

# Chapter 6 – Plan Implementation

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

## Projects in the RTP

Requirements for metropolitan plans are described in Federal Highway Administration rules, 23 CFR Part 450.324. The plan must show the capital investment, operations and management strategies intended to lead to an integrated multimodal transportation system, over a horizon of at least 20 years. Funding for all projects shown in the plan must be identified, or there must be a reasonable expectation for funding; meaning that the RTP Project List must be financially constrained.

The MRMPO developed the funding expectations for this plan in consultation with ODOT and the member jurisdictions. The estimates are the best available at the time but are likely to change – especially in the long-range years (2039-2049). Details about the financial planning process and funding sources are shown in Chapter 8 *Financial Plan*.

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

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

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

Please note, that the MRMPO have been designated by the Environmental Protection Agency as “attainment area” on December 26, 2023, for carbon monoxide and particulates, Clean Air Act requirements must be met in this plan (see details in Chapter 9 *Air Quality*).

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

## *Local Jurisdiction Transportation System Plans*

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

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

## *Projects Not Specifically Identified in the RTP*

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

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

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

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

Utilizing revenue estimates of CMAQ and STBG funds for the years 2020 through 2049, as provided by ODOT for Region 3, MRMPO staff developed a yearly funding projection out to the year 2049 with an inflation rate of 2% applied to the average of the trend numbers for each category. Although ODOT does not program the funding by county and/or MPO in these broad categories, the table below is a rough calculation of the totals per category.

Table 6-1 – Estimated total funding for ODOT Region 3, up to 2049

Category	Est. Total	%
Preservation	\$315,279,283	41%
Safety	\$230,692,158	30%
Operations	\$223,002,419	29%
Total	\$768,973,860	100%

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

## Project Selection Criteria

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

However, in the State of Oregon and with the passage of [HB2101](#), small MPOs no longer receive STBG funds. Instead, they receive State Gas Tax Funds. These funds are far more flexible than federal funds and may be utilized by the local jurisdictions without a funding match requirement.

This change in funding types will necessitate that the MPO review and revise its project selection process for the next (FY 2027-30 TIP). Additionally, the state bill sunsets in 2027, and there is some level of uncertainty as to what type of funding will be available to small MPO's subsequent to the bill expiring.

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

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

More than 18 project evaluation criteria have been developed related to the above performance categories. Each criterion has guidelines on how it would be applied in project evaluation. Table 6-2 further describes the performance categories.

**Table 6-2 – Policy Foundation for MRMPO Project Selection (established prior to RTP adoption)**

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

### *Evaluation and Review*

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

## RTP Project List

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

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

As stated, MPO's no longer receive STBG Funds; instead, they will receive State Gas Tax Funds until funding included in HB2101 ends. Once that happens, the MPOs will go back to receiving STBG funds.

This plan identifies nearly **\$40 million** in CMAQ & STBG\State Gas Tax funds and Street System revenues estimated at **\$50 million**, to be available for regional transportation projects through 2049. Details about the assumptions used to calculate the revenue available for the financially-constrained project list in this chapter are provided in Chapter 8 *Financial Plan*.

### Project Timing

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

Projects are scheduled by the following timeframes:

- Short Range            Between 2020 and 2028
- Medium Range        Between 2029 and 2038
- Long Range            Between 2039 and 2049

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

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

Table 6-3 – RTP Project List by Jurisdiction, Short Range Projects (2020 – 2028)

Short Range Projects 2020 - 2028					
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	
<b>Funds Available - Short Range</b>					
<b>Gold Hill</b>					
GH-001	Street Paving/ADA ramps		Short	\$40,000	
<b>Short Range Total</b>					<b>\$40,000</b>
<b>Grants Pass</b>					
GP-002	Allen Creek Rd. Improvements	Allen Creek Rd. from W. Harbeck to Denton will be upgraded to City Arterial standards (CMAQ & STP funds awarded prior to MPO designation).	Short	\$7,401,349	
GP-007	Lincoln Road: Bridge to G Street	Full reconstruction of arterial with TWLTL	Short	\$8,561,940	
<b>Short Range Total</b>					<b>\$15,963,289</b>
<b>Jackson County</b>					
0	No Short Range Projects	No Short Range Projects	Short	\$0	
<b>Short Range Total</b>					<b>\$0</b>
<b>Josephine County</b>					
JoCo-003	New Hope Road	Sidewalk Infill Improvements-Bayard Dr. to Allen Crk	Short	\$169,500	
JoCo-004	G Street	Sidewalk Infill Improvements-Lincoln Road to Leonard St.	Short	\$276,000	
<b>Short Range Total</b>					<b>\$445,500</b>
<b>Short Range RTP Total</b>					<b>\$16,448,789</b>

Table 6-4 – RTP Project List by Jurisdiction, Medium Range Projects (2029 – 2038)

Medium Range Projects 2029 - 2038					
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	
<b>Grants Pass</b>			<b>Funds Available - Medium Range</b>		
<b>Gold Hill</b>					
0	No Medium Range Projects	No Medium Range Projects	Medium		
<b>Medium Range Total</b>					
<b>Grants Pass</b>					
GP-003	Leonard Road: Darneille Lane to Devonshire	Full reconstruction of collector. 42' wide, bike lanes and sidewalk.	Medium	\$2,859,700	
GP-004	Leonard Road: Dowell Road to Moon Glo Drive	Miscellaneous Sidewalks	Medium	\$146,500	
GP-005	Bridge Street: Cottonwood to 4th Street	In-Fill sidewalks	Medium	\$505,600	
<b>Medium Range Total</b>					<b>\$3,511,800</b>
<b>Jackson County</b>					
JACO-005	Old Stage Road: MPO Limit to I-5	Upgrade to 2-lane rural major collector standard with 4-foot shoulders consistent with Old Stage Road Plan	Medium	\$8,940,000	
JACO-006	North River Road: Rogue River City Limits to Twin Bridges Road	Install 6-foot shoulders consistent with rural major collector	Medium	\$12,400,000	
<b>Medium Range Total</b>					<b>\$21,340,000</b>
<b>Josephine County</b>					
JoCo-005	Merlin Road	Bicycle Rail Crossing Improvements	Medium	\$300,000	
<b>Medium Range Total</b>					<b>\$300,000</b>
<b>Rogue River*</b>					
RR-001	Depot & Pine Street Intersection	Convert Pine St as through movement & Depot St to one-way	Medium	\$81,000	
RR-002	Pine & Main Street	Intersection improvement (Realigning, Signalize)	Medium	\$2,290,000	
RR-003	SB I-5	Lengthen ramp & queue storage, and widen I-5 bridge over Evans Creek	Medium	\$2,276,000	
RR-004	NB I-5	Add right turn lane	Medium	\$619,000	
RR-005	Depot & Main St	Convert Depot St to one-way	Medium	\$30,000	
<b>Medium Range Total</b>					<b>\$5,296,000</b>
<b>Medium Range RTP Total</b>					<b>\$30,447,800</b>

Table 6-5 – RTP Project List by Jurisdiction, Long Range Projects (2039 – 2049)

Long Range Projects 2039 - 2049					
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	
<b>Funds Available - Long Range</b>					
<b>Gold Hill</b>					
0	No Long Range Projects	No Long Range Projects	Long		
<b>Long Range Total</b>					<b>\$0</b>
<b>Grants Pass</b>					
GP-008	Rogue River Highway: Hamilton to Fruitdale (Design/	Full reconstruction of arterial with TWLTL	Long	\$1,575,000	
GP-009	G Street: Lincoln Road to Leonard Street	Full reconstruction of arterial to include TWLTL, bike lanes, sidewalks, parking one side.	Long	\$890,000	
GP-010	Shutzwohl Lane: West Hanbeck Road to Dowel Road (design/ROW)	New Collector Street	Long	\$2,500,000	
GP-011	West Park Street Connection	Extend West Park Street from terminus to Allen Creek Road	Long	\$5,000,000	
<b>Long Range Total</b>					<b>\$9,965,000</b>
<b>Jackson County</b>					
0	No Long Range Projects	No Long Range Projects	Long		
<b>Long Range Total</b>					<b>\$0</b>
<b>Josephine County</b>					
0	No Long Range Projects	No Long Range Projects	Long	\$0	
<b>Long Range Total</b>					<b>\$0</b>
<b>Rogue River</b>					
0	No Long Range Projects	No Long Range Projects	Long		
<b>Long Range RTP Total</b>					<b>\$9,965,000</b>



Table 6-6 – ODOT RTP Project list, Short Range (2020 - 2028)

ODOT Projects					
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	
<b>SHORT RANGE</b>					
ODOT-001	Grants Pass (various locations on ODOT facilities)	Region 3 ADA scoping	Short	\$3,000,000	
ODOT-018	Clear Work Zone	Roadway Clear Zone - Remove trees near ODOT roadways to help prevent avoidable collisions and install traffic safety barriers to protect drivers from roadside hazards	Short	\$10,000,000	
ODOT-019	Southern Oregon Wrong Way Driver Mitigation	Install signs for wrong-way drivers on I-5 exit ramps throughout Southern Oregon to help improve safety to the travelling public.	Short	\$2,500,000	
ODOT-020	Monument Drive to North Grants Pass	Grind and inlay paving from Milepost 58 - 66	Short	\$20,000,000	
ODOT-005	Grants Pass Signal & Pedestrian Upgrades	Construction of left turn lane, signal improvements, raised median, install crosswalks, and ramp upgrades	Short	\$3,500,000	
ODOT-022	I-5: Evans Creek Bridge & Bridge over Depot Street	Widen the Evans Creek Bridge to the west side (southbound lanes), widen the bridge over Depot Street to the west side (southbound lanes). Remove portions of the bridge driving surfaces of both bridges and place new surface and replace the deck expansion joints.	Short	\$8,900,000	
ODOT-021	OR99: Fruitdale Creek Culver	Design, acquire ROW, and relocate utilities in preparation of a construction project to replace a culvert with a bridge. The replacement will improve fish passage.	Short	\$2,150,000	
ODOT-023	OR99: Rogue River Bridge, Gold Hill Spur	Widen the deck, strengthen the bridge and replace timber walkway with an attached concrete ADA compliant walkway.	Short	\$3,081,000	
				<b>Short Range Total</b>	<b>\$53,131,000</b>

Table 6-7 – ODOT RTP Project list, Medium Range (2029 - 2038)

ODOT Projects					
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	
<b>Oregon Dept. of Transportation</b>			<b>MID-RANGE</b>		
ODOT-006	Exit 40 Improvements	Move guardrail and widen pavement in NW corner of I-5 Exit 40 Southbound Ramp Terminal	Medium	\$240,000	
ODOT-007	Exit 40 Improvements	Modify Traffic Control to All-Way Stop	Medium	\$10,000	
ODOT-009	Exit 43 Improvements	Improve turning radius, realign intersection and update traffic control	Medium	\$230,000	
ODOT-010	Exit 43 Improvements	Enhance multi-modal access across the bridge by adding signage to the structure	Medium	\$10,000	
ODOT-011	Exit 43 Improvements	Provide multimodal crossing of I-5 via the I-5 Exit 43 interchange with the use of "sharrows."	Medium	\$10,000	
				<b>Medium Range Total</b>	<b>\$500,000</b>

Table 6-8 – ODOT RTP Project list, Long Range (2039 - 2049)

ODOT Projects					
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	
<b>Oregon Dept. of Transportation</b>			<b>LONG-RANGE</b>		
ODOT-012	Exit 43 Improvements	Enhance multimodal access between I-5 and the City of Gold Hill. Add signage to travel lanes (main Street and Rogue River Hwy) and widen shoulders where ROW exists.	Long	\$465,000	
ODOT-013	Exit 55 Improvements	Realign intersection and improve weaving lanes from Southbound Ramp Terminal of I-5 onto US 199.	Long	\$2,500,000	
ODOT-017	Grants Pass	Improve pedestrian and bicycle facilities throughout the city on ODOT facilities (6th and 7th Street, US 199, OR 238, and OR 99).	Long	\$2,000,000	
			<b>Long Range Total</b>		<b>\$4,965,000</b>

Table 6-9 – Josephine County Transit RTP Project list

Josephine County Transit Projects					
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	
<b>Short Range</b>					
JCT-003	Vehicle Replacement - 2023	Capital Purchase - Replacement Vehicle	Short	\$725,000	
JCT-004	Vehicle Replacement - 2024	Capital Purchase - Replacement Vehicle	Short	\$725,000	
JCT-005	Vehicle Replacement - 2025	Capital Purchase - Replacement Vehicle	Short	\$725,000	
JCT-006	Vehicle Replacement - 2026	Capital Purchase - Replacement Vehicle	Short	\$725,000	
JCT-007	Josephine County - FTA 5311	FFY2023 Rural Operations	Short	\$313,800	
JCT-008	Josephine County - FTA 5307	FFY2023 Transit Operating Assistance	Short	\$890,000	
JCT-009	Josephine County - FTA 5310	FFY2023 - Preventive Maintenance	Short	\$241,000	
				<b>Short Range Total</b>	<b>\$4,344,800</b>
<b>Mid-Range</b>					
JCT-010	Vehicle Replacement - 2027	Capital Purchase - Replacement Vehicle	Medium	\$810,000	
JCT-011	Vehicle Replacement - 2028	Capital Purchase - Replacement Vehicle	Medium	\$810,000	
JCT-012	Vehicle Replacement - 2029	Capital Purchase - Replacement Vehicle	Medium	\$810,000	
JCT-013	Vehicle Replacement - 2030	Capital Purchase - Replacement Vehicle	Medium	\$810,000	
JCT-014	Vehicle Replacement - 2031	Capital Purchase - Replacement Vehicle	Medium	\$810,000	
JCT-015	Vehicle Replacement - 2032	Capital Purchase - Replacement Vehicle	Medium	\$810,000	
JCT-016	Vehicle Replacement - 2033	Capital Purchase - Replacement Vehicle	Medium	\$810,000	
JCT-017	Vehicle Replacement - 2034	Capital Purchase - Replacement Vehicle	Medium	\$810,000	
				<b>Medium Range Total</b>	<b>\$6,480,000</b>
<b>Josephine Community Transit</b>					
<b>Long Range</b>					
	No Long Range Projects	No Long Range Projects	Long		
				<b>Long Range Total</b>	<b>\$0</b>

