	\$1,853		\$38,555		\$1,393		\$0		\$6,400		\$5,017	\$0	\$11,039	
2047	\$1,899		\$39,518		\$1,427		\$0		\$6,560		\$5,143	\$0	\$11,315	
2048	\$1,947		\$40,506		\$1,463		\$0		\$6,724		\$5,271	\$0	\$11,597	
2049	\$1,996	\$19,461	\$41,519	\$404,897	\$1,500	\$14,626	\$0	\$0	\$6,892	\$67,215	\$5,403	\$0	\$11,887	\$168,617
Totals	\$38,762		\$806,483		\$29,132	\$29,132	\$0	\$0	\$133,880	\$133,880	\$104,949	\$58	\$230,937	\$335,944
assumptions	2.5% annual inc. "YOE"		2.5% annual incr "YOE"		2.5% annual increase "YOE"		2.5% annual increase "YOE"		2.5% annual incr "YOE"		2.5% annual increase "YOE"		2.5% annual incr "YOE"	

Source: Jackson County

Josephine County

Josephine County owns and maintains a portion of the regional roadway network in the MRMPO. Therefore, the county's revenues and expenses shown in Table B-5 reflects the portion of the county's population and roadway network within the MRMPO planning area. A 2.5% annual "year of expenditure" (YOE) or inflation factor is used to estimate future maintenance and operations costs.

Table B-5

Jpsephine County														
Street System Local Revenues and Non-Capital Expenses (\$ x 1,000)														
City Revenue Sources											Non-Capital Expenses			
Year	Federl	Subtotal Federl	State	Subtotal State	System Dev Charges	Subtotals SDC	Street Utility Fee	Subtotals SUF	Misc.	Subtotal Misc	Admin	Debt Service	Maint.	Subtotal Non Capital
2024	\$0		\$ 9,841,241		\$0		\$0		\$0		\$603,580	\$0	\$9,544,000	
2025	\$0		\$ 10,133,959		\$0		\$0		\$0		\$615,652	\$0	\$9,734,880	
2026	\$0		\$ 10,193,047		\$0		\$0		\$0		\$627,965	\$0	\$9,929,578	
2027	\$0		\$ 10,195,899		\$0		\$0		\$0		\$640,524	\$0	\$10,128,169	
2028	\$0	\$0	\$ 10,501,776	\$ 50,865,922	\$0	\$0	\$0	\$0	\$0	\$0	\$653,334	\$0	\$10,330,733	\$52,808,414
2029	\$0		\$ 10,816,829		\$0		\$0		\$0		\$666,401	\$0	\$10,537,347	
2030	\$0		\$ 11,141,334		\$0		\$0		\$0		\$679,729	\$0	\$10,748,094	
2031	\$0		\$ 11,475,574		\$0		\$0		\$0		\$693,324	\$0	\$10,963,056	
2032	\$0		\$ 11,819,841		\$0		\$0		\$0		\$707,190	\$0	\$11,182,317	
2033	\$0		\$ 12,174,437		\$0		\$0		\$0		\$721,334	\$0	\$11,405,963	
2034	\$0		\$ 12,539,670		\$0		\$0		\$0		\$735,761	\$0	\$11,634,083	
2035	\$0		\$ 12,915,860		\$0		\$0		\$0		\$750,476	\$0	\$11,866,764	
2036	\$0		\$ 13,303,336		\$0		\$0		\$0		\$765,485	\$0	\$12,104,100	
2037	\$0		\$ 13,702,436		\$0		\$0		\$0		\$780,795	\$0	\$12,346,182	
2038	\$0	\$0	\$ 14,113,509	\$124,002,825	\$0	\$0	\$0	\$0	\$0	\$0	\$796,411	\$0	\$12,593,105	\$122,677,918
2039	\$0		\$ 14,536,914		\$0		\$0		\$0		\$812,339	\$0	\$12,844,967	
2040	\$0		\$ 14,973,021		\$0		\$0		\$0		\$828,586	\$0	\$13,101,867	
2041	\$0		\$ 15,422,212		\$0		\$0		\$0		\$845,158	\$0	\$13,363,904	
2042	\$0		\$ 15,884,878		\$0		\$0		\$0		\$862,061	\$0	\$13,631,182	
2043	\$0		\$ 16,361,425		\$0		\$0		\$0		\$879,302	\$0	\$13,903,806	
2044	\$0		\$ 16,852,268		\$0		\$0		\$0		\$896,888	\$0	\$14,181,882	
2045	\$0		\$ 17,357,836		\$0		\$0		\$0		\$914,826	\$0	\$14,465,520	
2046	\$0		\$ 17,878,571		\$0		\$0		\$0		\$933,122	\$0	\$14,754,830	
2047	\$0		\$ 18,414,928		\$0		\$0		\$0		\$951,785	\$0	\$15,049,927	
2048	\$0		\$ 18,967,376		\$0		\$0		\$0		\$970,821	\$0	\$15,350,925	
2049	\$0	\$0	\$ 19,536,397	\$186,185,824	\$0	\$0	\$0	\$0	\$0	\$0	\$990,237	\$0	\$15,657,944	\$166,191,878
Totals			\$ 361,054,572		\$0	\$0	\$0	\$0	\$0	\$0	\$20,323,085	\$0	\$321,355,124	\$341,678,209
Assumptions			3% annual increase "YOE"		% annual increase	% annual increase					2% annual increase "YOE"		2% annual increase "YOE"	

Source: Josephine County

Table B-6 shows the estimated revenue projection for Josephine Community Transit (JCT) for 2024 to 2049. Assumptions are included at the bottom of the chart.

Table B-6: JCT Revenue Projections, FYE 2024 to 2049

Revenues									
Year	5307 (FTA)	STIF	FTA (ODOT)	Grants Pass	Contract Services	Farebox	5309 Capital	TOTALS	
Short	2024	\$ 1,073,500	\$ 1,378,995	\$ 661,854	\$ 137,500	\$ 62,000	\$ 98,500	\$ 628,000	\$ 4,040,349
	2025	\$ 1,100,338	\$ 1,413,470	\$ 678,400	\$ 140,938	\$ 63,550	\$ 100,963	\$ 628,000	\$ 4,125,658
	2026	\$ 1,127,846	\$ 1,448,807	\$ 695,360	\$ 144,461	\$ 65,139	\$ 103,487	\$ 628,000	\$ 4,213,099
	2027	\$ 1,156,042	\$ 1,485,027	\$ 712,744	\$ 148,072	\$ 66,767	\$ 106,074	\$ 673,000	\$ 4,347,727
	2028	\$ 1,184,943	\$ 1,522,152	\$ 730,563	\$ 151,774	\$ 68,436	\$ 108,726	\$ 673,000	\$ 4,439,595
Medium	2029	\$ 1,214,567	\$ 1,560,206	\$ 748,827	\$ 155,569	\$ 70,147	\$ 111,444	\$ 727,000	\$ 4,587,760
	2030	\$ 1,244,931	\$ 1,599,211	\$ 767,548	\$ 159,458	\$ 71,901	\$ 114,230	\$ 727,000	\$ 4,684,279
	2031	\$ 1,276,054	\$ 1,639,192	\$ 786,736	\$ 163,444	\$ 73,699	\$ 117,086	\$ 727,000	\$ 4,783,211
	2032	\$ 1,307,956	\$ 1,680,172	\$ 806,405	\$ 167,530	\$ 75,541	\$ 120,013	\$ 727,000	\$ 4,884,616
	2033	\$ 1,340,654	\$ 1,722,176	\$ 826,565	\$ 171,719	\$ 77,430	\$ 123,013	\$ 727,000	\$ 4,988,556
	2034	\$ 1,374,171	\$ 1,765,230	\$ 847,229	\$ 176,012	\$ 79,365	\$ 126,088	\$ 727,000	\$ 5,095,095
	2035	\$ 1,408,525	\$ 1,809,361	\$ 868,410	\$ 180,412	\$ 81,349	\$ 129,241	\$ 750,000	\$ 5,227,298
	2036	\$ 1,443,738	\$ 1,854,595	\$ 890,120	\$ 184,922	\$ 83,383	\$ 132,472	\$ 750,000	\$ 5,339,230
	2037	\$ 1,479,832	\$ 1,900,960	\$ 912,373	\$ 189,545	\$ 85,468	\$ 135,783	\$ 750,000	\$ 5,453,961
	2038	\$ 1,516,827	\$ 1,948,484	\$ 935,182	\$ 194,284	\$ 87,604	\$ 139,178	\$ 750,000	\$ 5,571,560
	2039	\$ 1,554,748	\$ 1,997,196	\$ 958,562	\$ 199,141	\$ 89,794	\$ 142,657	\$ 772,000	\$ 5,714,099
Long	2040	\$ 1,593,617	\$ 2,047,126	\$ 982,526	\$ 204,120	\$ 92,039	\$ 146,224	\$ 772,000	\$ 5,837,651
	2041	\$ 1,633,457	\$ 2,098,304	\$ 1,007,089	\$ 209,223	\$ 94,340	\$ 149,879	\$ 772,000	\$ 5,964,293
	2042	\$ 1,674,294	\$ 2,150,762	\$ 1,032,266	\$ 214,453	\$ 96,699	\$ 153,626	\$ 772,000	\$ 6,094,100
	2043	\$ 1,716,151	\$ 2,204,531	\$ 1,058,073	\$ 219,814	\$ 99,116	\$ 157,467	\$ 772,000	\$ 6,227,152
	2044	\$ 1,759,055	\$ 2,259,644	\$ 1,084,525	\$ 225,310	\$ 101,594	\$ 161,404	\$ 772,000	\$ 6,363,531
	2045	\$ 1,803,031	\$ 2,316,135	\$ 1,111,638	\$ 230,943	\$ 104,134	\$ 165,439	\$ 772,000	\$ 6,503,319
	2046	\$ 1,848,107	\$ 2,374,038	\$ 1,139,429	\$ 236,716	\$ 106,737	\$ 169,575	\$ 772,000	\$ 6,646,602
	2047	\$ 1,894,310	\$ 2,433,389	\$ 1,167,915	\$ 242,634	\$ 109,406	\$ 173,814	\$ 772,000	\$ 6,793,467
	2048	\$ 1,941,667	\$ 2,494,224	\$ 1,197,113	\$ 248,700	\$ 112,141	\$ 178,160	\$ 772,000	\$ 6,944,004
	2049	\$ 1,990,209	\$ 2,556,580	\$ 1,227,040	\$ 254,917	\$ 114,945	\$ 182,613	\$ 772,000	\$ 7,098,304
Totals		\$38,658,569	\$49,659,965	\$23,834,493	\$ 4,951,610	\$2,232,726	\$3,547,153	\$ 19,084,000	\$141,968,516
Assum		2.5% annual increase "YOE"	2.5% annual increase "YOE"	2.5% annual increase "YOE"	2.5% annual increase "YOE"	2.5% annual increase "YOE"	2.5% annual increase "YOE"	% annual increase "YOE"	

Source: Josephine Community Transit; RVCOG forecasting

Table B-7 shows the estimated expenses for Josephine Community Transit (JCT) for 2024 to 2049. Assumptions are included at the bottom of the chart.

Table B-7: JCT Estimated Expenses, FYE 2024 to 2049

Expenses						
	Year	Ops	Maint	Admin	5309 Capital	TOTALS
Short	2024	\$ 2,144,833	\$ 567,000	\$ 626,967	\$ 700,000	\$ 4,038,800
	2025	\$ 2,198,454	\$ 581,175	\$ 642,641	\$ 700,000	\$ 4,122,270
	2026	\$ 2,253,415	\$ 595,704	\$ 658,707	\$ 700,000	\$ 4,207,827
	2027	\$ 2,309,751	\$ 610,597	\$ 675,175	\$ 750,000	\$ 4,345,522
	2028	\$ 2,367,494	\$ 625,862	\$ 692,054	\$ 750,000	\$ 4,435,410
Medium	2029	\$ 2,426,682	\$ 641,508	\$ 709,356	\$ 750,000	\$ 4,527,546
	2030	\$ 2,487,349	\$ 657,546	\$ 727,090	\$ 810,000	\$ 4,681,984
	2031	\$ 2,549,532	\$ 673,985	\$ 745,267	\$ 810,000	\$ 4,778,784
	2032	\$ 2,613,271	\$ 690,834	\$ 763,898	\$ 810,000	\$ 4,878,004
	2033	\$ 2,678,603	\$ 708,105	\$ 782,996	\$ 810,000	\$ 4,979,704
	2034	\$ 2,745,568	\$ 725,808	\$ 802,571	\$ 810,000	\$ 5,083,946
	2035	\$ 2,814,207	\$ 743,953	\$ 822,635	\$ 835,000	\$ 5,215,795
	2036	\$ 2,884,562	\$ 762,552	\$ 843,201	\$ 835,000	\$ 5,325,315
	2037	\$ 2,956,676	\$ 781,616	\$ 864,281	\$ 835,000	\$ 5,437,573
	2038	\$ 3,030,593	\$ 801,156	\$ 885,888	\$ 835,000	\$ 5,552,637
	2039	\$ 3,106,358	\$ 821,185	\$ 908,035	\$ 860,000	\$ 5,695,578
Long	2040	\$ 3,184,017	\$ 841,715	\$ 930,736	\$ 860,000	\$ 5,816,467
	2041	\$ 3,263,617	\$ 862,758	\$ 954,004	\$ 860,000	\$ 5,940,379
	2042	\$ 3,345,207	\$ 884,326	\$ 977,855	\$ 860,000	\$ 6,067,389
	2043	\$ 3,428,838	\$ 906,435	\$ 1,002,301	\$ 860,000	\$ 6,197,573
	2044	\$ 3,514,559	\$ 929,096	\$ 1,027,358	\$ 860,000	\$ 6,331,013
	2045	\$ 3,602,423	\$ 952,323	\$ 1,053,042	\$ 860,000	\$ 6,467,788
	2046	\$ 3,692,483	\$ 976,131	\$ 1,079,368	\$ 860,000	\$ 6,607,983
	2047	\$ 3,784,795	\$ 1,000,534	\$ 1,106,353	\$ 860,000	\$ 6,751,682
	2048	\$ 3,879,415	\$ 1,025,548	\$ 1,134,011	\$ 860,000	\$ 6,898,974
	2049	\$ 3,976,400	\$ 1,051,186	\$ 1,162,362	\$ 860,000	\$ 7,049,949
	Totals	\$ 77,239,100	\$20,418,638	\$ 22,578,153	\$ 21,200,000	\$ 141,435,891
	Assum	2.5% annual increase "YOE"	2.5% annual increase "YOE"	2.5% annual increase "YOE"	% annual increase "YOE"	

Source: Josephine Community Transit; RVCOG forecasting

Table B-8 is a summary of revenues and expenses for JCT for 2024 to 2049. The analysis shows that transit revenues will exceed expenses through the planning horizon of 2049, based on carryover from the short-range timeframe of the plan.

Table B-8: JCT Revenue & Expense Summary, FYE 2024 to 2049

JCT Revenue Summary					
Revenue Source	Fund	Time Frame			Totals
		Short	Medium	Long	
Federal	S5307	\$ 5,642,669	\$ 15,162,003	\$ 17,853,897	\$ 38,658,569
	NEMT	\$ -	\$ -	\$ -	\$ -
	5311	\$ -	\$ -	\$ -	\$ -
State	STIF	\$ 7,248,451	\$ 19,476,782	\$ 22,934,732	\$ 49,659,965
	FTA (ODOT)	\$ 3,478,922	\$ 9,347,957	\$ 11,007,614	\$ 23,834,493
Local	Contract Services	\$ 325,892	\$ 875,682	\$ 1,031,152	\$ 2,232,726
	Farebox Returns	\$ 517,748	\$ 1,391,204	\$ 1,638,201	\$ 3,547,153
	Grants Pass	\$ 722,745	\$ 1,942,036	\$ 2,286,829	\$ 4,951,610
Other Federal	CMAQ	\$ -	\$ -	\$ -	\$ -
	5309 Capital	\$ 3,230,000	\$ 8,134,000	\$ 7,720,000	\$ 19,084,000
	5310	\$ -	\$ -	\$ -	\$ -
Totals		\$ 21,166,427	\$ 56,329,663	\$ 64,472,425	\$ 141,968,516
JCT Expense Summary					
Expenses		Time Frame			Totals
		Short	Medium	Long	
Operations		\$ 11,273,947	\$ 30,293,399	\$ 35,671,754	\$ 77,239,100
Maintenance		\$ 2,980,338	\$ 8,008,249	\$ 9,430,051	\$ 20,418,638
Administration		\$ 3,295,545	\$ 8,855,217	\$ 10,427,391	\$ 22,578,153
5309 Capital Grants		\$ 3,600,000	\$ 9,000,000	\$ 8,600,000	\$ 21,200,000
Sub-total		\$ 21,149,830	\$ 56,156,865	\$ 64,129,196	\$ 141,435,891
Net Balance		\$ 16,598	\$ 189,396	\$ 532,625	\$ 532,625

Source: Josephine Community Transit; RVCOG forecasting

Appendix F

2021 Planning Emphasis Areas (PEAs)

Each fiscal year during the development of the Unified Planning Work Program (UPWP), the MPO reviews the current USDOT Planning Emphasis Areas to identify topics to address in the work program.

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that:

- 1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;
- 2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;

- 3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;
- 4) offer reduced public transportation fares as appropriate;
- 5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and
- 6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of

connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Transit
Administration**

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and
Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Deputy Administrator
Federal Highway Administration

Enclosure

Appendix G

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

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.



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 12:46:24 -08'00'

Krishna Viswanathan
Director
Air and Radiation Division

cc: Ms. Ashley Bryers
Federal Highway Administration

Ms. Jasmine Harris
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Mr. Ned Conroy
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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

Grants Pass to Rogue River Multimodal Plan

Attached below is the Grants Pass to Rogue River Multimodal Plan. This plan presents a comprehensive study conducted to identify and evaluate the most feasible trail alignments between the City of Rogue River in Jackson County and the City of Grants Pass in Josephine County.



April 2025

Grants Pass to Rogue River Multimodal Plan



Acknowledgments

Project Management Team (PMT)

- Ian Horlacher, Oregon Department of Transportation (ODOT)
- Robert Brandes, Josephine County
- James Philp, Jackson County
- Wade Elliott, City of Grants Pass
- Ryan Nolan, City of Rogue River

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- Rory Renfro, Transportation Planner
- Erik Memmott, Public Involvement & Community Outreach

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01.

What is the Rogue River Greenway Multimodal Plan?

The Grants Pass to Rogue River Multimodal Plan (Plan) is a longstanding community vision to connect the cities of Grants Pass and Rogue River by an extension of the Rogue River Greenway.

This Plan is a multijurisdictional and collaborative effort between the Oregon Department of Transportation (ODOT), the City of Grants Pass, the City of Rogue River, Jackson County, and Josephine County. It aims to establish a continuous multimodal trail extending from the eastern edge of the City of Grants Pass in Josephine County to the Depot Street Bridge in the City of Rogue River in Jackson County. The Plan summarizes the findings of a comprehensive study to determine the best suited trail alignment, prioritizing connectivity, safety, and mobility for people walking and biking and other non-motorized users.



02 The Regional Greenway Vision



The Rogue River Greenway is an integral component of Southern Oregon's active transportation network. The regional vision is to provide a greenway and trail connection extending from Grants Pass to Ashland, linking the Rogue River Greenway with the Bear Creek Greenway. This connection aims to provide a continuous, accessible route designed to accommodate users of all ages and abilities.

This vision has been adopted as part of the Jackson County Transportation System Plan and explored as a part of the Rogue River Greenway in the Josephine County Transportation System Plan.

The Grants Pass to Rogue River Multimodal Plan trail is a key link in Southern Oregon's active transportation network. Filling this gap is a crucial component of the larger regional active transportation system.

As part of the Rogue River Greenway, it will extend 30 miles to Central Point, connecting with the 20-mile Bear Creek Greenway for a continuous route from Ashland to Grants Pass. These multi-use trails enhance mobility, support recreation, and provide safe and sustainable connections between communities, parks, schools, and transit hubs.

Figure 1 shows the vicinity and regional context of the proposed trail.

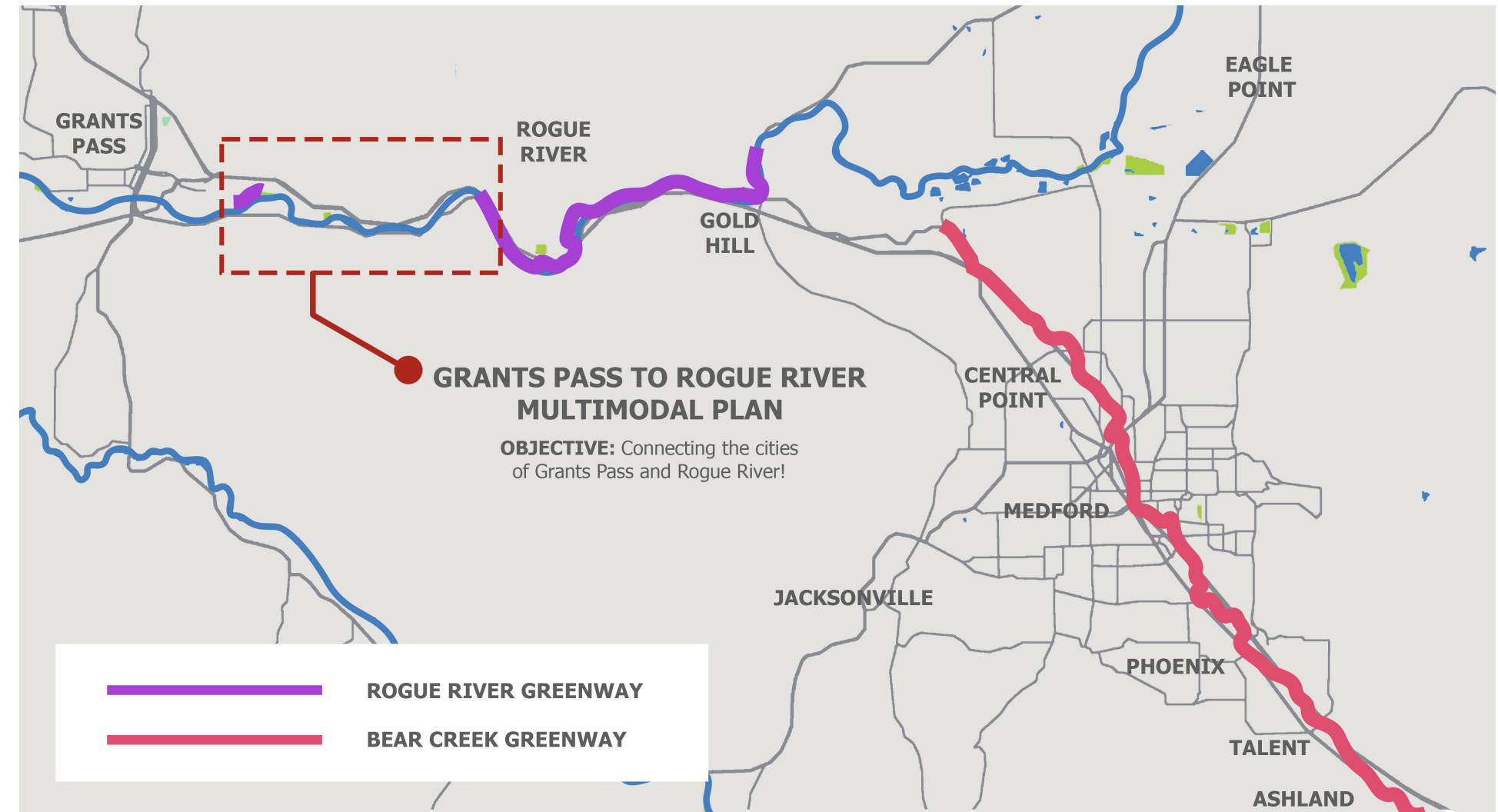


Figure 1. Regional Context Map

Focus Area for Greenway Improvements

The Plan focus area is the approximately 8-mile corridor between the City of Grants Pass and City of Rogue River' consisting of Rogue River Highway (OR99) and Foothill Boulevard.

Goals and Objectives

The primary goal of the Plan is to create a multimodal connection between the cities of Grants Pass and Rogue River. The plan is guided by two main objectives:

- 1

Identify the best-suited route for the trail along the general vicinity of Foothill Boulevard (north of the Rogue River) or Rogue River Highway (south of the Rogue River). The selected route will best achieve the objective of providing a safe, convenient, aesthetically pleasing, and conducive facility for commuting and recreation.
- 2

Refine the route selected, capitalize on the existing aesthetic resources of the area, and advance the concept design for a future trail.

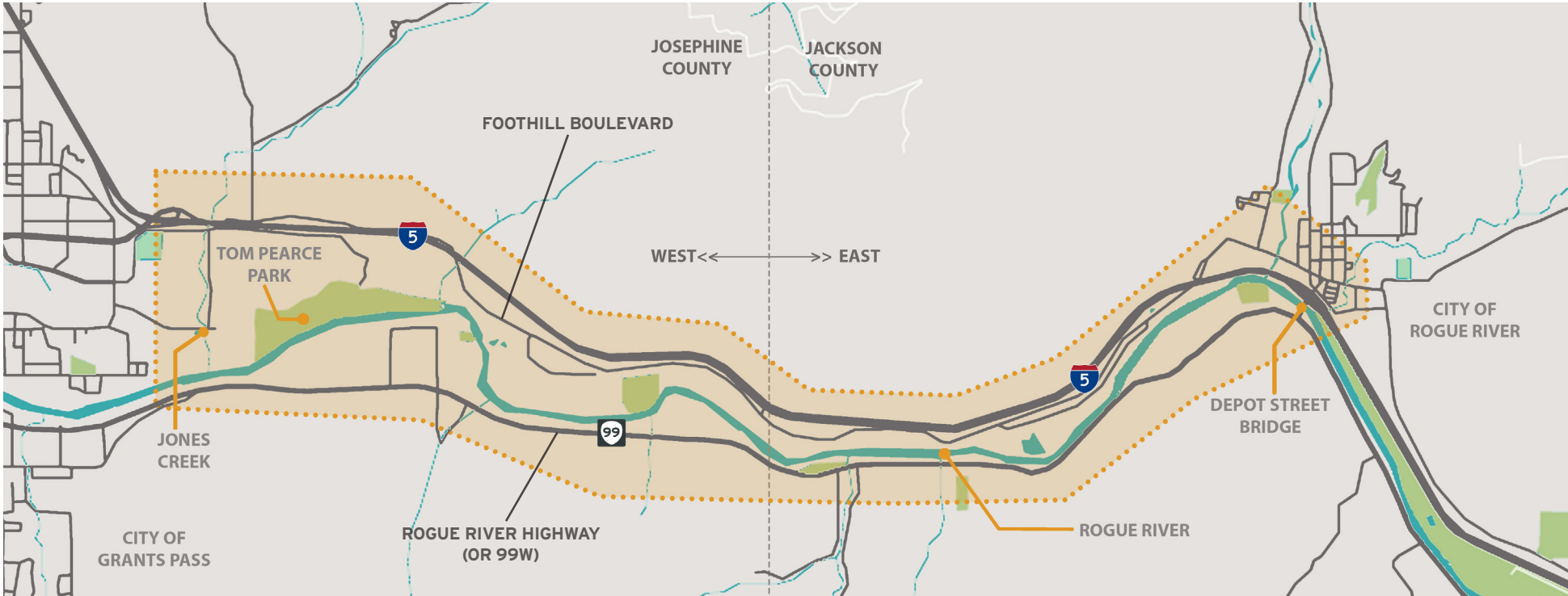
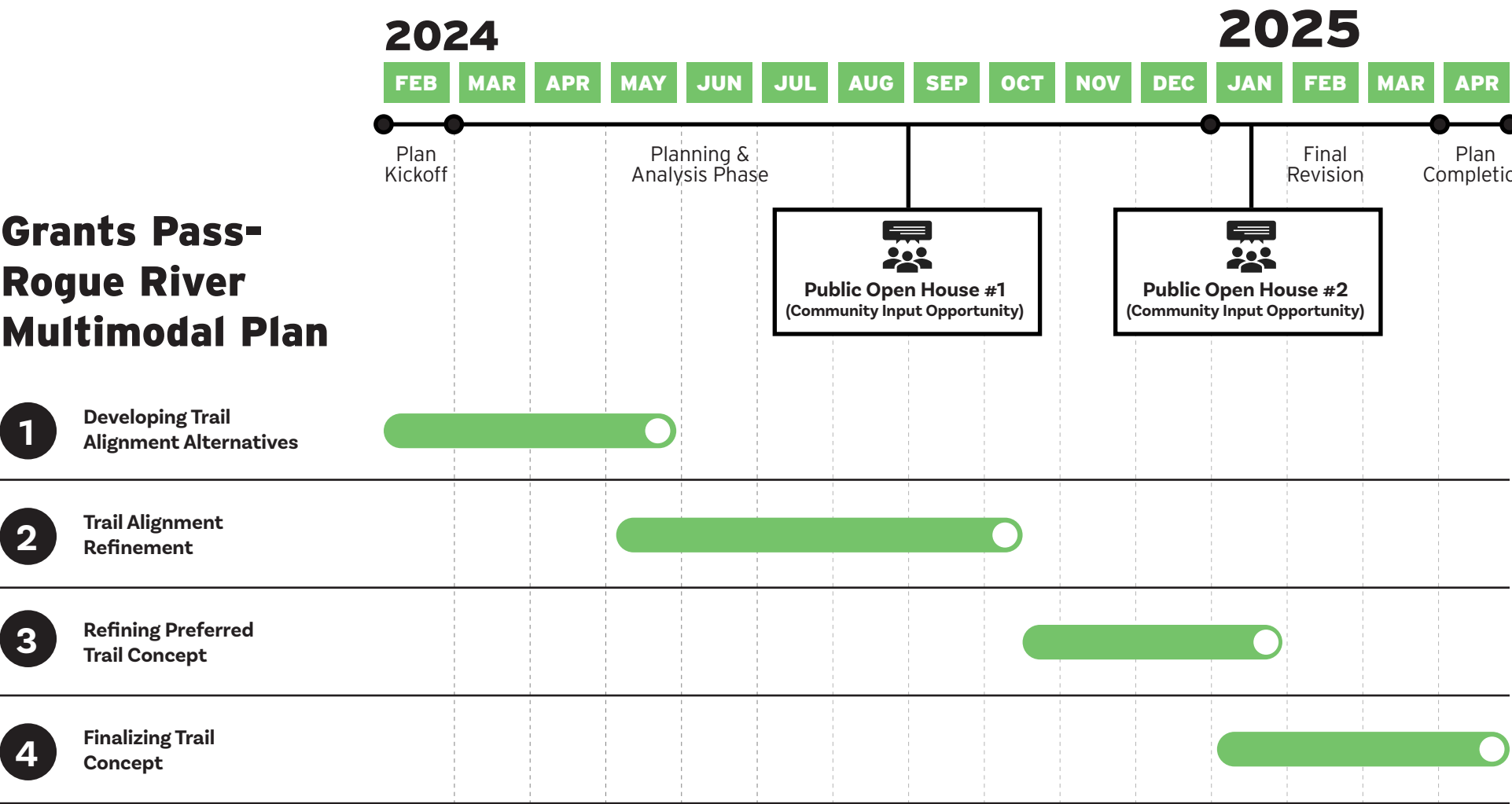


Figure 2. Focus Area

Plan Timeline

The development of the Plan spanned roughly 1 year and 2 months, from February 2024 to April 2025. The process was organized into four key stages:





03.

Who Participated in the Planning Process?

Gathering community input was central to the development of the Plan. Community members and interested parties were invited to share their ideas for the trail, including route alignment selection, priorities, design, and implementation considerations.

Engaging the Public

Public engagement played a critical role in selecting the preferred trail alternative, ensuring that the priorities of both the public and project partners were considered. Public outreach and engagement events took place on August 29, 2024, and January 14, 2025. The events also had an online counterpart, allowing remote participants to vote, voice concerns, and access more information regarding the Plan.

Targeted Partner Outreach

Two rounds of targeted Partner Outreach were conducted with local indigenous groups, local infrastructure representatives, and local and state Greenways and Parks representatives. Partner Outreach #1 included a series of focus group interviews relevant to the project and the study area. The interviews primarily focused on gathering insights related to the trade-offs between the two best-suited trail alignments and other potential concerns.

Partner Outreach #2 also included a series of focus group interviews structured to gather new insights from attendees, reflecting the project's progress and analysis. This event was designed to cover topics such as maintenance and operations, phasing, funding, challenges, and next steps in the design phase.

Project Management Committee (PMT)

The Project Management Team (PMT) comprised officials from each participating city and county, playing a crucial role in the planning process. PMT expertise provided invaluable insights into their respective jurisdictions, assisted the consultant team in gathering essential information, and ensured that the planning efforts were informed by local knowledge and priorities.

Project Advisory Committee (PAC)

The Project Advisory Committee (PAC) consisted of a range of community, agency, and other partners with a keen interest in transportation in the Rogue Valley region. The PAC met in August 2024 to discuss the technical analysis and the two best-suited alignments of the Plan and again in January 2025 to indicate a preference for developing a trail along the north side of the Rogue River Highway. The PAC meetings were followed by Decision Maker Meetings (DMM) to finalize decisions and advance the Plan with well-informed guidance.

"I am delighted the Northern [shoulder] route was selected since I currently follow much of that route. **It would be so much safer to have more separation from the cars than the current shoulder.**"



"It is a great opportunity to host running and bicycling events as well as helping Rogue River High School attain the greatness it used to hold in the running community."

"Would be a great alternative than having to ride the highway alongside cars."

“What We Heard

"I also live on Rogue River Highway in Grants Pass and work in Rogue River, from my perspective **it would be nice to be able to cycle commute between the two cities.**"

"I'm excited this may actually happen! The trail to Gold Hill is safe and a beautiful ride. I look forward to being able to ride all the way there from GP."

"I frequently see children walking and riding along HWY 99 towards Grants Pass, that's dangerous. It'll be great when this project is completed."

"I'm very excited for the completion of this project. We currently drive to rogue river to access the greenway for biking or walking."

"Safety is always my biggest concern so having a trail that is accessed by bikes & pedestrians only is important."



Trails are great, would love to see ways for the trail to be visible to keep it safe.

It will help create a cohesive Rogue River Valley.

Just hoping for a good size buffer so it is comfortable to take the kids.

I'd like to see the trail completed as quickly as possible. It will be a tremendous addition to the biking infrastructure in the Rogue Valley.

At the end of the day, connecting Grants Pass to the rest of the Rogue Valley's Greenway is the most important goal, and while this may not be the most serene section of trail, **it will be a critical corridor connecting the two communities.**

It's great to be encouraging people to be outside, moving around, and having fun.





04.

Planning the Rogue River Greenway Trail

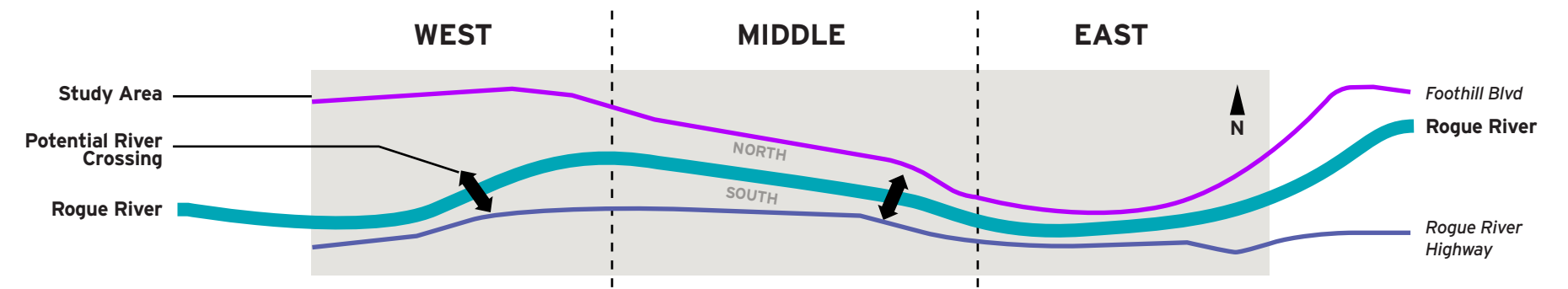
A comprehensive process was undertaken to identify the most suitable and feasible trail alignment between Grants Pass and Rogue River. The process began with identifying several potential routes, which were evaluated through a two-step screening process: a preliminary screening, followed by a detailed evaluation process. This assessment narrowed the options to two optimal alignments—one north and one south of the Rogue River. Feedback from the PMT, partners, and the public led to the selection of the preferred trail alignment. The graphic below illustrates each step of this process.



Developing Potential Trail Alignments

Sixteen potential trail alignment alternatives were identified based on a review of background documents and materials; site visits and a walking tour conducted on March 4, 2024; input from the PMT; and community outreach efforts, including discussions with local organizations.

The preliminary alignment alternatives were grouped into north and south alignments based on their proximity to the Rogue River. The north alignments generally follow Foothill Boulevard, while the south alignments follow Rogue River Highway. To provide a more detailed assessment, the study area was divided into three segments: west, middle, and east (shown below). Opportunities for potential river crossings via pedestrian and bicycle bridges were conceptually explored.



The segmentation allowed for a thorough evaluation of each alignment alternative. The specific segment's alignment alternatives and extents are described below:

West Alignment Alternatives

The West Alignment extends from Jones Creek to Averill Drive, near Grants Pass. This segment included six alignment options—three on each side of the river—with connections to existing trails, such as the Tom Pearce Park Trail, and key destinations like Riverside Park.

Middle Alignment Alternatives

The Middle Alignment covers the area from Averill Drive to Fielder Lane, spanning the boundary between Josephine and Jackson counties near the Grants Pass Irrigation District. This segment featured five alternatives—three on the north side and two on the south.

East Alignment Alternatives

The East Alignment runs from Fielder Lane to the Rogue River Greenway trailhead near Depot Street Bridge. This segment consisted of five alternatives—four on the north side and one on the south.

The preliminary trail alignments followed a range of corridor types and opportunities including roadways, railroads, and waterway canals. Four potential river crossings were identified in the study area that could provide a north-south connection across the Rogue River.

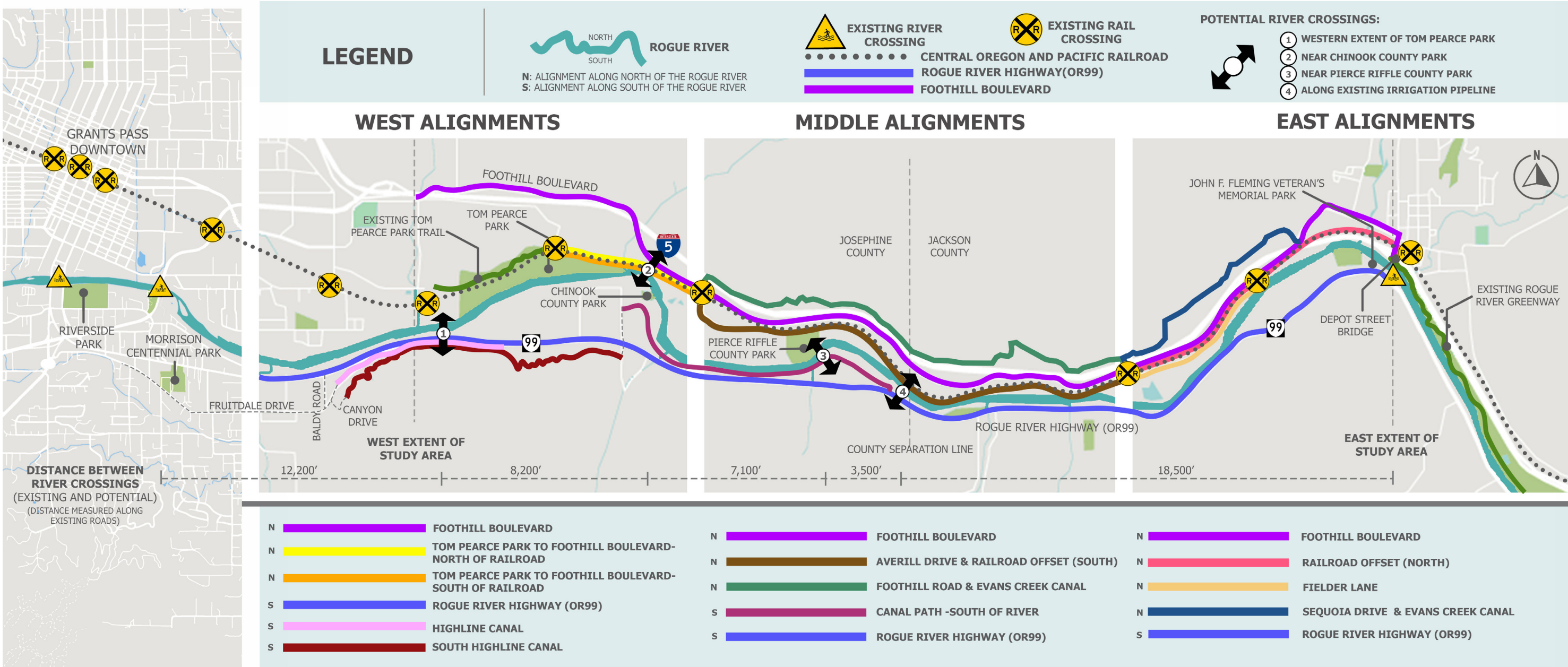


Figure 3: West, Middle and East Alignments

Evaluating the Trail Alignment Alternatives

STEP 01

Preliminary Screening

A preliminary evaluation screening was applied to the initial set of alignment alternatives. This initial screening narrowed the alternative list from 16 potential trail alignments to 10. Each alignment presented unique challenges and opportunities. The purpose of the preliminary evaluation screening was to identify fatal flaws of the preliminary alignment alternatives before advancing into a detailed evaluation. The preliminary evaluation screening eliminated alignments based on the following criteria:



Magnitude of Cost

Assessed based on planning-level qualitative infrastrucure, earth work and right-of-way needs.

Alignments were eliminated if they required unfrastucture or earthwork that was unattainable.



Feasibility

Assessed based on the consideration and anticipated barriers to implementation as they relate to railroad impacts and coordination, private property impacts and canal access.

Alignments were eliminated if they exceeded grades of 5% or required access to an unobtainable right-of-way.



Alignment Continuity

Assessed based on an alignment's ability to continuously connect and traverse the full length of the study area.

Alignments were eliminated if they only covered a segment of the study area and could not connect trails or existing routes.

STEP 01

	Section	Alternative Alignment					Screening Results
North of Rogue River	West		Foothill Blvd	✓	✗	✓	Remove
			Tom Pearce Park to Foothill North of Railroad	✓	✓	✓	Advance
			Tom Pearce Park to Foothill South of Railroad	✓	✓	✓	Advance
	Middle		Foothill Blvd	✓	✓	✓	Advance
			Averill Drive + Railroad Offset (South)	✓	✓	✓	Advance
			Foothill Road and Evans Creek Canal	✓	✗	✗	Remove
	East		Foothill Blvd	✓	✓	✓	Advance
			Railroad Offset (North)	✓	✓	✓	Advance
			Fielder Lane	✓	✓	✓	Advance
			Sequoia Drive and Evans Creek Canal	✓	✗	✗	Remove
South of Rogue River	West		Rogue River Highway (OR99W)	✓	✓	✓	Advance
			Highline Canal	✓	✗	✗	Remove
			South Highline Canal	✓	✗	✗	Remove
	Middle		Rogue River Highway (OR99W)	✓	✓	✓	Advance
			Canal Path	✓	✗	✗	Remove
	East		Rogue River Highway (OR99W)	✓	✓	✓	Advance

Table 1. Preliminary Screening Process Results

Results

Based on the preliminary screening, six alignment alternatives were eliminated.

STEP 02

Detailed Evaluation

Evaluation criteria and performance measures were used to assess the trade-offs of each alternative and determine which alignment alternatives best align with the project vision and goals. The evaluation criteria are consistent with best practices in trail design and user experience, and they reflect considerations observed through field observations and familiarity with the study area.



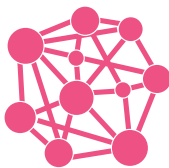
Safety & Security

The alignment provides the greatest degree of separation and security.



User Experience

The alignment is the most convenient, comfortable, and easy alignment to traverse for all ages, abilities, and types of users.



Connectivity

The alignment connects to existing trail connections and is the most direct route with the least amount of out-of-direction travel.



Feasibility

The alignment requires the least amount of railroad, private property, environmental, and cultural impacts and coordination.



Implementation

The alignment requires the least amount of infrastructure needs and has a cost that can be met with funding sources.

Performance Measures

- Level of separation from motor vehicle traffic
- Number of potential motor vehicle conflict points

Performance Measures

- Level of traffic stress
- Grade (percentage)
- Number of destinations served

Performance Measures

- Opportunity to leverage existing connections
- Directness of route

Performance Measures

- Number of railroad crossings
- Number of private property impacts
- Environmental considerations
- Potential impacts to known historic or cultural resources
- Feasibility of anticipated collaboration amongst agencies

Performance Measures

- Phasing opportunities
- Cost
- Infrastructure requirements

STEP 02

	Section	Alignment Alternative						Total
North of Rogue River	West	Tom Pearce Park to Foothill North of Railroad	+3	+6	+2	+3	-1	+13
		Tom Pearce Park to Foothill South of Railroad	+3	+6	+2	+2	-1	+12
	Middle	Foothill Boulevard and Railroad Offset (North)	+1	+1	0	+3	+2	+7
		Averill Drive and Railroad Offset (South)	+1	+3	0	0	+5	+9
	East	Foothill Blvd and Railroad Offset (North)	0	+2	0	+3	+2	+7
		Fielder Lane and Railroad Offset (South)	+1	+2	0	+4	+5	+12
South of Rogue River	West	Rogue River Highway (OR99W)	+1	+2	0	+3	+2	+8
	Middle	Rogue River Highway (OR99W)	+1	+3	0	+2	+2	+8
	East	Rogue River Highway (OR99W)	+2	+4	+2	+3	+2	+13

Table 2. Evaluation Summary

Each trail alignment was given a score between -1 to +2 for each performance measure, reflecting the extent to which an alternative achieves the performance measures. These performance measure scores were added together to create a total score for each evaluation criteria.

Most Promising Trail Alignments

Based on the evaluation screening, two alignment alternatives were identified as the most promising: One along the north side of the Rogue River and one along the south side of the Rogue River.

The two most promising alternatives are different in character, pros/cons, and trail user experience. Both align well with the project goals, objectives, and evaluation criteria but for different reasons. Figure 4 shows the two best suited alignments:

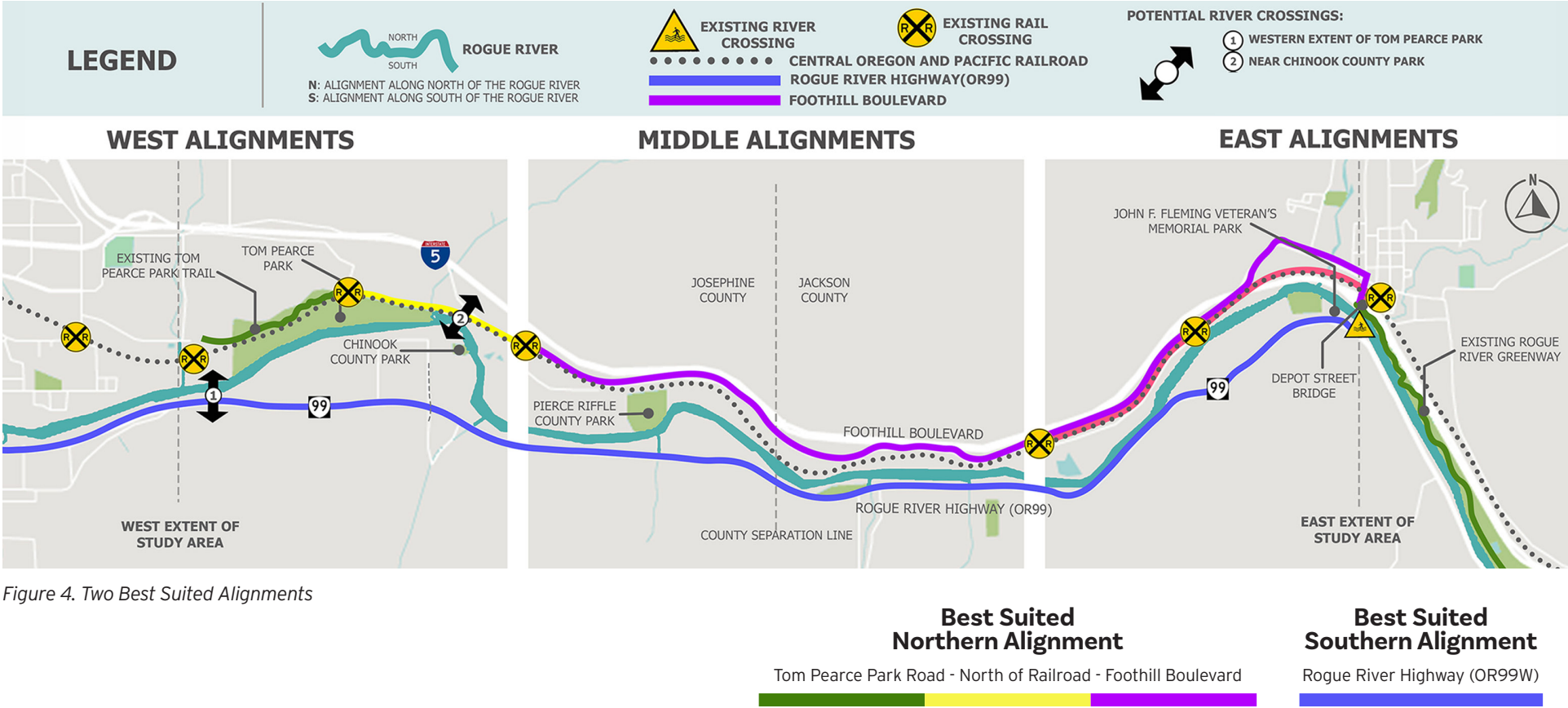


Figure 4. Two Best Suited Alignments

Comparing the Most Promising Trail Alignments

The two most suitable alignments were analyzed using the established evaluation criteria, which serve as a strong baseline for a technical comparison. This assessment considers the trade-offs between the alignments, ensuring a comprehensive evaluation. The results of these comparisons are presented in the table below.

	 Safety & Security	 User Experience	 Connectivity	 Feasibility	 Implementation
Best Suited Northern Alignment Tom Pearce Park Road - North of Railroad - Foothill Boulevard	Foothill Boulevard is a comparatively lower-speed, lower-volume roadway. Although the trail would be physically separated, proximity to Foothill Boulevard may impact safety and security.	- Grades vary; includes moderate hills. - Vehicular noise may be less prevalent in comparison to the best-suited southern alignment.	This trail alignment connects to major recreational parks like Tom Pearce Park and Pierce Riffle County Park; however, it does not connect to other key destinations including restaurants, RV parks, taverns, places of historical significance, Chinook County Park, and John F. Fleming Memorial Park.	- Anticipated to include more right-of-way impacts. - The alignment would run parallel to Foothill Boulevard in locations but is also anticipated to deviate between Foothill Boulevard and the railroad.	- Anticipated to include more cut-and-fill efforts to implement the trail. - Multiple agency and jurisdictional needs are required to establish trail alignment. - Potentially slower implementation time. - Lower likelihood to be constructed in a single phase.
Best Suited Southern Alignment Rogue River Highway	Rogue River Highway is a comparatively higher speed, higher-volume roadway. Although the trail will be physically separated, the proximity to Rogue River Highway may impact safety and security.	- Generally flat; with minimal grades. - Vehicular noise may be less prevalent in comparison to the best-suited northern alignment.	This trail alignment connects multiple key destinations, including restaurants, RV parks, taverns, places of historical significance, Chinook County Park, and John F. Fleming Memorial Park. However, it does not connect other major recreational parks like Tom Pearce Park and Pierce Riffle County Park.	- Anticipated to include fewer right-of-way impacts. - The alignment would generally run parallel to Rogue River Highway.	- Anticipated to include fewer cut-and-fill efforts to implement the trail. - Minimal agency and jurisdictional needs are required to establish trail alignment. - Potentially faster implementation time. - Higher likelihood to be constructed in a single phase.

Selecting the Recommended Trail Alignment

While both alignments align well with project goals and evaluation criteria, they offer distinctly different advantages and challenges in terms of functionality, user experience, and feasibility. A comparative analysis was conducted assessing the strengths and weaknesses of each alignment. Feedback from the public, decision-makers, and project advisory groups was gathered through open houses and meetings to inform the final recommendation.



05.

Recommended Trail Alignment

Based on the technical evaluation and priorities expressed by the community and partners, Rogue River Highway provides a more feasible option for constructing a trail connection with the least number of disruptions and impacts. It has lower anticipated risks, impacts, and cost, and increased funding opportunities, comparatively to Foothill Boulevard.

The recommended trail alignment is proposed to run along the north side of Rogue River Highway.

Why the North Side of Rogue River Highway?

The analysis found that the north side of Rogue River Highway would result in fewer private property impacts and cut-fill requirements, would be more cost sensitive and would provide access to more key destinations as compared to the south side of Rogue River Highway.

The result of the analysis is summarized in Figure 5. Establishing the trail on the north side of Rogue River Highway provides scenic views of the Rogue River, easier access to destinations (Chinook County Park, Riverfront RV Park, Bridge View RV Resort, Chinook Winds RV Park, and Riverside Park access to the Depot Street Bridge without crossing Rogue River Highway, which connects trail users to the Rogue River Greenway toward Gold Hill.

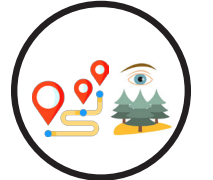
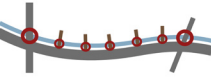
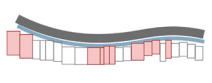
ROGUE RIVER HIGHWAY	 Right-of-Way Considerations	 Topography Considerations	 Driveway/ Access Points	 Other Considerations
	- A preliminary right-of-way (ROW) review was conducted using tax lot data for parcels along Rogue River Highway. - This exercise assessed and quantified potential ROW impacts for a trail along the north vs south sides of the highway.	- A topographical review was conducted using Google Earth imagery and field observations along Rogue River Highway. - It assessed the difficulty of building a trail on side of the highway and evaluated existing shoulders for feasibility.	- An access management review was conducted to quantify the number of access points on the north vs south side of the highway. - Each access point poses potential conflicts between trail users and drivers.	- Qualitative factors were considered while determining the location of the trail on the north vs south side of the highway. - Viewsheds, access to destinations, and connectivity to existing infrastructure including the Depot Street Bridge.
NORTH				
SOUTH				

Figure 5. Preliminary Analysis



Typology & Cross-Sections

The typical cross-section of the preferred trail alignment along Rogue River Highway is envisioned as a separate path with a buffer between the roadway and the trail. Physical separation of vehicles and active transportation modes increases safety for trail users. The buffer can be landscaped and may vary in width based on ROW availability. Figure 6 shows the recommended typical cross-section of a trail along Rogue River Highway with minimum widths for a trail with a buffer. The measurements of a typical shared-use path section (or trail) adjacent to a highway are based on ODOT's Highway Design Manual (HDM).

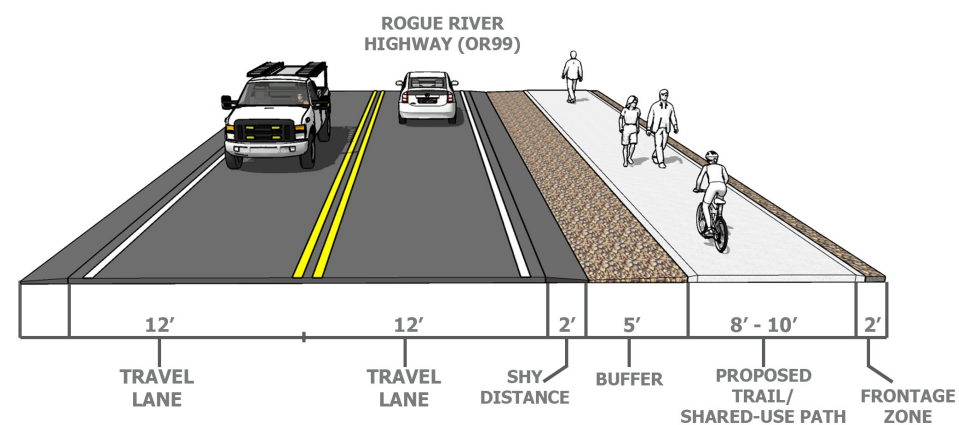


Figure 6. Typical Section of Preferred Trail Facility

Public Services on Rogue River Highway

Design for accommodating public services currently operating along Rogue River Highway, such as mail delivery and trash pickup are an important part and will be included as part of the final trail design. The frontage zone outlined in the recommended cross-section can accommodate mailboxes and trash bin storage. County and city partners should ensure the trail design integrates these services effectively. Additionally, one of the proposed plan phases includes identifying designated spaces for restructuring essential services—such as mail delivery posts, garbage bins, and other utility placements—to enhance efficiency, accessibility, and minimize disruptions to public areas.

Trail Benefits to the Local Community and Region

The proposed trail offers numerous benefits to the local community and the broader region. It will enhance connectivity between the cities of Grants Pass and Rogue River, providing a safe, accessible route for pedestrians, cyclists, and other users.

The trail will promote active transportation, encouraging healthier lifestyles and reducing traffic congestion. Additionally, it will boost local tourism by offering access to scenic viewpoints and natural resources, attracting visitors to explore the area. The trail's development will also create economic opportunities, supporting local businesses and providing a space for recreational activities that enhance the quality of life for residents, commuters and visitors.

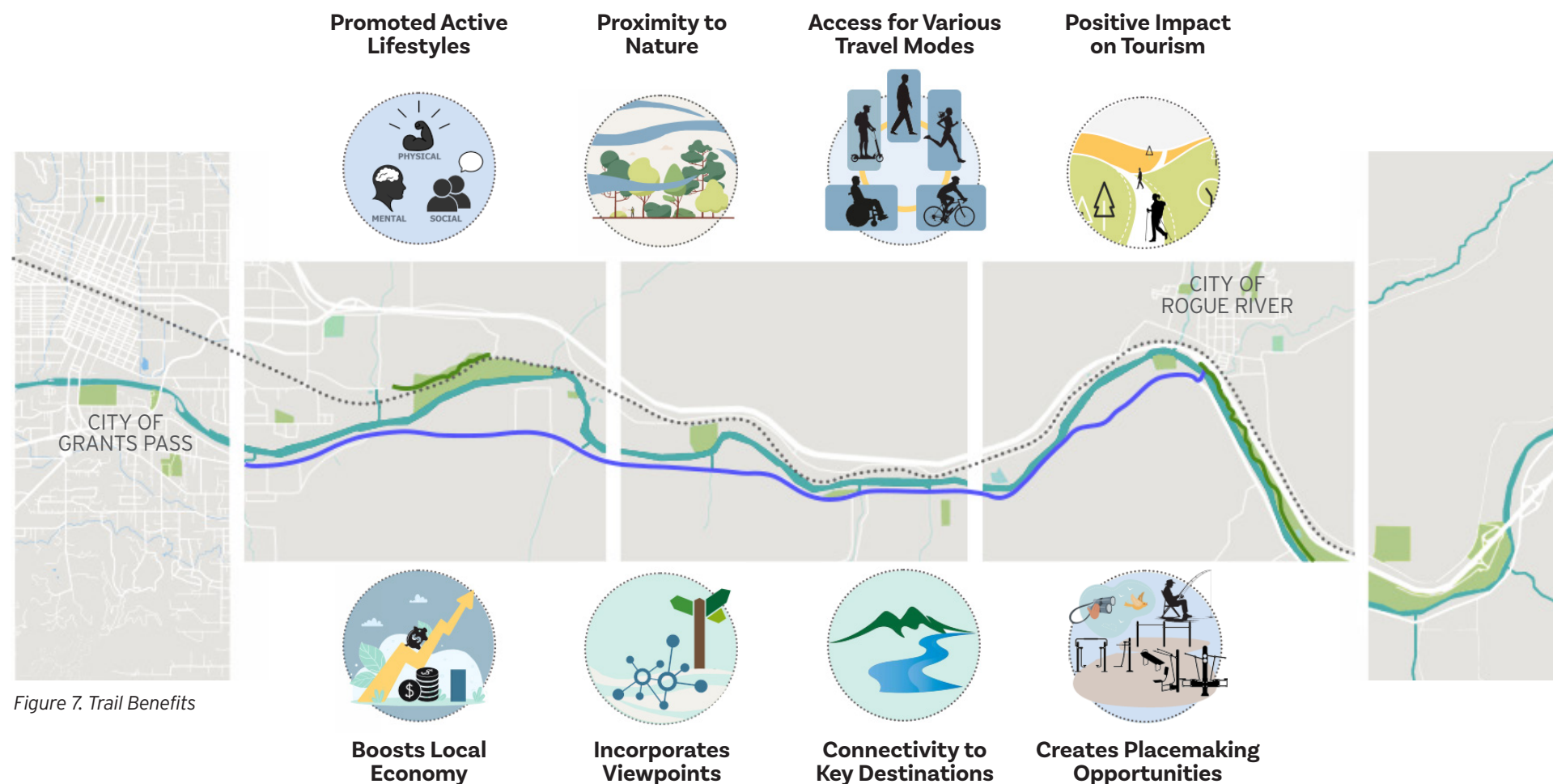


Figure 7. Trail Benefits

Where Could the Trail Connect in the Future?

The recommended trail alignment provides several opportunities for future connections to further increase bicycle and pedestrian connectivity in the region.

1-Mile Connecting Segment

To complete the vision of a regional active transportation connection to Grants Pass, it is recommended that the City of Grants Pass and Josephine County address the gap in pedestrian and bike infrastructure connectivity between Jones Creek and Fruitdale Creek. The gap, shown in Figure 8, is between the western extent of the trail study area and the existing sidewalk in Grants Pass.

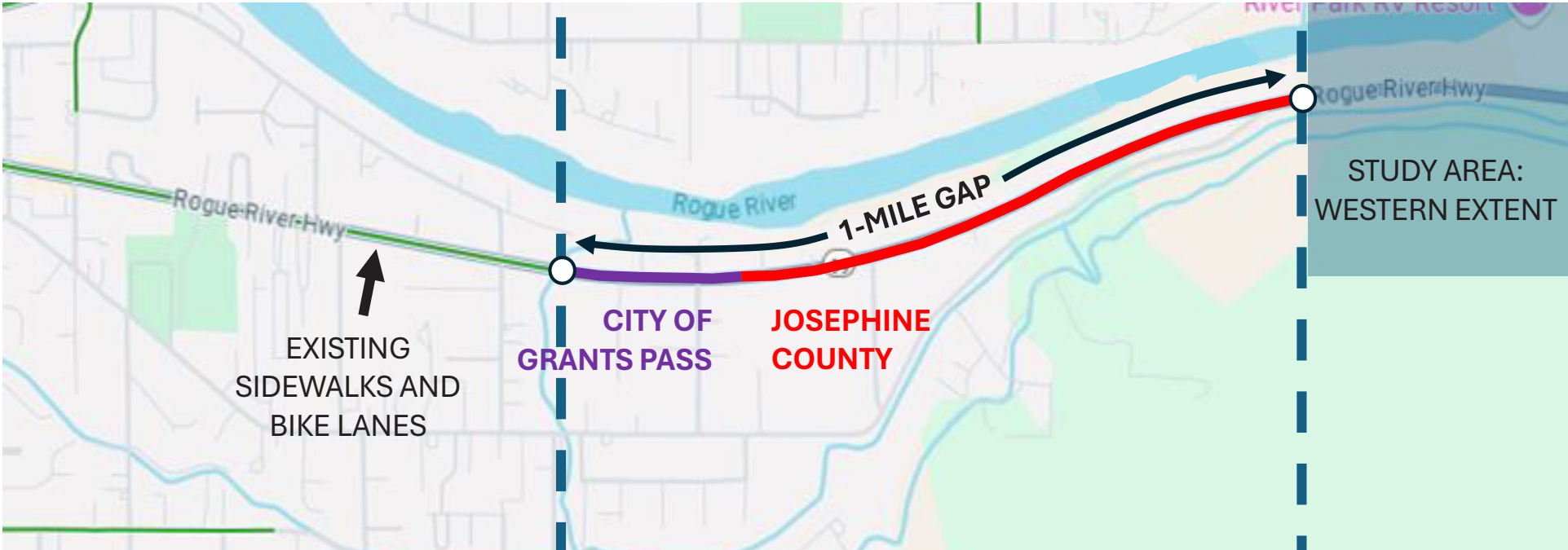


Figure 8. 1-Mile Connecting Segment

Tom Peace Park

During public engagement, some community members supported a trail connection to Tom Pearce Park on the north side of the Rogue River. This connection would require a pedestrian bridge over the Rogue River and should be considered in future Transportation System Plan updates.

06 Looking Ahead

This section covers the maintenance and operations of the trail, along with proposed trail amenities and other opportunities it creates. It also provides a cost estimate for building each trail segment, discusses the adoption process, recommended phasing and the next steps of the Plan.

Maintenance and Operations

Maintenance and operations will be critical to the success of the Grants Pass to Rogue River Multimodal Plan. The recommended trail alignment spans multiple jurisdictions, with trail sections physically located in the City of Rogue River, Jackson County, and Josephine County. In addition to these jurisdictions, partners for trail maintenance and operation could include non-profit organizations such as the Rogue River Greenway Foundation, Josephine County Parks, Jackson County Parks, and the Oregon Parks and Recreation Department.

Maintaining and operating a trail in optimal condition over time presents significant challenges. To address these, establishing a Memorandum of Understanding (MOU) is an effective approach. An MOU clearly defines the terms and duration of maintenance and operational responsibilities; the interests and benefits of involved parties; jurisdictional and agency agreements; and legal guidance, including clauses on liability limitations, indemnification, general provisions, and termination.

Daily Operations (Mail, Trash, Deliveries)

As the design for the trail is developed, specific attention will be placed on developing solutions that accommodate mail delivery and trash pickup. The frontage zone identified in the recommended cross-section can serve as a space for mailboxes and trash bin storage. County and City partners should ensure the design of the trail accommodates these services as needed.

ADA Features

In accordance with ADA guidelines, design for the trail will provide accessible features. This may include ADA-compliant curb ramps at road crossings and ADA informational signage.

Other Trail Amenity Opportunities

Trail amenities refer to the infrastructure, facilities, and enhancements that improve the functionality, accessibility, safety, and overall user experience of a trail system. These amenities support a range of users, including pedestrians, cyclists, and other recreationalists, while also contributing to environmental sustainability and community connectivity.

The recommended alignment passes near the Rogue River, which may provide opportunities for viewpoints or resting areas. These viewpoints could include amenities such as benches and picnic tables, signage, bike racks, or waste bins. A list of proposed trail amenities can be found in Appendix B.

The PMT voiced support of leveraging the Rogue River as a natural amenity to increase the trail's community benefit.

Cost Estimates

The total estimated project cost for the preferred trail alignment is \$23.8 million. This cost estimate did not include any engineering and included only a limited technical analysis based on assumptions about the trail characteristics, existing conditions, and construction practices. The major assumptions of this estimate are as follows:

- The trail section includes 4 inches of asphaltic concrete pavement (ACP) over 6 inches of aggregate base.
- ROW acquisition is needed where the paved width of the trail impacts private property.
- The trail is 10 feet wide with a 5-foot-wide buffer and standard shoulder.
- The trail length is 34,000 feet (6.4 miles).

More detailed assumptions used in the cost estimate, including those related to earthwork, stormwater conveyance, and retaining walls, are included in the detailed cost estimate (Appendix C).

Cost by Trail Segment

The proposed trail has been divided into segments that can be constructed separately in phases. Figure 9 shows the segments of the proposed trail- Segment A, B, C and X, and Table 3 shows the estimated cost to construct each segment. The proposed trail cost per mile is \$3.7 million.

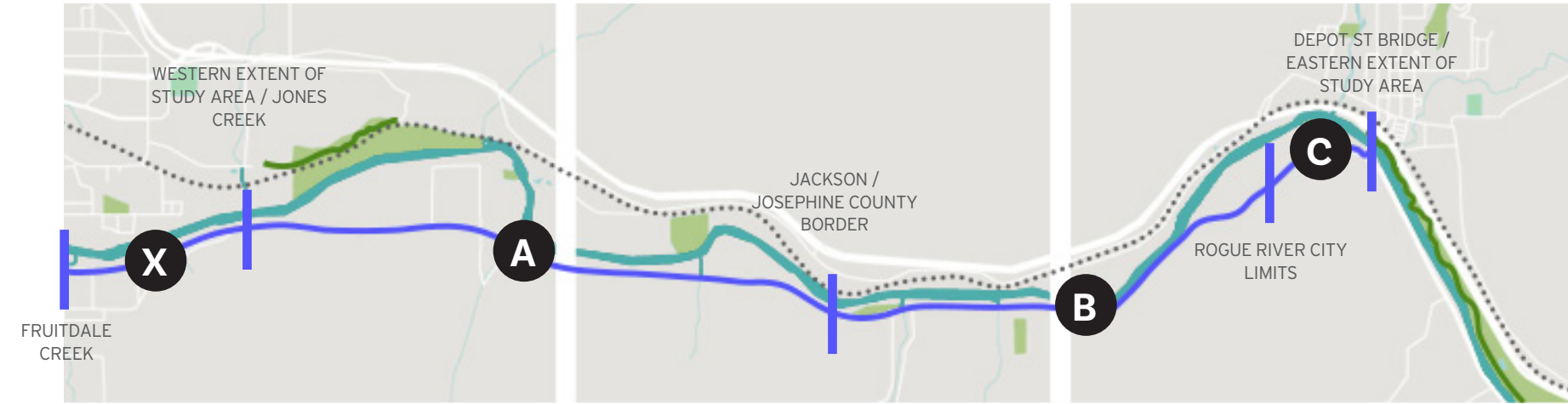


Figure 9. Cost Estimate Segments

Assuming a consistent cost per linear foot, the estimated cost of the full length of trail is approximately \$27.5 million. This value includes segment X, which, although outside the study area, is a critical connecting segment between the existing infrastructure and the proposed trail infrastructure outlined in the Plan.

Phase/ Segments	Extents of each Phase/Segment	Approximate Distance of Trail (GIS Data)	Estimated Share of Total Cost*
A	Western extent of study area - Josephine/ Jackson County border	16,400 feet (3.1 miles)	\$11.5 million
B	Josephine/ Jackson County border - Rogue River City limits	15,800 feet (3.0 miles)	\$11.0 million
C	Rogue River City limits - Depot St Bridge	1,800 feet (0.34 miles)	\$1.3 million
X	Fruitdale Creek to Jones Creek (western extent of study area - western edge of the 1-mile gap)	5330 feet (1.0 mile)	\$3.7 million
	Total	39,330 feet (7.4 miles)	\$27.5 million

Table 3. Approximate Cost by Segment

Implementation & Funding

Implementing the recommended trail alignment is likely to rely on a variety of funding sources, most notably local funding mechanisms and state/federal grant opportunities. The cities of Grants Pass and Rogue River as well as Jackson and Josephine counties will need to continue developing a strategy to fund the recommended trail alignment. Potential funding sources for trail design and construction are included in Appendix D. Many of the sources have been previously identified in jurisdictional Transportation System Plans.

Adoption Process

This Plan represents the PMT’s recommendations based on information provided by the project team, PAC guidance, project partners, and interested party feedback received throughout the planning process. The Grants Pass to Rogue River Multimodal Plan will be presented to Jackson and Josephine County staff for adoption as an amendment into their respective Transportation System Plans.

For the purposes of adoption, The Grants Pass to Rogue River Multimodal Plan will be split into two Volumes: Volume 1, West Segment, which includes Josephine County, and Volume 2, East Segment, which includes Jackson County and the City of Rogue River. Figure 10 shows the geographic split between Volumes 1 and 2.

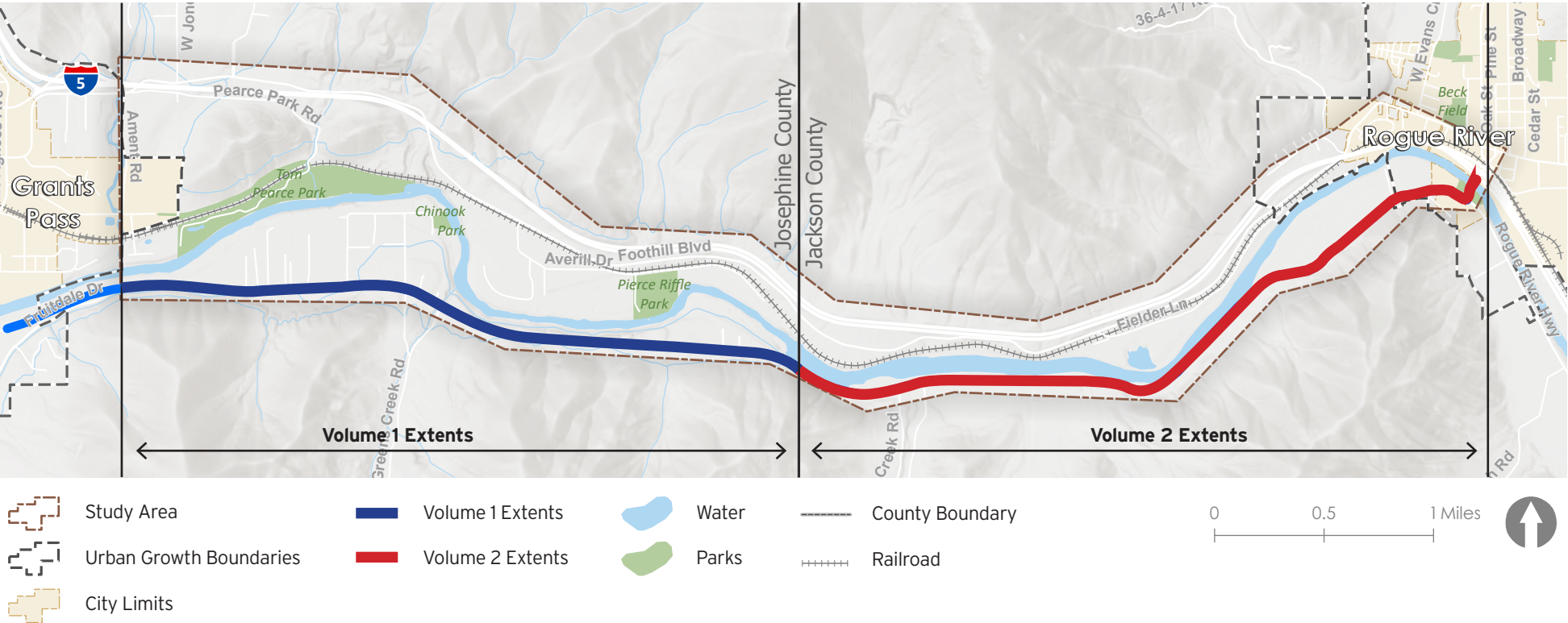


Figure 10. Volume 1 and 2 Split

Recommended Phasing

Although the trail alignment is split between multiple local jurisdictions, the Rogue River Highway is owned by ODOT. It is recommended that this project is completed in one phase, but if budget constraints prevent this, phasing could take place as follows:

Phase 1

Establish right-of-way and trail footbed. This includes purchasing permanent easements, filling in narrow shoulders, and building retaining walls and guard rails.

Phase 2

Identify designated spaces for the restructuring of essential services, including mail delivery posts, garbage bins, and other utility placements, to ensure efficiency, accessibility, and minimal disruption to public areas.

Phase 3

Build out the full trail. This includes paving the trail and completing any necessary stormwater control measures.

What Happens Next?

The following steps are recommended to continue advancing the implementation of the Grants Pass to Rogue River Multimodal Plan:

- 1



Partners will pursue local, state, and federal funding opportunities for the development of an operations and maintenance plan and preliminary design phase. The management plan will outline jurisdictional responsibilities and the operation and maintenance responsibilities of the trail.
- 2



Partners will discuss and address the connectivity gap in pedestrian and bike infrastructure between Jones Creek and Fruitdale Creek.
- 3



Partners will implement and construct the Grants Pass to Rogue River Multimodal Plan.
- 4



ODOT, county, and city partners will continue identifying gaps and opportunities for additional trail connections to establish a well-connected recreational and transportation trail network.





Supporting Documents

A. Background Document Review

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This section summarizes the existing plans, regulations, and policies relevant to the Grants Pass to Rogue River Multimodal Plan. The summary describes the relevance of each document to the Grants Pass to Rogue River Multimodal Plan identifying potential issues and considerations that will guide the development and evaluation of the trail alignment alternatives.

Table 1A. Plans and Policies Reviewed

Document	Key Applications for the Project
Local	
City of Grants Pass Transportation System Plan (TSP)	The City of Grants Pass TSP (2020) outlines goals, objectives, transportation standards and guidelines; impacts of growth; and implementation strategies of the City. It covers information about potential projects that are relevant to the study area and covers various modes such as roads, transit, cycling, and walking. This document also includes a list of projects that are relevant to the study area.
City of Rogue River Transportation System Plan	The Rogue River TSP (2021) outlines needs, goals, objectives, alternatives, impacts, and trade-offs, as well as ways of engaging stakeholders and the public of the City. It covers information about the existing and planned facilities and projects that are relevant to the study area.
Josephine County Rural Transportation System Plan	The Josephine County Rural TSP (2004) establishes the county's goals, policies, and action strategies for developing the transportation system outside of the Grants Pass and Cave Junction urban areas. The TSP is intended to serve as a blueprint or master plan to guide transportation decisions to address both short- and long-term needs. This document also includes a list of projects that are relevant to the study area.
Jackson County Transportation System Plan	The Jackson County TSP (2023) outlines the county's goals, policies, and action strategies for developing the transportation system. The TSP provides the vision for a transportation system that accommodates the expected 20-year growth in population and employment in accordance with the County's land use plan as well as the land use plans for cities within Jackson County. This document also includes a list of projects that are relevant to the study area.
City of Rogue River Comprehensive Plan	The City of Rogue River Comprehensive Plan is a collection of data and information about the City that represents the current ideas, plans, policies, and desires of today's community leaders and members. This document is periodically reviewed and modified in order to adjust to new laws and regulations and the changing needs and desires of the community. This document includes a land use and transportation relevance within the study area that the project team will consider.
The Grants Pass and Urbanizing Area Comprehensive Community Development Plan	The Grants Pass and Urbanizing Area Comprehensive Community Development Plan was first adopted in 1982 and last amended in 2023. It includes Location Element, Citizen Involvement, Scenic, Rogue River, Historic & Natural Resources, Wetlands Resources Plan, Environmental Resource Quality Element, Areas Subject to Natural Hazards, Population Element, Recreational Parks and Open Spaces Element, Housing Element, Transportation Element, Housing Policies, Energy Conservation Element sections. Element 11: Transportation within the plan was repealed and replaced by the Grants Pass Urban Area Master Transportation Plan which will inform the Grants Pass to Rogue River Multimodal Plan. The consultant will review and incorporate relevant information from this document into the development and evaluation of trail alignment alternatives.
Jackson County Comprehensive Plan	The Jackson County Comprehensive Plan (Originally created in 1989 with the latest amendment in 2023) is a long-range policy guide for land use in the unincorporated area within the county. It contains policies on rural and suburban lands, urban lands, regional planning, and implementation that address the relationship between land use planning and transportation planning. The county maintains several roads that connect to city streets, including Foothill Boulevard. It also has approval authority for all land uses in the Urban Growth Boundaries in Jackson County. The Urban Growth Management Agreement with Jackson County provides the opportunity for the City of Rogue River to comment on land use actions. The consultant will review and incorporate relevant information from this document into the development and evaluation of trail alignment alternatives.

Document	Key Applications for the Project
Josephine County Comprehensive Plan	The Josephine County Comprehensive Plan (2005) outlines a set of goals and policies for the county in order to guide its development. This document is designed to be a summary of information on a variety of factors over time, including population, economics, forest lands, recreation, public facilities, and natural resources. It represents a commitment to organize and coordinate these complex interrelationships in such a way as to guide development and protect the future health, safety and welfare of the general public. This document includes a Transportation section that explores road systems and transportation modes. The consultant will review and incorporate relevant information from this document into the development and evaluation of trail alignment alternatives.
Rogue River Greenway Foundation	The Rogue River Greenway Foundation is dedicated to the development of a multimodal trail to promote safe, alternative non-motorized modes of transportation for children, adults, and seniors –either residents or visitors. The goal of this organization is to create a “necklace of parks linked by pedestrian, bicycle, and water trails” and to “provide accessible areas to the Rogue River for recreation.” This foundation’s goals and objectives align closely with the Grants Pass to Rogue River Multimodal Plan, the difference being the site extents of the two projects. This foundation will help guide the current Plan.
Bear Creek Greenway Foundation	Bear Creek Greenway Foundation has worked for 35 years to connect the 20 miles of southern Oregon with a non-motorized scenic greenway. This greenway is located within close proximity to the study area. The main mission of the Bear Creek Greenway Foundation is to “mobilize resources to expand, promote, and improve the Bear Creek Greenway.” The purpose of Bear Creek Greenway also aligns closely with the Plan and will help guide its development.
Grants Pass Development Code	The City of Grants Pass has developed a code that covers development standards in the city. The Access section includes guidance regarding streets, sidewalks and pedestrian ways, bikeways that would inform the current Plan. This section will be reviewed and used as relevant to the development of the trail alignment alternatives; particularly when located within Grants Pass city limits.
Rogue River Municipal Code	The Rogue River Municipal Code guides development of Rogue River, based on the City’s Comprehensive Plan. It includes several chapters and titles such as Administration and Personnel, Revenue and Finance, Animals, Health and Safety, Streets, Sidewalks and Public Spaces, Zoning, Buildings and Construction etc. Title 12- Streets, Sidewalks and Public Spaces will be reviewed and used as relevant to the development of the trail alignment alternatives; particularly when located within Rogue River city limits.
Codified Ordinances of Jackson County & Jackson County Land Development Ordinance (LDO)	The Codified Ordinances of Jackson County document is divided into parts like the Administrative Code, The Traffic Code, The Planning and Zoning Code, The Building and Housing Code and the Health and Sanitation Code etc. The relevant codes will be reviewed and used as relevant to the development of the trail alignment alternatives for the current Plan. The Jackson County Land Development Ordinance was created to protect public health, safety, and general welfare, and to implement the policies of the Jackson County Comprehensive Plan and the Statewide Planning Goals. This ordinance applies to all land, buildings, structures, and uses thereof within the unincorporated area of Jackson County to the extent allowed by Federal, State and local laws, including land owned by local, state, or federal agencies. This ordinance includes a land use relevance within the study area that the project team will consider; particularly when located within the Rogue River city limits.
Josephine County Code	The Josephine County Code guides development of Josephine County, It includes several chapters and titles such as Administration and Personnel, Revenue and Finance, Animals, Health and Safety, Streets, Sidewalks and Public Spaces, Zoning, Buildings and Construction etc. Title 12- Streets, Sidewalks and Public Spaces will be reviewed and used as relevant to the development of the trail alignment alternatives; particularly when located within Rogue River city limits.

Document	Key Applications for the Project
State	
Oregon Highway Design Manual (HDM)	The Oregon HDM provides a framework for determining the appropriate alternatives and facility selection based on the established urban context and corridor vision. The urban context that is relevant to the study area will serve as the guideline/benchmark for the Plan's proposed transportation strategies and improvements.
Oregon Transportation Plan (OTP)	The OTP defines the long-range transportation policy through the year 2050 for the movement of people and goods across the state. It seeks to balance the diverse needs of the users and uses of the transportation system and to guide investments, programs, and processes. The OTP's vision and actionable direction is intended for all transportation service and facility providers, including state agencies, regional and local governments, and transit agencies. The Grants Pass to Rogue River Multimodal Plan will refer to the OTP for implementing improvement strategies.
Oregon Highway Plan (OHP)	The OHP (originally published in 1999, includes many registered amendments) is a modal element of the OTP. The OHP addresses efficient management of Oregon's transportation system to increase safety, extend capacity, increase partnerships with local and regional governments, create links between land use and transportation, access management and other transportation modes along with environmental and scenic resources. It also establishes a variety of policies that are directly related to its facilities. OR99 (Rogue River Highway) runs through the study area and is one of the main facilities that the Plan creates alignment alternatives for. The current Plan will use the guidance outlined in the OHP for any bicycle or pedestrian facility improvements or modifications recommended for OR99 highway during the alignment alternatives development phase of the Plan.
Oregon's Statewide Planning Goals	The Oregon Statewide Planning Goals and Guidelines document entails a set of 19 statewide planning goals. The goals express the state's policies on land use and related topics such as transportation, housing, citizen involvement and natural resources. Each of the goals are accompanied by a set of guidelines which provide direction on how a goal can be applied. Local plans developed are required to be consistent with the statewide planning goals. Goal 8 (Recreation Needs) and Goal 12 (Transportation) are directly related to the current Plan due to its multimodal nature and development of recreational facilities that will benefit the public. These goals will inform the current Plan.
Interstate Area Management Plans (IAMP)- 40 & 43	The combined I-5 Exits 40 and 43 Interchange Area Management Plans (IAMPs) examine how the interchanges and surrounding street system operate both now and over the next 20 years. The IAMPs identify strategies to preserve and improve the safety and capacity of the interchanges for the foreseeable future. OR99 (Rogue River Highway) is one of the roadway facilities analyzed in this document which is also a key roadway in the Grants Pass to Rogue River Multimodal Plan's study area. The improvements outlined in the document that apply to the highway will be considered in the current Plan.
Federal	
Americans with Disabilities Act (ADA) Policy	The ADA (legalized in 1990) is a civil rights law that prohibits discrimination against individuals with disabilities in many areas of public life, including jobs, schools, transportation, and many public and private places that are open to the general public. The purpose of the law is to ensure that people with disabilities have the same rights and opportunities as everyone else. One of the main objectives of the current Plan is to provide a safe, convenient, aesthetically pleasing, and attractive facility for commuting and recreation. The trail facility will need to comply with the regulations and design standards set by the ADA Act, particularly as it relates to grades/slopes percentages.

B. Trail Amenities

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A collection of trail features and amenities may be considered for implementation on the recommended trail. Features and amenities provide opportunities to increase the accessibility of the trail, such as American with Disabilities Act (ADA) ramps or wayfinding signage, and improve the appeal of the trail, such as viewpoints along the Rogue River.

Amenities Toolbox

This table outlines a toolbox of potential amenities, including their purpose, spacing recommendations, and planning-level cost estimates.

Type of Amenity	Amenity	Description
Safety and Navigation Amenities	Light fixtures	Appropriate lighting for safety if the trail is open during evening hours. This amenity is recommended since the trail is adjacent to a roadway facility.
	Regulatory and warning signage	Signs that regulate the behavior of trail users, such as "Stop," "Yield," "Slippery When Wet," or others.
	Wayfinding signage	Signs providing directions to trail users. Can be as simple as arrows or include more detailed information such as maps, connectivity to other destinations, and difficulty ratings.
	Informational signage	Signs or a series of signs that include safety and support information such as maps, rules and regulations, warnings, major events, historical information, attractions, or a point of contact.
	Interpretive or educational signage	Information highlighting natural or cultural features of the area. QR codes can be added for digital guides.
	Mile markers	Can help trail users track the distance traveled and determine their location in case of an accident or other emergency.
	Water stations	Drinking fountains or water refill stations.
	Restrooms	Permanent or portable restrooms, including Americans with Disabilities Act-compliant facilities.
	Waste bins	Trash cans and recycling stations.
	Dog waste stations	Waste bags and disposal points for dog owners.
	Public art	Artwork that can create landmarks and placemaking opportunities along the trail.
Recreational Amenities	Exercise equipment	Fitness stations or individual equipment such as a pull-up bar.
	Bike repair stations	Basic tools for bicycle maintenance.
	Bike racks	Secure bicycle parking for cyclists.
	Benches or picnic tables	Rest areas that are placed at intervals along the trail, especially in scenic locations.
	Shelters	Shade structures or pavilions for gathering or protection from weather.

C. Planning Level Cost Estimates

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D. Funding Opportunities

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Funding Options

Implementing the preferred trail alignment is likely to rely on a variety of funding sources, most notably local and federal grant opportunities. The cities of Grants Pass and Rogue River as well as the counties of Jackson and Josephine will need to continue developing a strategy to fund the preferred trail alignment. Potential funding sources for trail design and construction are listed below.

Local Funding Mechanisms

Funding Source	Description
State motor vehicle fuel (gas) tax	Jackson County, Josephine County, the City of Grants Pass, and the City of Rogue River all currently receive State revenues via the State Highway Fund, largely funded by the State motor vehicle fuel tax.
Vehicle registration fees	The Oregon Vehicle Registration Fee is allocated to state, counties, and cities for road funding. In addition, Oregon counties are granted the ability to impose a vehicle registration fee covering the entire county.
Street utility/road user fee	Road user fees are a monthly or yearly assessment charged to residences and nonresidential users of jurisdictional roads. This fee is used in Medford, Ashland, La Grande, and several other jurisdictions. The fee in Medford is based on trip generation models, Ashland's is \$1 per month per residence or business, and La Grande charges \$2.50 per water meter per month. Medford's fee generates about \$1.4 million per year with 18,000 accounts.
System development charges (SDCs)	SDCs are fees assessed on new development for impacts on public infrastructure. All revenue is dedicated to transportation capital improvement projects designed to accommodate growth. Counties or cities can offer SDC credits to developers that provide public improvements beyond the required street frontage, including those that can be constructed by the private sector at a lower cost.
Road districts/property taxes	Counties may adopt property taxes to construct and maintain county roads and bridges. Oregon has 123 road districts, 86 of which receive revenues from dedicated property taxes. These can be used to fund maintenance or be dedicated to service bonded indebtedness (General Obligation Bonds).
Non-property taxes	Oregon counties and cities have the power to devise their own non-property taxes and other local revenue structures without specific state enabling legislation. Transit and transportation districts may levy income taxes up to 1% of payroll and self-employment taxes of up to 0.6%. While no districts currently impose an income tax, Lane County and Tri-Met use payroll and self-employment taxes.
Hotel/motel taxes	Hotel and motel taxes can provide a minor source of funding for transportation. Four jurisdictions currently dedicate revenues from these taxes to transportation projects (Lake Oswego, Lincoln City, Umatilla County, and Union County).
Extraction taxes	Several jurisdictions with significant mining activity have extraction or severance taxes. Extraction taxes are weight-based charges on natural resource operations, such as the removal of timber, coal, or stone. Because these industries use remote roads with few other users, and their heavy trucks cause disproportionate damage to roads, taxation on the removal of natural resources is an important way to finance rural road repair. This tax might be considered a user fee, except that in many places it is also used to fund education and general government services.
General obligation bonds	Bonding is used as a funding alternative to spread project debt over a voter district or districts. Residents vote to levy a special property tax. These bonds are generally used to make improvements benefiting the entire district population. When the bond issue is paid off completely, the levy is finished.
Interfund transfers	The Interfund Transfer process allows jurisdictions to transfer General and Special Revenue funds into the Capital Improvement Program Fund for specific transportation system projects. Funding transportation projects via Interfund Transfers requires a budget amendment process, with expense proposals linked to specific planned projects.

Funding Source	Description
Local gas tax	Cities and counties can provide basic roadway funding through a gasoline tax. Several counties in the State have a local gas tax, including Multnomah and Washington counties. However, with relatively few jurisdictions exercising this tax, an increased cost for gas purchased in Rogue River versus gas purchased in neighboring communities may encourage drivers to seek less expensive fuel elsewhere.
Local improvement districts	The Oregon Revised Statutes allow local governments to form Local Improvement Districts (LIDs) to construct public improvements. LIDs are most often used by cities for projects such as streets, sidewalks, bikeways, or public facilities. The statutes allow the city government or property owners to form a district.
Local parking fees	Local parking fees are a common means of generating revenue for public parking maintenance and development. Most cities have public parking and charge nominal fees for its use. Cities also generate revenues from parking citations. The income generated by parking fees could be used for a variety of transportation projects.
U.S. Forest Service timber receipt funds - Josephine County	Josephine County receives funds from the U.S. Forest Service based on receipts from timber harvest on its public lands. A safety-net mechanism guarantees consistency if reduced timber harvests result from spotted owl protection. Seventy-five percent of funds are earmarked for roads, and 25% for education.
Local transient room tax - City of Rogue River	The City of Rogue River Municipal Code Chapter 3.05 currently requires a 6% transient room tax. The city could the tax policy to see if any revenue could be used for transportation project funding.

State & Federal Grants

Funding Source	Description
State Funding Mechanisms	
Oregon Parks and Recreation Local Grants	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. Local match is required.
Oregon Transportation Infrastructure Bank (OTIB)	A statewide revolving loan fund is available to local governments for many transportation infrastructure improvements, including highway, transit, and non-motorized projects. Most funds made available through this program are federal; streets must be functionally classified as a major collector or higher to be eligible for loan funding.
State Highway Fuel Tax Increase or User Fee	ODOT is currently researching a state user fee for drivers to address steady or declining state gas tax revenues. An increase in the state gas tax or a user fee would need to pass through state legislation and would increase the state's transportation funds.
Multi-modal Active Transportation Fund	This fund invests in multimodal transportation infrastructure improvements across Oregon.
MPO Gas Tax Funding	Metropolitan Planning Organizations (MPOs) allocate gas tax funding to support transportation infrastructure projects, including road maintenance, public transit improvements, and other mobility initiatives. These funds, derived from federal and state fuel taxes, are distributed based on regional transportation plans and priorities. MPOs ensure that projects align with long-term mobility, safety, and sustainability goals.
Surface Transportation Block Grant (STBG)	The Surface Transportation Block Grant (STBG) is a federal funding program that provides flexible transportation funds to states and local governments for various infrastructure projects. It supports road construction, bridge repairs, public transit, pedestrian and bicycle facilities, and safety improvements. MPOs and state agencies distribute STBG funds based on regional and statewide transportation priorities. Eligible projects must generally align with federal transportation goals and applicants typically need to provide matching funds.
Safe Routes to School (SRTS)	SRTS, administered by ODOT, focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school. The preferred trail alignment may include routes to Rogue River elementary, South Valley Academy, or Fruitdale Elementary School.

Funding Source	Description
Oregon Community Paths (OCP)	This State of Oregon program combines funds from the Multimodal Active Transportation Fund, Oregon Bicycle Excise Tax, and federal Transportation Alternatives Program to help communities create and maintain connections with primarily off-street pedestrian and bicycle facilities.
Transportation Options	The TO program focuses on implementation of the Oregon Transportation Options Plan, including managing demand across the transportation system; educating students and the public on travel options and how to safely use them; connecting veterans, low-income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more.
Statewide Transportation Improvement Fund (STIF) and Public Transportation Funds	STIF is a newer dedicated source of funding under Section 122 of the House Bill (HB) 2017 Transportation Funding Package for improving or expanding public transportation service in Oregon. Funds may be used for pedestrian and bicycle improvements that provide connections to transit services.
State Highway Trust Fund/ Bicycle Bill	When roads are constructed or reconstructed, Oregon law requires walkways and bikeways to be provided. Additionally, all agencies receiving State Highway Funds are required to spend at least 1% of those funds on bicycle and/or pedestrian infrastructure improvements (ORS 366.514). Currently, cities and counties receive 20% and 30% of the state's highway trust funds, respectively, which can be used for walking and biking projects along roads.
Sidewalk Improvement Program (SWIP)	ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system.
Safety Grantee Resources	The ODOT Transportation Safety Division administers grants that adhere to the mission to deliver transportation safety programs to Oregon citizens. Typically, grants are awarded to states, local governments, colleges and universities, and nonprofit organizations.
Surface Transportation Block Grant (STBG)	The STBG, formerly the Surface Transportation Program, provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
Various Public or Private Grant Programs	Many public and private grant programs exist, such as People for Bikes, that offer funding support for transportation infrastructure. New such grant programs are formed often and should be regularly tracked by the City or County.
Federal Funding Mechanisms: Formula Grants (Distributed by the State)	
Transportation Alternatives (TA)	Eligible uses of TA funds include all projects and activities that were eligible under the previous STBG spending bill. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.
Congestion Mitigation and Air Quality (CMAQ)	CMAQ funds are for projects that help reduce emissions and meet national air quality standards, such as transportation demand management programs, bicycle and pedestrian improvements, public transportation projects, diesel retrofits, and vehicle emission reduction programs. All types of nonmotorized transportation projects are eligible for CMAQ funding. States are required to provide a nonfederal match for program funds (which has not been the case historically for Federal lands highway funding).
Federal Funding Mechanisms: Discretionary Grants (Distributed Federally)	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE Discretionary Grant program invests in road, rail, transit, and port projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).

E. All Technical Memorandums

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F. Open House 1 & 2 Summary

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G. Partner Outreach 1 & 2 Summary

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