



## MEMORANDUM

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Date: February 17, 2016 Project #: 18018.8

To: Mike Kuntz and John Vial, Jackson County Roads  
Alexandra Coates, Oregon Department of Transportation

From: Matthew Bell and Susan Wright, Kittelson & Associates, Inc.

Project: Jackson County Transportation System Plan (TSP)

Subject: Financially Constrained Transportation Project List

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This memorandum presents the Financially Constrained Project List for the Jackson County Transportation System Plan (TSP) update. The Financially Constrained Project List identifies the transportation system improvement projects that are likely to be funded by the County over the next 20 years. The projects were selected from the preferred transportation system alternatives identified in *Technical Memorandum #6: Preferred Alternatives* based on an evaluation of the goals and objectives of the TSP update and application of a prioritization process documented below. Also documented below is the funding forecast for the TSP update and the current and potential future funding sources for transportation system Improvements.

### PRIORITIZATION

A national research project recently produced a methodology for prioritizing transportation system improvement projects in long range plans, such as the Jackson County TSP. The methodology is based on an extensive review of existing prioritization processes being used by agencies across the country at the state, regional, and local level. The methodology follows a two-phase, ten-step process: Phase 1 (Scoping) involves steps 1-6 in which the purpose of the prioritization process is established, factors and variables are selected, and data resources are assessed; Phase 2 (Prioritization) involves steps 7-10 in which data is organized, scaling is applied, and prioritization scores are calculated. The Scoping phase is often iterative as agencies may find a need to substitute variables if they find a lack of data availability. The Prioritization phase may also be iterative as agencies, advisory committees, and the general public provide feedback on the outcome of the process.

### Factors and Variables

Factors are the categories used to express community or agency values considered in the prioritization process and contain groups of variables with similar characteristics. There are nine factors commonly used by agencies across the country that are particularly suited for prioritization of transportation

improvements. Seven factors were selected that align closely with the goals and objectives of the TSP update. Variables are the characteristics of roadways and intersections that can be measured and organized under each factor. Additional information on the factors and variables included in the prioritization process is provided below.

### ***Stakeholder Input***

The Stakeholder Input factor considers the amount of public feedback in support of (or against) a project. Stakeholder Input may come in the form of recommendations in an adopted plan or by the technical advisory committee (TAC), the citizen's advisory committee (CAC), or the general public during one of the physical or virtual open houses. The variables included in the prioritization process under Stakeholder Input include:

- Included in an adopted plan – Many of the projects included in the prioritized project list were identified in previous planning documents, such as the County's Capital Improvement (CIP). Projects included in plans adopted since the current TSP<sup>1</sup> score higher than projects not included in adopted plans.
- Recommended by an Advisory Committee – The TAC and CAC members will be asked to provide feedback on the initial prioritized list of projects. Their feedback will be incorporated into the final list. Projects that are recommended by the TAC or CAC score higher than projects not recommended by the TAC or CAC.
- Recommended by the general public – The general public will be asked to provide feedback on the initial prioritized list of projects. Their feedback will be incorporated into the final list. Projects that are recommended by the general public score higher than projects not recommended by the general public.

### ***Constraints***

The Constraints factor considers the relative level of difficulty in implementing a project. Many constraints are framed in terms of cost, and may include right-of-way acquisition, facility design, mitigation and construction, available funding, environmental impacts, existing regulations and standards, tradeoffs among modes, and staff resources. The variables included in the prioritization process under Constraints include:

- Available Right of Way – A majority of projects are presumed to have available right-of-way, unless there are significant physical, geographical, or environmental constraints. Projects with available right-of-way score higher than projects with limited or no right-of-way.

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<sup>1</sup> Inclusion in the current Jackson County or White City TSP does not result in a score for this category.

- Multi-Jurisdiction – Several projects will require coordination among multiple jurisdictions for implementation. Projects with a single jurisdiction score higher than projects with multi-jurisdictions.
- Order of Magnitude Cost – Planning level cost estimates were developed for each project based on the unit costs of similar projects. Projects with lower costs score higher than projects with higher costs.

### **Safety**

The Safety factor considers the crash history of a roadway segment or intersection. The Safety factor is evaluated primarily in terms of reported crashes and the severity of reported crashes. Roadway characteristics play a significant role in determining where crashes occur in a community. Therefore, as Jackson County considers priorities for improvements at different locations, it is important to assess crash history. The variables included in the prioritization process under Safety include:

- Total Crashes – This variable refers to the total number of crashes that were reported along a roadway segment or at an intersection over the five year study period. It is determined based on information provided by ODOT. Roadway segments or intersections with a higher number of total crashes score higher than roadway segments or intersections with a lower number.
- Total Fatal and Severe Crashes – This variable refers to the total number of fatal and severe injury crashes (Injury A) reported along a roadway segment or at an intersection over the five year study period. It is determined based on information provided by ODOT. Roadway segments or intersections with a higher number of fatal or severe injury crashes score higher than roadway segments or intersections with a lower number.

### **Existing Conditions**

The Existing Conditions factor considers the physical and operational characteristics of a roadway segment or intersection, such as the number and width of travel lanes, presence and width of shoulders or bike lanes, travel speeds, Average Daily Traffic (ADT), and others. The variables included in the prioritization process under Existing Conditions include:

- Width of Travel Lanes – This variable refers to the width of the travel lanes along a roadway segment or along the mainline of an intersection. It is determined based on aerial imagery of Jackson County and information in the most recent Pavement Management Index (PMI) for County facilities. Roadway segments or intersections with narrow travel lanes will score higher than roadway segments or intersections with wide travel lanes.
- Presence of Shoulders or Bike Lanes – This variable refers to the width of the shoulders or bike lanes along a roadway segment or along the mainline of an intersection. It is determined based on aerial imagery of Jackson County and by information in the most

recent PMI. Roadway segments or intersections with no shoulders or bike lanes will score higher than roadway segments or intersections with shoulders or bike lanes.

- Travel Speed – This variable refers to the travel speeds along a roadway segment or along the mainline of an intersection. It is determined based on data provided by Jackson County on travel speeds. Roadway segments or intersections with high travel speeds will score higher than roadway segments or intersections with low travel speeds.
- ADT – This variable refers to the Average Daily traffic (ADT) along a roadway segment or along the mainline of an intersection. It is determined based on 2014 ADT data provided by Jackson County. Roadway segments or intersections with high ADT will score higher than roadway segments or intersections with low ADT.

### **Connectivity**

The Connectivity factor accounts for the degree to which a project will allow residents to travel comfortably and continuously throughout their community. Connectivity is a relevant factor when prioritizing projects on existing roadways, such as wider shoulders, bike lanes, or sidewalks, particularly when the project fills a gap in an existing facility. The factor has an implicit bias toward pedestrian and bicycle projects; however, roadway projects that result in improvements in the pedestrian and bicycle network or that add new roadway connections that can reduce trip lengths for all modes will also score in the factor. The variables included in the prioritization process under Connectivity include:

- Fills in a gap in an existing facility or network – There are numerous gaps in the pedestrian and bicycle networks along County and ODOT facilities. Projects that fill gaps in an existing network will score higher than projects that do not. Projects that expand the roadway network for all modes will score higher than projects that do not.
- Connects to an existing regional facility or activity center – Several of the projects identified in the prioritized project list will provide direct connections to existing regional transportation facilities, such as the Bear Creek Greenway Trail and the Rogue River Greenway Trail and/or activity centers. Projects that provide these connections will score higher than roadway segments that do not.

### **Equity**

The Equity factor represents the degree to which improvements are distributed evenly to all groups within a community, particularly those who are dependent on alternative forms of transportation. Taking equity into account can help agencies ensure that improvements serve the needs of all transportation system users. The Equity factor includes socioeconomic characteristics such as age, income, automobile ownership, race/ethnicity, and health or disability status, which may be especially important in neighborhoods where driving is less common due to low levels of car ownership. The variables included in the prioritization process under Equity include:

- Percent of Households in Poverty – This variable refers to the percent of households within the area surrounding a project in poverty. It is determined based on 2015 Census data for Jackson County. Projects located within areas with a high percentage of households in poverty will score higher than projects located within areas with a low percentage.

### **Designation**

The Designation factor is not included in the original methodology; however, it was included as part of the prioritization process to capture the overlapping classifications and designations of roadways which is an indication of the significance of the facility for multiple modes of transportation. The variables included in the prioritization process under Designation include:

- Functional Classification – This variable refers to the functional classification of a roadway segment or the mainline of an intersection. Roadway segments or intersections with a high classification will score higher than a roadway segments or intersections with a low classification.
- Freight Route Designation – This variable refers to the freight route designation (or designations) of a roadway segment or the mainline of an intersection. Roadway segments or intersections with a designation, or designations, will score higher than a roadway segment or intersection without a designation.
- Bicycle Route Designation – This variable refers to the bicycle route designation of a roadway segment or the mainline of an intersection. Roadway segments or intersections with a high designation will score higher than a roadway segment or intersections with a low designation.

### **Scaling**

There are many different methods for scaling the factors and variables in the prioritization process, each of which can have a significant impact on the outcome. The scaling methods used in this prioritization process include the following:

- Binary – this method is applied to variables that result in a yes or no; either something exists (yes) or does not exist (no);
- Proportionate Quantile Scaling – this method is similar to proportionate scaling, in which something with a higher value receives a higher score; however, in this method the values are grouped into quantiles which are then scored together. This prevents variables with really high values from influencing variables with low values.
- Inverse Proportionate Quantile Scaling – this method is similar to proportionate quantile scaling; however, in this method low values receive a higher score than high values.

Table 1 summarizes the factors and variables included in the prioritization process along with how they were scaled.

**Table 1: Project Prioritization – Factors and Variables**

Factor	Variable	Scaling Method
Stakeholder Input	Included in an adopted Plan	County CIP A = 10; County CIP B = 8, County CIP C = 6, County CIP D = 4; County CIP E = 2, Not included in CIP = 0
	Recommended by an advisory Committee	Yes = 10, No = 0 (Not Yet Applied)
	Recommended by the general public	Yes = 10, No = 0 (Not Yet Applied)
Constraints	Available Right of Way	Yes = 10, No = 0
	Multi-Jurisdiction	Yes = 10, No = 0
	Order of Magnitude Cost	Inverse Proportionate Quantile Scaling (Highest Cost = 0, Lowest Cost = 10)
Safety	Total Crashes	Proportionate Quantile Scaling (Highest Cost = 10, Lowest Cost = 0)
	Total Fatal and Sever Crashes	Proportionate Quantile Scaling (Highest Crashes = 10, Lowest Crashes = 0)
Existing Conditions	Width of Travel Lanes	Inverse Proportionate Quantile Scaling (Wide lanes = 0, Narrow lanes = 10)
	Shoulder or Bike Lane	Yes = 0, No = 10
	Average Daily Traffic (ADT)	Proportionate Quantile Scaling (Highest ADT = 10, Lowest ADT = 0)
	Travel Speed	Proportionate Quantile Scaling (Highest speed = 10, Lowest speed = 0)
Connectivity	Fills in a gap in an Existing Facility	Yes = 10, No = 0
	Connects to an existing facility	Yes = 10, No = 0
Equity	Percent of Households in Poverty <sup>2</sup>	Proportionate Quantile Scaling (Highest percentage = 10, Lowest percentage = 0)
Designation	Functional Classification	Urban Major Arterial = 10; Urban Minor Arterial = 9; Rural Arterial = 8; Urban Major Collector = 7; Rural Major Collector = 6; Urban Minor Collector = 5; Rural Minor Collector = 4; Industrial Collector = 3; Urban Local = 2; Rural local = 1
	Freight Route Designation	County/IMF = 10; ODOT/NHS = 10; County/ODOT = 8; Non County/ODOT Route = 0
	Bicycle Route Designation	Enhanced County Bikeway = 10; County/ODOT Bikeway = 8; County/ODOT Shared Roadway = 6; Non-Designated = 0

## FUNDING FORECAST

The following section identifies and summarizes existing funding sources available for implementing the Jackson County Transportation System Plan (TSP) update. The funding information provides context for evaluating projects and defining priorities that will allow the County to utilize all available funding opportunities and maximize current resources to preserve and improve current infrastructure.

### Current and Historical Funding Sources

Key funding sources that have contributed to transportation improvement projects within Jackson County over the last several years include the Surface Transportation Program, System Development Charges (SDCs), the County’s Road Fund, and federal grants.

#### *Surface Transportation Program*

The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities, such as Jackson County, 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. Jackson County currently

receives an average of \$550,000 each year in STP funds. Every year the County dedicates \$25,000 to spend on small safety projects. Every other year the County spends the remaining \$525,000 on their pavement overlay program. The balance, approximately \$525,000 every other year, is spent on capital improvement projects identified in the TSP.

**System Development Charges**

System Development Charges (SDC) are fees assessed on development for impacts created to public infrastructure. All revenue is dedicated to transportation capital improvement projects designed to accommodate growth. The County 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. For example, an SDC credit might be given for providing end-of-trip bike facilities within the new development. Jackson County currently receives an average of \$350,000 each year in SDC funds.

**General Road Fund**

The County’s General Road Fund revenues are primarily funded through the State gas tax and vehicle registration fees, which are projected to flatten (less than inflation). The expenditures of the General Road Fund are restricted for construction, reconstruction, improvement, repair, maintenance, operation, use and policing of public highways, roads and streets within the County. The County currently receives an average of \$12,000,000 each year in revenues for the General Road Fund, of which \$100,000 is earmarked for capital improvement projects identified in the TSP. The rest is used for road maintenance and administration.

**Federal Grants**

In addition to STP funds, Jackson County currently receives an average of \$750,000 each year in federal grants, such as the Congestion Mitigation and Air Quality (CMAQ) program. Additional information on these programs is provided below.

The current annual average transportation funding sources are summarized in Table 2.

**Table 2: Current Transportation Funding Sources**

Funding Source	Annual Average
Surface Transportation Program (STP)	\$550,000
System Development Charges (SDC)	\$350,000
General Road Fund	\$12,000,000
Federal Grant Funds	\$750,000
<b>SubTotal</b>	<b>\$13,650,000</b>
Pavement Overlay Program	\$262,500 <sup>1</sup>
Maintenance and Administration	\$11,900,000
<b>Total</b>	<b>\$1,487,500</b>

1. The average annual amount spent on the County’s pavement overlay program is  $\$550,000 - \$25,000 / 2 = \$262,500$ .

Based on the information shown in Table 2, Jackson County has an average of \$1,487,500 each year for capital projects, including \$25,000 earmarked for safety improvements.

### Other Revenue Sources

Jackson County has historically benefited from a number of other revenue sources, such as transportation improvement grants and other miscellaneous programs administered by the Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). Although they shouldn't be considered consistent and reliable funding sources, they have contributed (or will contribute) to several major projects currently identified in the County's Capital Improvement Plan (CIP). These other revenue sources include:

- ODOT's Statewide Transportation Improvement Program (STIP),
- FHWA's Congestion Mitigation and Air Quality (CMAQ) program,
- ODOT's Bicycle and Pedestrian Grant Program (This particular program ended as a standalone solicitation process in 2012. Grants now distributed through the ODOT STIP "Enhance" process), and
- The Bear Creek and Rogue River Greenway Foundations.

Additional information on these revenue sources as well as additional potential revenue sources is included in Attachment "A".

### Funding Forecast

Table 3 below summarizes the average annual and future forecasted funds potentially available for capital transportation projects in Jackson County. It does not include funding for either the Bear Creek or Rogue River Greenways.

**Table 3: Funding Forecast**

Revenue Source	Average Annual	5-Year Forecast	10-Year Forecast	20-Year Forecast
Surface Transportation Program (STP) <sup>1</sup>	\$287,500	\$1,437,500	\$2,875,000	\$5,750,000
System Development Charges (SDC)	\$350,000	\$1,750,000	\$3,500,000	\$7,000,000
Road Fund	\$100,000	\$500,000	\$1,000,000	\$2,000,000
Federal Grant Funds	\$750,000	\$3,750,000	\$7,500,000	\$15,000,000
<b>Total</b>	<b>\$1,487,500</b>	<b>\$7,437,500</b>	<b>\$14,875,000</b>	<b>\$29,750,000</b>

1. Excludes \$550,000 dedicated to pavement overlays every other year.

Based on the information shown in Table 3, Jackson County may have \$29,750,000 for transportation improvement projects available over the next 20 years, of which \$500,000 (\$25,000 per year for 20 years) is earmarked for small safety projects, leaving \$29,250,000 for capital projects. The County currently has \$7,660,000 to improve Table Rock Road from the Bear Creek Greenway to Biddle Road (R54). The overall project cost is \$7,885,000; therefore, \$225,000 must still be provided from the 20 year funding resource as indicated below.



Additional information on the current and potential future funding sources is provided in Attachment “A”. Table 4 provides a brief summary of each of the sources described in Attachment “A” and their applicability to the TSP update.

**Table 4: Funding Source Overview**

Source	Program	Roadway (All Modes)	TDM	Bike/Pedestrian	Transit	Congestion Reduction	Safety	Infrastructure	Non-Infrastructure (Engineering or Programs)	Air/Rail/Marine
Federal	CMAQ	x	x	x	x	X		x	x	
	HSIP	x					X	x	x	
	TAP			x	x			x	x	
State	ARTS	x					X	x	x	
	ConnectOregon			x	x			x		x
	STIP (Fix-It)	x						x		
	STIP (Enhance)	x		x	x			x	x	
	TGM	x	x	x	x	X	X		x	
Local	EID	x		x		X	X	x		
	Local Bond Measure	x		x	x	X	X	x	x	
	Fuel Tax/Registration Fee	x				X		x		
	LID	x		x				x		
	Road District	x						x		

Note: See Attachment “A” for a description of acronyms.

## FINANCIALLY CONSTRAINED (TIER 1) PROJECT LIST

The Financially Constrained (Tier 1) Project List identifies the transportation system improvement projects that are likely to be funded by the County over the next 20 years. The projects were selected from the preferred transportation system alternatives identified in *Technical Memorandum #6: Preferred Alternatives* based on an evaluation of the goals and objectives of the TSP update and application of the prioritization process described above.

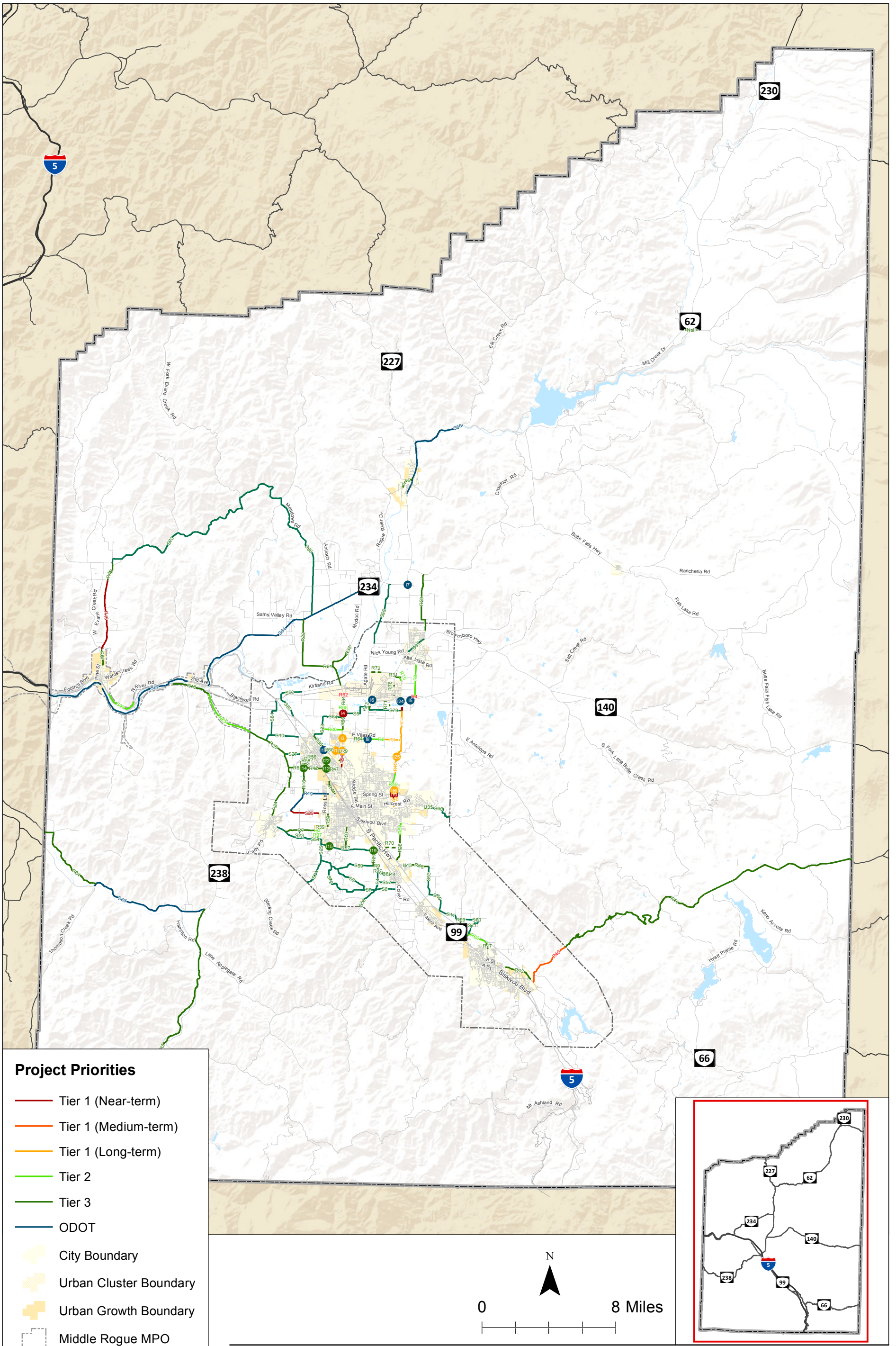
Table 5 summarizes the Financially Constrained (Tier 1) Project List for the Jackson County TSP update. As shown, the list includes a mix of roadway and intersection projects along County facilities. The projects are organized into near-term (0-5 years), medium-term (5-10 years), and long-term (10-20 years) projects based on the outcome of the prioritization process as well as consideration of traffic signal/roundabout and turn lane warrants evaluated in previous memorandum. Also shown, the list includes planning level cost estimates for each project. These estimates were developed based on the unit costs of similar projects.

**Table 5: Financially Constrained Project List (Tier 1)**

Map ID	Location	Type	Description	Priority	Cost (1,000)
R13	E Evans Creek Road from Rogue River High School to Minthorne Road	Upgrade	Improve to 2-lane rural major collector standard with 6-foot shoulders	Near-term	\$4,390
S29	W Main Street from Renault Avenue to Hanley Road	Shoulders	Install enhanced bike and pedestrian facilities	Near-term	\$1,550
R54	Table Rock Road from Bear Creek Greenway to Pine Street-Biddle Road	Widen	Widen to 3-lane urban minor arterial standard with sidewalks and bike lanes	Near-term	\$225 <sup>1</sup>
I04	Table Rock Road/Gregory Road	Traffic signal/ Roundabout	Install a traffic signal or roundabout when warranted	Near-term	\$250
R69	Foothill Road from Corey Road to Atlantic Avenue	New Roadway	New 2-lane rural major collector	Near-term	\$2,500
I10	Foothill Road/McAndrew Road EB Ramp	Traffic signal/ Roundabout	Widen Foothill Road to provide a center two-way left-turn lane and install a traffic signal or roundabout when warranted	Near-term	\$0 <sup>2</sup>
R40	Dead Indian Memorial Road from OR 66 to MPO limits	Widen	Install passing lanes or slow moving turnout lanes	Mid-term	\$4,510
R62	Table Rock Road from Mosquito Lane to Antelope Road	Widen	Widen to 5-lane urban major arterial standard	Mid-term	\$1,135
R04	Antelope Road from Kershaw Road to Bigham Brown Road	Upgrade	Improve to 2-lane rural major collector standard	Mid-term	\$430
R01	E Vilas Road from McLoughlin Drive to Foothill Road	Upgrade	Improve to 2-lane rural major collector standard	Long-term	\$1,780
R48	Foothill Road from Hillcrest Road to McAndrews WB Ramp	Widen	Widen to 3-lane urban minor arterial standard	Long-term	\$3,350
R38	Stewart Avenue from Hull Rd to Oak Grove Road	Upgrade	Improve to 2-lane rural minor collector standard	Long-term	\$190
R15	Foothill Road from Delta Waters to Coker Butte Road	Upgrade	Improve to 2-lane rural major collector standard	Long-term	\$1,220
R14	Foothill Road from Coker Butte Road to Corey Road	Upgrade	Improve to 2-lane rural major collector standard	Long-term	\$4,095
I25	Foothill Road/Coker Butte Road	Turn Lane	Install a separate left-turn lane at the northbound approach and right turn taper at the southbound approach	Long-term	\$350
I02	Table Rock Road/Biddle Road	Reconfigure	Widen the south leg of Table Rock Road to a five-lane cross section and optimize the signal timing/phasing	Long-term	\$0 <sup>3</sup>
I03	Table Rock Road/Vilas Road	Monitor/ Turn Lane	Monitor traffic operations at the intersection following construction of the OR 62 Bypass. If issues persist, install a second separate left-turn lane and a separate right-turn lane at the westbound approach and optimize the signal timing/phasing	Long-term	\$250
I01	Hamrick Road/E Pine Street-Biddle Road	Monitor/ Turn Lane	Monitor traffic operations at the intersection following the completion of the Gebhard extension and potential heavy vehicle restrictions along Hamrick Road. If issues persist, install a second left-turn lane at the eastbound approach and optimize the signal timing/phasing	Long-term	\$950

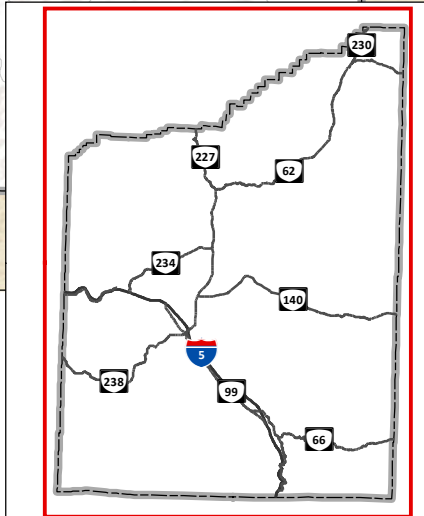
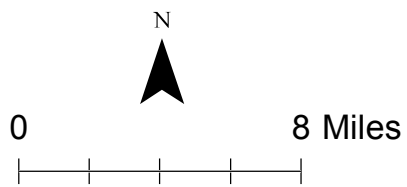
109	Foothill Road/McAndrew Road WB Ramp	Traffic signal/ Roundabout	Widen Foothill Road to provide a center two-way left-turn lane and install a traffic signal or roundabout when warranted	Long-term	\$215
111	Foothill Road/Lone Pine Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Long-term	\$350
<b>Near-term Project Cost</b>					<b>\$8,915</b>
<b>Mid-term Project Cost</b>					<b>\$6,075</b>
<b>Long-term Project Cost</b>					<b>\$12,750</b>
<b>Total Cost</b>					<b>\$27,740</b>

1. Full project cost is \$7,885,000 for which the County currently has \$7,660,000 available
2. Project is already fully funded by the City of Medford.



**Project Priorities**

- Tier 1 (Near-term)
- Tier 1 (Medium-term)
- Tier 1 (Long-term)
- Tier 2
- Tier 3
- ODOT
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Middle Rogue MPO
- Rogue Valley MPO
- County Boundary

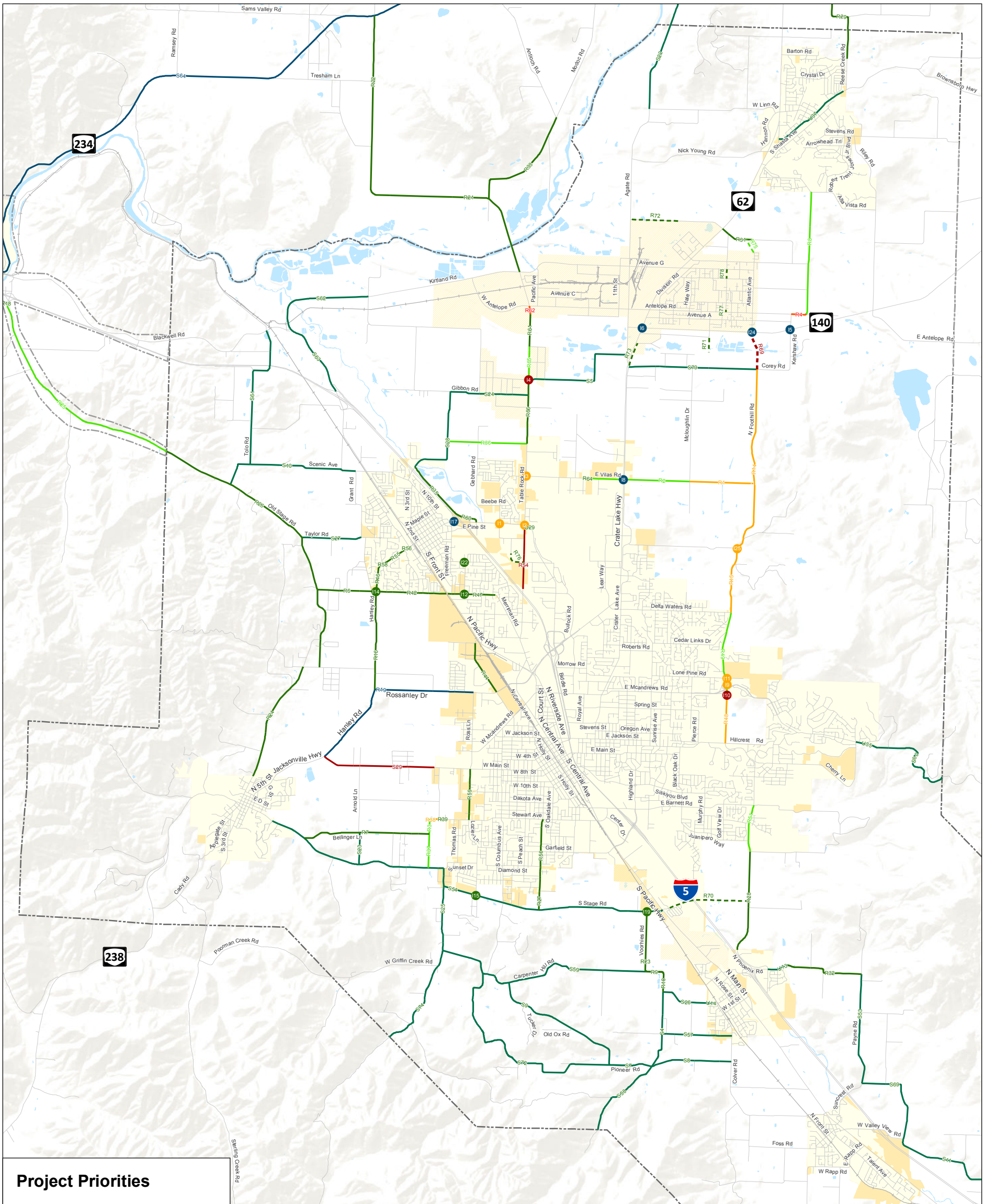


**Functional Classification Plan  
Jackson County, OR**

**Figure  
1A**

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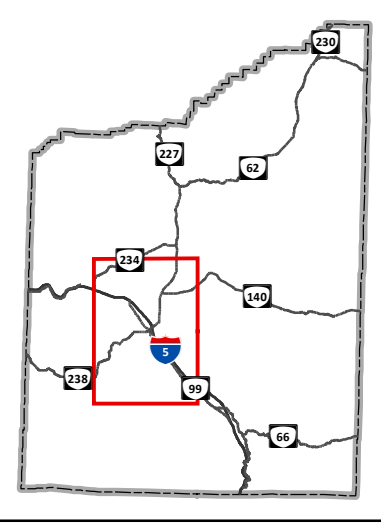
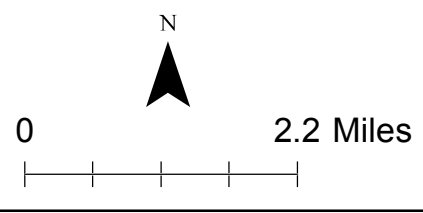




**Project Priorities**

- Tier 1 (Near-term)
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- Tier 2
- Tier 3
- ODOT

- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Middle Rogue MPO
- Rogue Valley MPO
- County Boundary

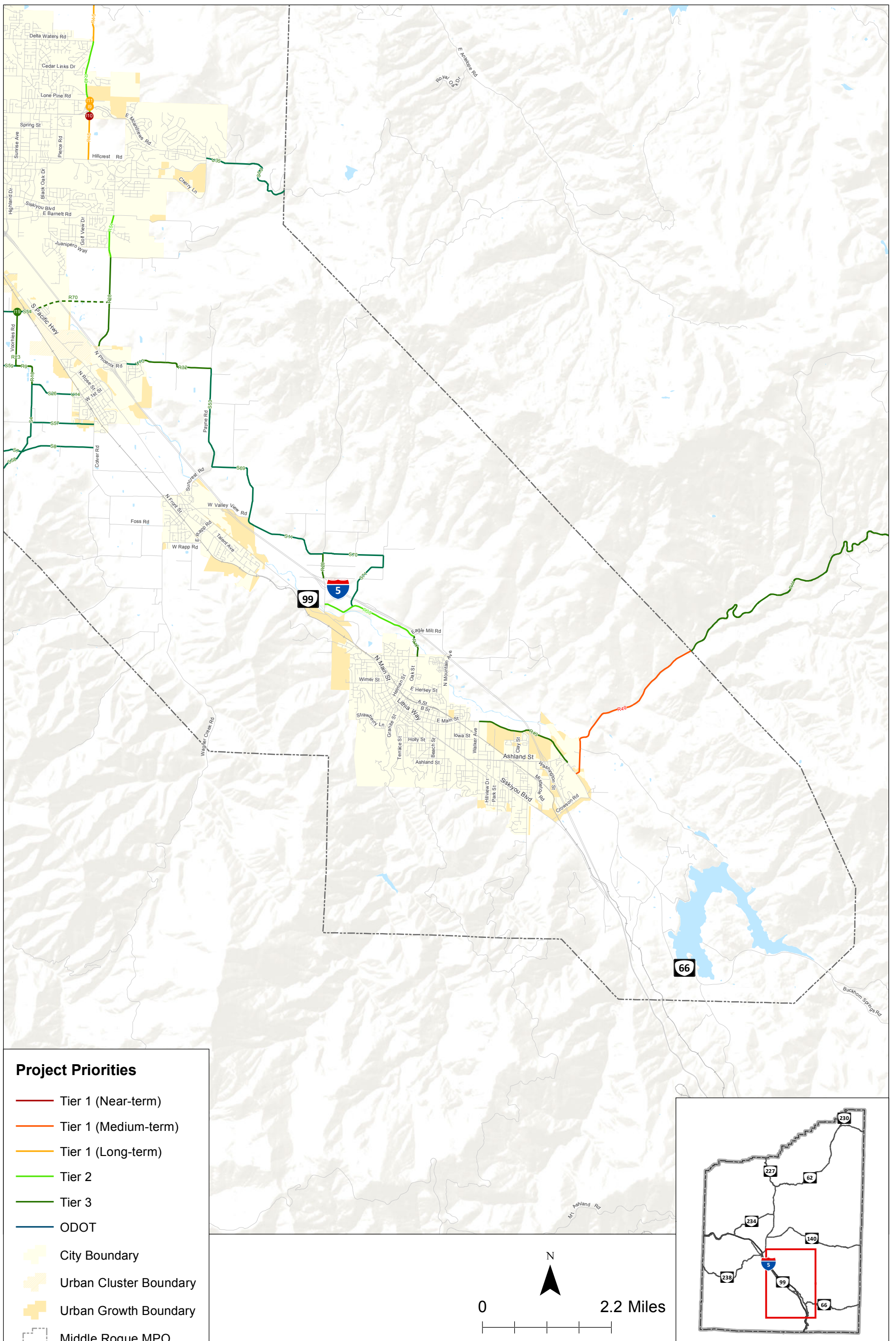


**Functional Classification Plan  
Jackson County, OR**

**Figure  
1B**

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Functional Classification Plan  
Jackson County, OR

Figure  
1C

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As shown in Table 5, the total cost of the Financially Constrained (Tier 1) Project list is \$27,740,000, which leaves \$2,100,000 over the 20 year period for matching funds for bridge and culvert projects and projects within incorporated areas or on ODOT facilities. Figure 1 illustrates the Financially Constrained (Tier 1) Project List for the Jackson County TSP update along with the Unconstrained (Tier 2), Unconstrained (Tier 3), and ODOT Project Lists described below.

## UNCONSTRAINED (TIER 2) PROJECT LIST

The Unconstrained (Tier 2) Project List identifies the transportation system improvement projects that would be funded by the County over the next 20 years if funding for capital improvements doubled. The projects were selected from the preferred transportation system alternatives identified in *Technical Memorandum #6: Preferred Alternatives* following the same methodology used to select the projects included in the Financially Constrained (Tier 1) Project List.

Table 6 summarizes the Unconstrained (Tier 2) Project List for the Jackson County TSP update. As shown, the list includes a mix of roadway projects along County facilities. The projects are organized based on the outcome of the prioritization process. Opportunities to implement the projects shown in Table 6 should be considered as funding becomes available.

**Table 6: Unconstrained (Tier 2) Project List**

Map ID	Location	Type	Description	Priority	Cost (1,000)
R25	Old Stage Road from MPO limit to I-5	Upgrade	Improve to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Mid-term	\$5,625
R51	N Phoenix Road from Medford City limits to Barnett Road	Widen	Widen to 3-lane urban minor arterial standard	Tier 2	\$1,415
R30	Eagle Mill Road from S Valley View Road to Oak Street	Upgrade	Improve to 2-lane rural minor collector standard	Tier 2	\$2,290
R49	Foothill Road from McAndrews WB Ramp to Delta Waters Road	Widen	Widen to 3-lane urban minor arterial standard	Tier 2	\$5,810
R03	Hull Road from S Stage Road to Stewart Avenue	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$335
R02	E Vilas Road from OR 62 to McLouglin Drive	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$1,815
R36	Wilson Road from Upton Road to Table Rock Road	Upgrade	Improve to 2-lane rural minor collector standard	Tier 2	\$1,680
R65	Table Rock Road from Gregory Road to Elmhurst Street	Widen	Widen to 5-lane urban minor arterial standard	Tier 2	\$2,505
S78	N River Road from Rogue River city limits to Twin Bridges Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	\$555
R08	Bigham Brown Road from Antelope Road to Alta Vista Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	\$2,665
R75	Atlantic Avenue from Cole Drive to East Dutton	New Roadway	New 3-lane urban major collector	Tier 2	\$1,735

	Road				
R37	Hull Road from Bellinger Lane to Stage Road	Upgrade	Improve to 2-lane rural major collector standard with 6-foot shoulders	Tier 2	\$860
I18	Foothill Road/East Vilas Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Tier 2	\$215
<b>Total Cost</b>					<b>\$27,505</b>

All remaining roadway and intersection projects along County facilities that were identified in *Technical Memorandum #6: Preferred Alternatives* and included in the prioritization process are included in the Unconstrained (Tier 3) Project List, which is provided in Attachment “A”.

Table 7 summarizes the total cost of the Financially Constrained (Tier 1) Project List for the Jackson County TSP update along with the Unconstrained (Tier 2) and Unconstrained (Tier 3) Project Lists.

**Table 7: Total Count Project Cost**

Project List	Priority	Cost (\$1,000)
Financially Constrained (Tier 1) Project List	Near-Term	\$8,915
	Medium-Term	\$6,075
	Long-Term	\$12,750
Subtotal Total		\$27,740
Unconstrained (Tier 2) Project List		\$27,505
Unconstrained (Tier 3) Project List		\$269,595
Total		\$324,840
Available Funds		\$29,750
Funding Gap		\$295,090

As shown in Table 7, the total cost of the Financially Constrained (Tier 1) project list is \$27,740, 000, while the total cost of all transportation improvements (Tier 1, Tier 2, and Tier 3) is \$324,840,000. Also, there is currently \$29,750,000 available for transportation system improvements, which is sufficient to cover the Tier 1 project list; however, there is a funding gap of \$295,090,000 to cover the full cost of transportation system improvements identified in the Jackson County TSP.

## PROJECTS ON ODOT FACILITIES

The Projects on ODOT Facilities project list identifies the transportation system improvement projects along ODOT facilities that were evaluated as part of the Alternatives Analysis for the TSP update. These projects are largely not identified in the existing Interchange Area Management Plans (IAMP) or the Corridor Plans. Table 8 summarizes the Projects ODOT on Facilities project list for the Jackson County TSP update. As shown, the list includes a mix of roadway and intersection projects along ODOT facilities. The projects are organized based on the outcome of the prioritization process from highest priority score to lowest priority score based on the County’s transportation system plan goals. Opportunities to implement the projects shown in Table 8 should be considered as funding becomes available.



**Table 8: Projects on ODOT Facilities (Non-IAMP/Corridor Plan Projects)**

Map ID	Location	Type	Description	Priority	Cost (1,000)
S81	Rogue River Highway (OR 99) from approximately ¼ mile west of Foothills Creek Road to ¼ mile east of Foothills Creek Road	Shared-use Path	New shared-use path	Tier 3	\$130
S67	OR 99 from Josephine County to Gold Hill	Shoulders	Widen shoulders consistent with ODOT standards	Tier 3	\$11,155
I08	OR 62/Vilas Road	Monitor	Monitor traffic operations at the intersection following construction of the OR 62 Bypass to determine if the turning movements are as high as projected	Tier 3	\$150
S66	OR 62 from Maple Drive to Elk Creek Road	Shoulders	Widen shoulders consistent with ODOT standards	Tier 3	\$8,400
R19	OR 238 from Ross Lane North to Bybee Corner	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$2,890
I07	OR 62/OR 234-Del Isle Way	Turn Lane	Restripe the north leg of the intersection to allow two-stage left-turn movements from OR 234 to OR 62.	Tier 3	\$150
S64	OR 234 from Antioch Road to 4th Avenue (Gold Hill)	Shoulders	Widen shoulders consistent with ODOT standards	Tier 3	\$15,845
I06	OR 62/OR 140-Leigh Way	Monitor/Reconfigure	Monitor traffic operations at the intersection following completion of STIP Project #17471. If issues persist widen OR 62 to 7 lanes from south of OR 140 to Antelope Road	Tier 3	\$150
I17	Interstate 5/Central Point SB off-ramp	Turn Lane	Extend & channelize southbound off-ramp	Tier 3	\$150
I05	Kershaw Road/OR 140	Monitor/Restrict Movements	Monitor traffic operations at the intersection following construction of the Foothill Road extension to OR 140. If issues persist, restrict left and through movements from Kershaw Road	Tier 3	\$50
S65	OR 238 from Upper Applegate Road to Thompson Creek Road	Shoulders	Widen shoulders consistent with ODOT standards	Tier 3	\$10,050
I24	OR 140/Foothill Road-Atlantic Avenue	Traffic signal/Roundabout	Install a traffic signal or roundabout when warranted	Tier 3	\$250
<b>Total Cost</b>					<b>\$49,370</b>

All remaining roadway and intersection projects along ODOT facilities that are identified in an IAMP or Corridor Plan and summarized in *Technical Memorandum #6: Preferred Alternatives* are provided in Attachment “B”.

Attachment A Current and Potential  
Funding Sources

## CURRENT AND POTENTIAL FUNDING SOURCES

This section describes current and potential federal, state, and local funding sources the County could pursue to fund transportation improvement projects.

### Federal Sources

#### ***Congestion Mitigation and Air Quality (CMAQ)***

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for projects that help reduce emissions and meet national air quality standards, such as transportation demand management programs, bicycle and pedestrian improvements, transit projects, diesel retrofits, and vehicle emissions reductions programs. As indicated previously, Jackson County has received grant funds through the CMAQ program to support improvements to the transportation system.

More Information: [http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/)

#### ***Highway Safety Improvement Program (HSIP)***

The Highway Safety Improvement Program (HSIP) provides funding for infrastructure and non-infrastructure projects that improve safety on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. ODOT administers HSIP funding through the All Roads Transportation Safety (ARTS) program described below.

More information: <http://safety.fhwa.dot.gov/hsip/>

#### ***Transportation Alternatives Program (TAP)***

The Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

More Information: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

### State Sources

#### ***All Roads Transportation Safety (ARTS)***

The All Roads Transportation Safety (ARTS) program (formerly known as Jurisdictionally Blind Safety Program) is intended to address safety needs on all public roads in Oregon. By working collaboratively with local road jurisdictions (cities, counties, MPO's and tribes) ODOT expects to increase awareness of

safety on all roads, promote best practices for infrastructure safety, compliment behavioral safety efforts and focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. The program is *data driven* to achieve the greatest benefits in crash reduction and should be blind to jurisdiction. The ARTS program primarily uses federal funds from the HSIP.

More Information: <http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS.aspx>

### ***ConnectOregon***

*ConnectOregon* is a lottery bond based initiative to invest in air, rail, marine, transit, and bicycle/pedestrian infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient. *ConnectOregon* projects are eligible for up to 80% of project costs for grants and 100% for loans. A minimum 20% cash match is required from the recipient for all grant funded projects. Projects eligible for funding from state fuel tax revenues (section 3a, Article IX of the Oregon Constitution, the Highway Trust Fund), are not eligible for *ConnectOregon* funding. If a highway or public road element is essential to the complete functioning of the proposed project, applicants are encouraged to work with their ODOT region, city, or county to identify the necessary funding sources.

More Information: <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>

### ***Statewide Transportation Improvement Program (STIP)***

The Statewide Transportation Improvement Program (STIP) is ODOT's four-year transportation capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands. STIP project lists are developed through the coordinated efforts of ODOT, federal and local governments, Area Commissions on Transportation, tribal governments, and the public.

The STIP is divided into two broad categories: Fix-It and Enhance. The Enhance category funds activities that enhance, expand, or improve the transportation system. The project selection process for the Enhance category has undergone significant changes in the last few years and reflects ODOT's goal to become a more multimodal agency and make investment decisions based on the system as a whole, not for each mode or project type separately. The agency has requested assistance from its local partners in developing Enhance projects that assist in moving people and goods through the transportation system. The projects are selected through a competitive application process. The Fix-it category funds activities that fix or preserve the transportation system. These projects are developed mainly from ODOT management systems that help identify needs based on technical information for things like pavement and bridges.

More information: <http://www.oregon.gov/ODOT/TD/STIP/Pages/default.aspx>

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### ***Transportation and Growth Management Grants (TGM)***

The Transportation Growth Management (TGM) program supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. TGM is partnership between the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. The program receives support from the State of Oregon and the Federal Highway Administration of the U.S. Department of Transportation. TGM grants are awarded on an annual basis in two categories: transportation system planning and integrated land use & transportation planning.

More Information: <http://www.oregon.gov/LCD/TGM/pages/index.aspx>

### **Local Sources**

The following section describes local funding options available to implement the projects contained within the TSP update. Each description includes the potential funding level, the action needed to implement the option, the administrative cost of implementation, anticipated community acceptance of the action, and the types of projects that could be implemented through the option. All options discussed are legal in Oregon and in use in communities today. Some require specific action in order to establish the program for the first time.

### ***Economic Improvement Districts (EIDs)***

Transportation improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. Economic Improvement Districts collect assessments or fees on businesses in order to fund improvements that benefit businesses and improve customer access within the district. Adoption of a mutually agreed upon ordinance establishing guidelines and setting necessary assessments or fees to be collected from property owners is essential to ensuring a successful EID.

### ***Local Bond Measures***

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time, based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design, and construction of transportation facilities. Transportation-specific bond measures have passed in other communities throughout Oregon. Though this funding source is one that can be used to finance a multitude of project types, it must be noted that the accompanying administrative costs are high and voter approval must be gained.

### ***Local Fuel Tax and/or Registration Fee***

Every state collects an excise tax on fuel, and this includes diesel and biodiesel. Only nine states permit cities or counties to impose a local fuel tax, and Oregon is one of those states. Other Oregon County's cities, such as Multnomah County, have chosen to implement this mechanism in order to pay for street operation, maintenance and preservation activities.

### ***Local Improvement Districts (LIDs)***

Local Improvement Districts (LIDs) are most often used by County's to construct localized projects such as streets, sidewalks, or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as trip generation. Though the costs of an LID project are borne primarily by the property owners, moderate administrative costs must be factored in, and the public involvement process must still be followed.

### ***Road District***

Road districting is a technique used to localize road construction or maintenance to a portion of a county and to place financial responsibility within the localized area. Currently no special road districts exist in Jackson County; however, this approach has proven effective in some other Oregon counties. Typically this tool is used to facilitate the improvement of local access or unimproved roads and is not used on roads already maintained by the county. *Attachment "C" includes additional information on Road Districts.*

Additional information: <http://www.oregonlaws.org/ors/chapter/371>

### ***Urban Growth Management Agreement***

An Urban Growth Management Agreement (UGMA) is an intergovernmental agreement that outlines how facilities are managed in the area outside the City limits, but inside the City's Urban Growth Boundary (UGB). Jackson County and Medford currently have an UGMA. Per the agreement, the County maintains County roads within the City's Urban Reserve (UR). The County will retain jurisdiction and be responsible for the continued maintenance of these roads until annexation by the City. When the City's UGB is expanded into the UR, the County will require (e.g., through a condition of approval of UGB amendment) that the City assume jurisdiction over the county roads within the proposed UGB at the time of annexation regardless of the design standard used to construct the roads and regardless of when and how the roads became county roads. The County could establish similar agreements with other the incorporated Cities of Jackson County to prevent the ongoing maintenance of roads within the City limits.

### ***Urban Renewal District/Tax Increment Financing***

Urban Renewal Districts are separate taxing districts created to remove blight within a District as defined by State statute and local Urban Renewal Plans. Each Urban Renewal Plan has identified actions

that will remove the blight within the District. Those actions are funded by debt financing (e.g., bonds) using the incremental tax revenue generated from improvements on private property that increase the tax assessable value of that property that then create additional property tax revenue. The additional tax revenue (i.e., tax increment) is then directed to the Urban Renewal District to be used for blight removal. This public finance method is referred to as Tax Increment Financing (TIF) and is limited to Urban Renewal in the State. Jackson County implemented an Urban Renewal program within the White City area, which resulted in the replacement of sewer lines, new roads, storm drains, streetlights, sidewalks and water lines, the purchase of parks and community facilities, and housing rehabilitation. The program was completed in 2011.

More information: [http://www.co.jackson.or.us/files/wcur\\_completed\\_projects.pdf](http://www.co.jackson.or.us/files/wcur_completed_projects.pdf)

Attachment B Unconstrained  
(Tier 3 Project List)



## UNCONSTRAINED (TIER 3 PROJECT LIST)

Table B-1 summarizes the Unconstrained (Tier 3) Project List for the Jackson County TSP update.

**Table B-1: Unconstrained (Tier 3) Project List**

Map ID	Location	Type	Description	Priority	Cost (\$1,000)
S9	Pioneer Road from Dark Hollow Road to Griffin Creek Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	\$5,075
R11	Dead Indian Memorial Road from MPO limits to County line	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$30,975
R34	North Applegate Road from OR 238 to County Line	Upgrade	Improve to 2-lane rural minor collector standard	Tier 3	\$8,430
R47	Beall Lane from Merriman Road to Front Street (OR 99)	Widen	Widen to 3-lane urban minor arterial standard	Tier 3	\$3,125
R44	Sage Road from Rossanley Drive to Ehrman Way	Widen	Widen to 3-lane urban major collector standard	Tier 3	\$2,700
R20	S Valley View Road from I-5 to West Valley View Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$530
R28	N Phoenix Road from Phoenix City limits to Medford City Limits	Upgrade	Improve to 2-lane rural minor arterial standard	Tier 3	\$1,545
R67	E Evan Creek Road from Rogue River City limits to Rogue River High School	Widen	Widen to 3-lane urban major collector standard with sidewalks and bike lanes	Tier 3	\$1,180
R06	Beall Lane from Hanley Road to Old Stage Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$955
R50	Kings Highway from Medford UGB to Stewart Avenue	Widen	Widen to 3-lane urban minor arterial standard	Tier 3	\$5,935
S79	Corey Road from OR 62 to N Foothill Road	Shared Use	Install shared-use signs along both sides of the roadway	Tier 3	\$520
S54	S Stage Road from OR 99 to Jacksonville	Shoulders	Install 6-foot shoulders consistent with rural minor arterial standards	Tier 3	\$4,925
R55	W Pine Street from Glenn Way to Vincent Avenue	Widen	Widen to 3-lane urban minor arterial standard	Tier 3	\$1,320
S83	Upper Applegate Road from approximately ½ mile south of Medford Provolt Highway (OR 238) to Medford Provolt Highway (OR 238)	Shared-use Path	New shared-use path	Tier 3	\$130
R16	Hanley Road from Beall Lane to Rossanley Drive (OR 238)	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$1,260
R05	Applegate Road from OR 238 to Carberry Creek Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$24,420
S59	Carpenter Hill Road from Voorhies Road to Pioneer	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$2,925

	Road				
R72	West Dutton Road from Terminus to Agate Road	New Roadway	New 2-lane urban industrial collector	Tier 3	\$2,575
S73	E Evans Creek Road from Queens Branch Road to Meadows Road	Shared Use	Install shared-use signs along both sides of the roadway	Tier 3	\$22,040
R45	Rogue River Drive from OR 62 to Walnut	Widen	Widen to 3-lane urban major collector standard	Tier 3	\$3,790
R59	Lozier Lane from Stewart Avenue to W Main Street	Widen	Widen to 2-lane urban minor collector standard	Tier 3	\$2,710
R21	Table Rock Road from Kirtland Road to Wheeler Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$3,915
R26	Old Stage Road from Winterbrook Lane to MPO limit	Upgrade	Improve to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 3	\$4,610
S84	E Evans Creek Road from approximately ¼ mile west of Covered Bridge Road to ¼ mile east of Covered Bridge Road	Shared-use Path	New shared-use path	Tier 3	\$130
R33	Modoc Road from Table Rock Road to Antioch Road	Upgrade	Improve to 2-lane rural minor collector standard	Tier 3	\$2,295
R78	Wilson Way from Avenue G to Falcon Street	New Roadway	New 2-lane urban minor collector	Tier 3	\$1,595
S63	Blackwell Road from Kirtland Road to Seven Oaks Interchange	Shoulders	Widen shoulders consistent with ODOT standards	Tier 3	\$1,490
R12	E Evans Creek Road from Minthorne Road to Queens Branch Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$1,475
R23	Voorhies Road from Carpenter Hill Road to S Stage Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$1,180
R27	Kings Highway from S Stage Road to Medford UGB	Upgrade	Improve to 2-lane rural minor arterial standard	Tier 3	\$320
R70	E Stage Road from E Stage Road Terminus to N Phoenix Road	New Roadway	New 2-lane rural minor arterial over I-5	Tier 3	\$3,600
R43	E Main Street from Walker Road to OR 66	Widen	Widen to 3-lane urban major collector standard	Tier 3	\$6,435
R46	Hanley Road from W Pine Street to Beall lane	Widen	Widen to 3-lane urban minor arterial standard	Tier 3	\$1,475
R39	Stewart Avenue from Oak Grove Road to approximately 100-feet east of Gaylee Avenue	Upgrade	Improve to 2-lane rural minor collector standard	Tier 3	\$95
I12	Bursell Road/Beall Lane	Traffic signal/Round about	Install a traffic signal or roundabout when warranted	Tier 3	\$250
R07	Bellinger Lane from Hull Road to S Stage Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$2,330
S28	Upton Road from Peninger Road to Scenic Road	Shoulders	Install enhanced bike and pedestrian facilities	Tier 3	\$2,990
I22	Bursell Road/Hopkins	Traffic	Install a traffic signal or roundabout when warranted	Tier 3	\$250

	Lane	signal/Round about			
R18	Old Stage Road from I-5 to roadway terminus	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$3,480
R09	Carpenter Hill Road from Coleman Creek to Voorhies Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$320
S62	Kirtland Road from High Banks Road to Blackwell Road	Shoulders	Widen shoulders consistent with ODOT standards	Tier 3	\$1,330
S24	Gibbon Road from Upton Road to Table Rock Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$2,000
S82	Foots Creek Road from approximately ¼ mile south of Rogue River Highway (OR 99) to Rogue River Highway (OR 99)	Shared-use Path	New shared-use path	Tier 3	\$65
R60	Peninger Road from Pine St to Expo Park	Widen	Widen to 2-lane urban minor collector standard	Tier 3	\$590
I15	S Stage Road at Orchard Home Road	Turn Lane	Install a separate left-turn lane at the southbound approach	Tier 3	\$215
R10	Coleman Creek Road from Houston Road to Carpenter Hill Road	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$385
R66	Table Rock Road from Wilson Road to Gregory Road	Widen	Widen to 5-lane urban minor arterial standard	Tier 3	\$4,840
S25	Griffin Creek Road from S Stage Road to Pioneer Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$1,150
S60	Hillcrest Road from Medford city limits to MPO limits	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$2,215
R17	Oak Street from Eagle Mill Road to Nevada Street	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$480
S4	Coleman Creek Road from Pioneer Road to Houston Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$1,360
R61	Table Rock Road from Elmhurst Street to Mosquito Lane	Widen	Widen to 5-lane urban major arterial standard	Tier 3	\$2,870
S8	Pioneer Road from Colver Road to Coleman Creek Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$1,415
S57	Camp Baker Rd from Coleman Creek Road to Colver Road	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$1,555
S80	Mill Creek Road from Butte Falls-Prospect Road to 1st Street	Shared-use Path	New shared-use path	Tier 3	\$70
S71	Butler Creek Road from E Valley View Road to Eagle Mill Road	Shared Use	Install shared-use signs along both sides of the roadway	Tier 3	\$1,720
S10	Scenic Avenue from Old Stage Road to Grant Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$3,470
R31	East Dutton Road from OR 62 to Atlantic Avenue	Upgrade	Improve to 2-lane rural minor collector standard	Tier 3	\$1,880

S74	Griffin Creek Road Pioneer Road to MPO limits	Shared Use	Install shared-use signs along both sides of the roadway	Tier 3	\$1,560
U37	Royal Avenue from Brownsborro Highway to Eagle Point City limits	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban major collector standard	Tier 3	\$5,050
R58	W Pine Street from Vincent Avenue to Hanley Road	Widen	Widen to 3-lane urban minor arterial standard	Tier 3	\$505
S7	Pioneer Road from Coleman Creek Road to Dark Hollow Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$825
R73	Crater Lake Avenue from Corey Road to Gramercy Drive	New Roadway	New 2-lane urban minor collector	Tier 3	\$2,050
R76	Airport Way from Table Rock Road to Federal Way	New Roadway	New 2-lane urban minor collector	Tier 3	\$1,890
I14	Beall Lane at Hanley Road	Traffic signal/Round about	Install a traffic signal or roundabout when warranted	Tier 3	\$250
S70	East Valley View Road from S Valley View to Butler Creek Road	Shared Use	Install shared-use signs along both sides of the roadway	Tier 3	\$1,640
I19	S Stage Road at Voorhies Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Tier 3	\$150
R42	Beall Lane from Front Street (OR 99) to Hanley Road	Widen	Widen to 3-lane urban major collector standard	Tier 3	\$3,835
S26	Houston Road from Phoenix city limits to Griffin Creek Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$805
U35	Hillcrest Road from Cherry Lane to Medford city limits	Bike Lanes and Sidewalks	Install sidewalks consistent with urban local standards	Tier 3	\$1,220
S58	Coleman Creek Rd from MPO limits to Pioneer Road	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$2,580
U14	Houston Road from Coral Road to Phoenix city limits	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban major collector standards	Tier 3	\$70
S53	Payne Road from Fern Valley Road to Suncrest Road	Shoulders	Install 6-foot shoulders consistent with rural minor arterial standards	Tier 3	\$2,570
S68	Meadows Road from East Evans Creek Road to OR 234	Shared Use	Install shared-use signs along both sides of the roadway	Tier 3	\$9,290
R56	W Pine Street from Haskell Street to Glenn Way	Widen	Widen to 3-lane urban minor arterial standard	Tier 3	\$185
R77	Wilson Way from Wison Way terminus to Avenue G	New Roadway	New 2-lane urban minor collector	Tier 3	\$1,400
R35	Peninger Road from Expo Park to Upton Road	Upgrade	Improve to 2-lane rural minor collector standard	Tier 3	\$1,295
S61	Tolo Road from Scenic Avenue to Blackwell Road	Shoulders	Install 4-foot shoulders consistent with rural local C standards	Tier 3	\$3,080
S23	Arnold Lane from S Stage Road to Bellinger	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$800

U29	E Pine Street from Table Rock Road to 500' east	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban minor arterial standards	Tier 3	\$310
R24	Old Stage Road from Jacksonville city limits to Winterbrook Lane	Upgrade	Improve to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 3	\$2,575
S22	Agate Road from Linn Road to OR 234	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$5,255
S69	Suncrest Road from Payne Road to West Valley View Road	Shared Use	Install shared-use signs along both sides of the roadway	Tier 3	\$2,380
R22	Table Rock Road from Wheeler Road to OR 234	Upgrade	Improve to 2-lane rural major collector standard	Tier 3	\$2,080
R64	E Vilas Road from Medco Haul Road to Crater Lake Avenue	Widen	Widen to 5-lane urban minor arterial standard	Tier 3	\$1,135
S11	West Valley View Road from Suncrest to S Valley View Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$2,305
R71	Lakeview Drive from Lakeview terminus to Merry Lane	New Roadway	New 2-lane rural minor collector with shoulders	Tier 3	\$3,400
R32	Fern Valley Road from Phoenix City Limits to Payne Road	Upgrade	Improve to 2-lane rural minor collector standard	Tier 3	\$1,485
S27	Taylor Road from Old Stage Road to Grant Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 3	\$1,475
S5	Gregory Road from Table Rock Road to Agate Street	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 3	\$2,805
R29	Butte Falls Road from Butte Falls Highway to City limits	Upgrade	Improve to 2-lane rural minor collector standard	Tier 3	\$4,520
S72	Dark Hollow Road from Pioneer Road (north) to Pioneer Road (south)	Shared Use	Install shared-use signs along both sides of the roadway	Tier 3	\$4,895
U13	Fern Valley Road from N Phoenix Road to Phoenix City Limits	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban major collector standards	Tier 3	\$1,015
<b>Total Cost</b>					<b>\$269,595</b>

Attachment C ODOT Project List

## ODOT PROJECT LIST

Tables C-1 through C-4 summarizes the transportation system improvements projects identified in IAMPs and Corridor studies conducted by ODOT throughout Jackson County. The priorities and cost estimates reflect the priorities and cost estimates identified in the individual plans.

**Table C-1: OR 99 Corridor Plan Improvement Projects**

ID	Location	Project Type	Project Description	ODOT Plan Priority	Cost (\$1,000)
<b>Corridor Improvements</b>					
1	OR 99 from Garfield Street to Charlotte Ann Road	Corridor	Construct sidewalks along the west side of OR 99	Medium	\$165
2	OR 99 from Charlotte Ann Road to Coleman Creek Road	Corridor	Modify striping of existing 5-lane roadway cross section to add bike lanes	High	\$300
3	OR 99 from Charlotte Ann Road to Coleman Creek Road	Corridor	Construct continuous sidewalks on both sides of OR 99	Medium	\$3,300
4	OR 99 from Charlotte Ann Road to Coleman Creek Road	Corridor	Install median islands at multiple locations where pedestrian crossings occur	Medium	\$50 Per location
5	OR 99/Northridge Terrace Intersection	Corridor	Improve turning radius on southeast corner	Medium	\$125
6	OR 99/Coleman Creek Culvert	Corridor	Modify striping of existing roadway to add bike lanes and sidewalks while maintaining four through travel lanes (Interim)	High to Medium	\$350
7	OR 99/Coleman Creek Culvert	Corridor	Replace culvert and widen roadway to add bike lanes and sidewalks	High to Medium	\$2,000 to \$3,000
8	OR 99 from Bolz Lane to South End of Couplet	Corridor	Provide sidewalk travel width of 6 feet around utility poles	Ongoing	TBD
9	OR 99 within Downtown Phoenix	Corridor	Add gateway treatments at north and south ends of Couplet to emphasize upcoming downtown area	Phoenix TSP	TBD
10	OR 99 within Downtown Phoenix	Corridor	Modify striping to add bike lanes	Phoenix TSP	TBD
11	OR 99 within Downtown Phoenix	Corridor	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	Phoenix TSP	\$300
12	OR 99 from south of couplet to City Limits	Corridor	Add curbs and sidewalks and restripe roadway to provide a center turn lane, two through travel lanes (one in each direction), and bike lanes	Medium	\$1,200
13	OR 99 from Phoenix City Limits to Talent City Limits	Corridor	Restripe roadway to include a center turn lane, two through travel lanes roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulders	Medium	\$225
14	OR 99 from Colver Road/Suncrest Road to Rapp Road	Corridor	Upgrade or fill in missing sidewalks	Ongoing	NA
15	OR 99 from Wagner Creek Greenway Trail	Corridor	Consider future midblock crossing with pedestrian-activated device	Medium	\$100
16	OR 99 from Rapp Road to Creel Road (Talent City Limits)	Corridor	Add curbs and sidewalks and restripe existing roadway to provide a center turn lane, two through travel lanes (one in each direction), and bike lanes (STIP Key Number 17478)	High	\$3,300
17	OR 99 from Creel Road to Bear Creek Greenway connection	Corridor	Construct a multi-use path along the east side of the highway	High	\$250
18	OR 99 from Creel Road (Talent	Corridor	Restripe roadway to include a center turn lane,	Medium	\$700

	City Limits) to S Valley View Road		two through travel lanes		
19	OR 99/S Valley View Road Intersection	Corridor	Widen S Valley View Road to provide dual westbound left-turn lanes at OR 99	Medium to Low	\$15,000
<b>Other System Improvements</b>					
20	Bear Creek Greenway	Corridor	Enhance connections to OR 99 throughout corridor with wayfinding signage and other amenities	High	\$50
21	Bear Creek Greenway	Corridor	Improve connections to OR 99/Bear Creek Drive at 4th Street and Oak Street to provide parallel and convenient bicycle and pedestrian facilities	Medium	\$450
<b>Transportation System Management Strategies</b>					
TSM1	OR 99 Corridor	Corridor	Develop a traffic operations emergency plan	High	\$25
TSM2	OR 99 Corridor	Corridor	Conduct speed zone studies to reassess posted speeds when lane restriping, lane conversion, or pedestrian crossing projects are implemented	Ongoing	\$10 to \$15 per location
TSM3	OR 99/South Stage Road Intersection	Corridor	Modify traffic signal timing to add clearance intervals and protected left-turn phases in the east-west direction	High	\$25
TSM4	OR 99 from Northridge Terrace to Coleman Creek Road	Corridor	Evaluate potential access modifications to address high crash frequency	High	TBD
TSM5	OR 99/W Valley View Road Intersection	Corridor	Modify traffic signal timing to add clearance intervals and protected left-turn phases in the east-west direction	High	\$25

**Table C-2: OR 140 Corridor Plan Improvement Projects**

ID	Location	Project Type	Project Description	Source	STIP/MTIP/CIP
<b>West of White City UUC Boundary</b>					
1	OR 140 (Blackwell Road) Segment	Corridor	Widen to provide a 3-lane rural section (with setbacks for 5 lanes) and modify curves for higher design speed	High	\$8,700
2	OR 140 north/east of I-5	Corridor	Add a truck weigh station	NA	NP
3	OR 140/Blackwell Road/Kirtland Road Intersection	Corridor	Install a traffic signal	Low	\$500
4	OR 140 (Kirtland Road) Segment	Corridor	Install additional roadway delineation such as textured striping or rumble strips	Medium	\$20
5	OR 140 (Kirtland Road)/High Banks Road Intersection	Corridor	Add left-turn lanes on OR 140	Low	\$1,500
<b>White City (within UUC Boundary)</b>					
6	OR 140 (Kirtland Road)/W Antelope Road Intersection	Corridor	Add a westbound left turn lane on OR 140	Low	\$1,200
7	OR 140 (Avenue G) Segment	Corridor	Widen to provide a 3-lane urban section	NA	\$7,600
8	OR 140/Avenue G/Agate Road Intersection	Corridor	Add channelized eastbound rightturn lane on Avenue G and southbound merge lane on Agate Road	Medium	\$1,600
9	OR 140/Avenue G/Agate Road Intersection	Corridor	Install traffic signal	Low	\$500
10	OR 140 (Agate Road) Segment	Corridor	Widen to provide a 3-lane urban section	NA	\$6,000
11	OR 140/Agate Road/Leigh Way Intersection	Corridor	Add channelized westbound right-turn lane on Leigh Way and northbound merge lane on Agate Road	Medium	\$500
12	OR 62/OR 140-Leigh Way	Corridor	Add eastbound right-turn lane and second westbound left-turn lane	Medium	\$1,000
13	OR 62/OR 140-Leigh Way	Corridor	Widen OR 62 to a 7-lane section from south of	Low	\$7,800



			OR 140 to north of Antelope Road		
14	OR 140/Lakeview Drive Intersection	Corridor	Add left-turn lanes on OR 140	High to Medium	\$1,200
<b>East of White City UUC Boundary</b>					
15	OR 140 east of OR 62	Corridor	Add a westbound truck weigh station	NA	NP
16	OR 140/Riley Road/E Antelope Road Intersection	Corridor	Add left-turn and right-turn deceleration lanes on OR 140	High to Medium	\$1,600
17	OR 140/Meridian Road Intersection	Corridor	Add left-turn lanes on OR 140	Low	\$2,000
18	OR 140/Brownsboro-Meridian Road Intersection	Corridor	Add left-turn lanes on OR 140	Low	\$1,700
19	OR 140/Brownsboro-Eagle Point Road Intersection	Corridor	Add an eastbound left turn lane on OR 140	Low	\$1,300
<b>Other</b>					
20	OR 140	Corridor	Install additional roadway delineation such as rumble strips or textured striping	NA	NP

**Table C-3: I-5 Rogue Valley Corridor Plan Improvement Projects**

ID	Location	Project Type	Project Description	Source	STIP/MTIP/CIP
<b>Corridor Concepts—Safety Enhancement Measures</b>					
1	Port of Entry - Auxiliary Lane Option	Corridor	Add an auxiliary lane between the on-ramp of the northbound weigh station (Port of Entry) facility and the northbound off-ramp at Interchange 19.	High	\$
3	Southbound Weigh Station	Corridor	Add an auxiliary lane between the southbound on-ramp at Interchange 19 and the southbound off-ramp at the weigh station.	Medium	\$
4	Temporary Overnight Truck Facilities	Corridor	Coordinate efforts to temporarily divert trucks to the Jackson County Fairgrounds, distribution centers, industrial parks, and other public and private properties during inclement weather.	Medium	\$\$
6	Medford Viaduct Shoulder	Corridor	Add a 12-foot right side shoulder by reconstructing and widening the existing viaduct structure.	High	\$\$
7	Incident Response System	Corridor	Deploy incident response system to patrol I-5 during peak crash periods and expand the existing Traffic Operations Center (TOC).	High	\$
<b>Corridor Concepts — Transportation System Management Measures</b>					
8	Designated Alternate Truck Route	Corridor	Upgrade OR 58/US 97 as an alternative route during inclement weather conditions and alert truck drivers via variable message signs (VMS) of conditions in the Siskiyou Pass and advise taking alternative route.	Low	\$\$\$\$
9	OR 99 Corridor Coordinated Traffic Signal System	Corridor	Implement a more comprehensive coordinated and adaptive traffic signal system on targeted segments in urbanized areas of OR 99 between Interchanges 11 and 35.	High	\$
10	Ramp Metering	Corridor	Install ramp meters to restrict the total flow of traffic entering the freeway, temporarily storing it on the ramps and thus regulating traffic flow along the mainline.	High	\$
<b>Corridor Concepts — Capacity Enhancement Measures</b>					
12	Auxiliary Travel Lanes	Corridor	Add a northbound auxiliary lane from Exit 27 to 33 and southbound auxiliary lanes from Exit 27 to 30.	Medium	\$\$\$

12	Auxiliary Travel Lanes	Corridor	Add a northbound auxiliary lane from Exit 21 to 27 and from Exit 33 to 35 and a southbound auxiliary lane from Exit 13 to 27.	Low	\$\$\$
13	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Central Point and North Medford (Interchange 30 to 35) to provide viable local alternative routes.	Low	\$\$\$\$
14	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Medford and Phoenix (Interchange 30 to 24) to provide viable local alternative routes.	Medium	\$\$\$\$
15	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Phoenix and Ashland (Interchange 24 to 11) to provide viable local alternative routes.	Low	\$\$\$\$
16	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure to accommodate three lanes and minimum shoulders in both directions.	Medium	\$\$
17	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure to accommodate three lanes and standard shoulders in both directions.	Medium	\$\$\$\$
18	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure to accommodate three lanes and standard shoulders in both directions stacked vertically.	Medium	\$\$\$\$
<b>Corridor Concepts — Least Cost Planning Solutions</b>					
21	Variable Speed Limits	Corridor	Install variable speed limits (VSL)—digital signage that displays posted speed limits that change based on road, traffic, and weather conditions.	Medium	\$\$
<b>Corridor Concepts — Transportation Demand Management Measures</b>					
22	Intermodal Freight Hub	Corridor	Establish an intermodal freight hub at Interchange 35.	Medium	\$\$
23	Bus Service Improvements	Corridor	Reduce headways, expand coverage and hours of service, and add new routes to destinations not currently served.	Medium	\$\$
24	Commuter Rail	Corridor	Add commuter rail on the CORP between Central Point and Ashland.	Low	\$\$\$\$
25	Bus Rapid Transit	Corridor	Add a dedicated bus lane and implement signal prioritization on non-rural portions of OR 99 from Ashland to Central Point. These improvements would allow the bus to operate separately, without interference from other modes.	Low	\$\$\$