

**BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR JOSEPHINE COUNTY
STATE OF OREGON**

In the Matter of Transfer of Jurisdiction Over)
Certain County Roads Located within the) **Order No. 2025-054**
City Limits of Grants Pass, Oregon, to the)
City of Grants Pass)

WHEREAS, on August 5, 1998, Josephine County, hereinafter "County", and the City of Grants Pass, hereinafter "City", entered into an *Intergovernmental Agreement for the Orderly Management of the Grants Pass Urban Growth Boundary Area*, hereinafter "UGB Agreement;"

WHEREAS, the UGB Agreement provides in part for the transfer of jurisdiction from the County to the City of certain County local collector and residential roads located within the City limits including County responsibility for maintenance and upgrade of said roads to County or City urban standards prior to transfer to City; and

WHEREAS, authority and procedures for transferring jurisdiction over County roads within cities are defined in Oregon Revised Statutes (ORS) 373.270;

WHEREAS, pursuant to ORS 373.270, the following due and proper notice, the Board of County Commissioners heard this matter on **August 14, 2025** at a public hearing;

WHEREAS, the Board of County Commissioners considers it to be in the best interest of the County to surrender jurisdiction over those County roads or portions thereof as listed in the attached Exhibit "A", Notice of Public Hearing, which roads are within the city limits of the City of Grants Pass, for which the City will assume responsibility for improvement, construction, repair or maintenance;

WHEREAS, the City Council considers it to be in the best interest of the City to acquire jurisdiction over those County roads or portions thereof as listed in the attached Exhibits "A", "1", "2", "3" and "4", to the same extent as it has over other public streets and alleys of the City;

NOW, THEREFORE, IT IS HEREBY ORDERED that the Board of County Commissioners determines to surrender jurisdiction over those County roads or portions thereof as listed in the attached Exhibits "A", "1", "2", "3" and "4", and offers to the City of Grants Pass to assume full jurisdiction thereof;

IT IS FURTHER ORDERED that the County will make no payment to the City pursuant to Section XI.7 of the UGB Agreement for those County roads or portions thereof shown in Exhibits "A", "1", "2", "3" and "4", that are transferred from County to City urban standards at the time of transfer;

IT IS FURTHER ORDERED that upon acceptance by the City of Grants Pass:

- (a) The jurisdiction of the County over those County roads or portions thereof, as shown in Exhibits "A", "1", "2", "3" and "4", attached hereto, as County roads, or for their improvement, construction, repair or maintenance shall cease;
- (b) The full and absolute jurisdiction over the above mentioned County roads or portions thereof for all purposes of improvement, construction, repair, maintenance and the levying and collection of assessments therefore shall vest in the City of Grants Pass;

(c) The City of Grants Pass shall have the same jurisdiction over the above mentioned County roads or portions thereof as by its charter and laws of the state are given or granted it over any of the public streets and alleys of such city.

DONE and DATED this _____ day of August 2025.

JOSEPHINE COUNTY
BOARD OF COMMISSIONERS

Andreas Blech, Chair

Chris Barnett, Vice Chair

Ron Smith, Commissioner

Recommended by:

Richard Pike Date
Engineering Program Supervisor

Approved as to form:

Wally Hicks Date
County Legal Counsel

EXHIBIT "A"

**NOTICE OF PUBLIC HEARING
BEFORE THE JOSEPHINE COUNTY BOARD OF COMMISSIONERS**

TIME AND DATE: 10:00 A.M., WEDNESDAY, AUGUST 14, 2025
**PLACE: Anne Basker Auditorium, Courthouse Annex
604 NW Sixth Street, Grants Pass, Oregon**

JURISDICTION AND LEGAL AUTHORITY: ORS 373.270.

SUBJECT: The JOSEPHINE COUNTY BOARD OF COMMISSIONERS will hold a public hearing to consider the surrender of county jurisdiction of the following county roads or portions of roads located within the city limits of Grants Pass, as follows:

Road Name	From	To	Length (ft)	Class
Highland Avenue	Cooke Avenue	Vine Street	3823	Arterial
Tenth Street	Tenth St (City)	Hillcrest Drive	1299	Collector
Willow Lane	Highway 199	Redwood Avenue	1940	Collector
Denton Trail	Allen Creek Rd	West to End	1320	Local Access

FOR MORE INFORMATION FROM THE COUNTY: Please contact the Josephine County Public Works Department, 201 River Heights Way, Grants Pass, Oregon (541-474-5460), or the Board of Commissioners' Office at 500 NW Sixth Street, Room 154, Grants Pass, Oregon (541-474-5221).

INTERESTED PERSONS MAY APPEAR AND BE HEARD. The Board will consider any objections or testimony offered by any person interested and determine whether it is necessary, expedient or for the best interests of the county to surrender jurisdiction over said county roads or portions of said roads to the City of Grants Pass, Oregon.

The meeting location is accessible to persons with disabilities. If special physical or language accommodations are needed for this hearing, please notify the Commissioner's office at least 48 hours in advance. TDD (Hearing-impaired) 1-800-735-2900

JOSEPHINE COUNTY BOARD OF COMMISSIONERS
Andreas Blech, Chair
Chris Barnett, Vice Chair
Ron Smith, Commissioner

EXHIBIT "1"



Highland Avenue
Exhibit "1"

Legend
Highland Avenue

Google Earth

Image © 2025, A, HP21

EXHIBIT "2"



Tenth Street
Exhibit "2"

Legend
Tenth Street

Google Earth



EXHIBIT "3"



Willow Lane
Exhibit 3

Legend
Willow Lane

Google Earth
10/21/2015 11:41 AM

1000 ft

**BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR JOSEPHINE COUNTY
STATE OF OREGON**

In the Matter of the Sale of)
County Land by Private Sale) ORDER No. 2025-067

WHEREAS, Josephine County owns a certain parcel of land acquired by the County by foreclosure of delinquent tax liens, which parcel is located at Garden Valley Way in Grants Pass, Oregon, and is more particularly described as follows:

Parcel 1 of Partition Plat 1994-114 located in Section 24, Township 36 South, Range 6 West of the Willamette Meridian, Josephine County, Oregon.

Situs: Garden Valley Way, Grants Pass, Oregon
Assessor's map: 36-06-24-AB-003100-00
Tax Account Number: R319537

WHEREAS, all legal requirements, including those in ORS 275.225 have been met; and

WHEREAS, the Board has determined that it would be in the best interest of the County to sell and convey the above-described land by private sale; now, therefore

IT IS HEREBY ORDERED as follows:

1. The county land parcel, described hereinabove, shall be sold at private sale, without further notice, pursuant to ORS 275.225, for the amount and under the terms set out in Exhibit 1 attached hereto.

2. Pursuant to Josephine County Administrative Policy E-07, the County Finance Director is hereby directed to deduct from the gross proceeds from the sale of Tax Account R319537 (\$1,890) the amounts authorized by ORS 275.275(1)(a)-(c) and(3)(a)(A) as follows:

a. \$106.62 to the County General Fund for taxes, interest and fees owed, distributed as follows:

- 1) \$11.02 to 980000 26300 for Taxes & Interest
- 2) \$95.30 to 101210 33123 for Foreclosure Fees
- 3) \$0.30 to 101210 33144 for Publication Fees

b. \$661.50 to Fund 40-1930, Property Management, for property management administrative costs incurred in the inventory, supervision, and sale of the property.

c. The balance of \$1,121.88 shall be deposited into the Surplus Tax Fund 78-0000, which shall accrue interest.

d. Any future distributions of the surplus taxes from this sale shall be made by further Order of the Board of Commissioners.

3. Pursuant to ORS 275.250, a copy of this Order shall be filed with the Josephine County Tax Assessor.

4. The Board of County Commissioners shall execute all documents necessary to accomplish the sale.

Dated this ____ day of August, 2025.

JOSEPHINE COUNTY
BOARD OF COMMISSIONERS

Andreas Blech, Chair

Chris Barnett, Vice-Chair

Ron Smith, Commissioner

EXHIBIT 1

Tax ID #	Map & Tax Lot No.	Address	Sales Price	Terms of Sale	Purchaser
R319537	36-06-24-AB-003100-00	Garden Valley Way	\$1,890	Cash	Theresa Anne Johnson, Trustee

EXHIBIT "4"



Denton Trail
Exhibit "4"

Legend
Denton Trail

Josephine County 500 NW 6th Street <u>Grants Pass, Oregon 97526</u> Grantor's Name and Address	
After recording return document and send tax statements to: Teresa Anne Johnson, Trustee 2124 SW Garden Valley Way Grants Pass, OR 97526 Grantee's Name and Address	

QUITCLAIM DEED

Josephine County, a political subdivision of the State of Oregon, Grantor, releases and quitclaims to **Teresa Anne Johnson, Trustee, Teresa Anne Johnson Trust, dated 1/11/13 (a Revocable Living Trust)**, Grantee, all right, title and interest in and to the following described real property:

Parcel 1 of Partition Plat 1994-114 located in Section 24, Township 36 South, Range 6 West of the Willamette Meridian, Josephine County, Oregon.

Situs: Garden Valley Way, Grants Pass, Oregon
 Assessor's map: 36-06-24-AB-003100-00
 Tax Account Number: R319537

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

The true consideration for this conveyance is \$1,890.00.

The Order of the Board of Commissioners of Josephine County authorizing this sale pursuant to ORS 275.225, is dated _____, 2025, and recorded in the Board of Commissioners' Journal as Order No. 2025-067.

In Witness Whereof, the grantor has executed this instrument this ____ day of August, 2025.

STATE OF OREGON)
) ss.
 County of Josephine)

This instrument was acknowledged before me on this ____ day of August, 2025, by _____

 as members of the Josephine County Board of Commissioners.

 Notary Public for Oregon
 My Commission Expires: _____

Grantor: JOSEPHINE COUNTY BOARD OF COMMISSIONERS _____ Andreas Blech, Chair _____ Chris Barnett, Vice-Chair _____ Ron Smith, Commissioner Date: _____



Josephine County Board of Commissioners

AGENDA REQUEST FOR BOARD OF COMMISSIONERS

Agenda Requests are due by NOON on Monday of the week scheduled for Administration Workshop
Requests received after that time will be placed on the Administration Workshop agenda for the following week

If sending documents electronically – please send to these two:

wwatkins@josephinecounty.gov tparedes@josephinecounty.gov

REVISED October 2021

Date Submitted to BCC	07/28/2025
Administration Workshop Meeting Date (Thursday)	08/04/2025 8/5/2025
WBS Meeting Date (Wednesday) Note: Second Wednesday of the month is evening session	NA 8/11/2025

AGENDA TITLE: Josephine Community Transit – Coordinated Public Transit Human Transportation Plan 2025	
Department/Contact Person (Include Title and Ext. #)	Scott Chancey, Transit Program Supervisor
Presenter (Include Name and Title)	Scott Chancey, Transit Program Supervisor
Background information	<p>This document is the first reading of the current update of the existing plan. This document is a federal and state requirement and needs to be regularly updated. The last approved plan was formally adopted in 2009.</p> <p>The framework of the plan is to review all existing public transit services for potential overlap and redundancy and attempt to assure coordination among all agencies using and providing public transit services in Josephine County.</p> <p>The document prioritizes transit funding from all sources and establishes service goals and objectives. Any current transit funding and future funding needs to go towards the projects and priorities listed in this plan. If a project is not listed in this plan the chances of it being funded are extremely low.</p> <p>This is an informational item at this point. The BCC is being asked to review and comment on this document for adoption at a future date. The goal would be to have a formal adoption by sometime in September.</p> <p>The document was already reviewed by Transit Department as well as the Josephine County Special Transportation Advisory Committee. Comments and suggestions from both groups have been incorporated into this finalized draft version.</p> <p>This document is one of two that outline how future transit funding is spent. So it essentially sets the direction and focus of the Transit Department in current and future distribution of all resources available.</p>
Action you are requesting from the Board	Review and formal adoption at a later date
Reviewed by Finance Director (If yes, Finance's signature required)	NA
Reviewed by Legal Counsel (If yes, Legal's signature required)	NA

Projects - pg 25

Next Thursday w/BS.



COORDINATED PUBLIC TRANSIT

HUMAN SERVICES TRANSPORTATION PLAN

JUNE 2025

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BACKGROUND

OVERVIEW

Josephine County's Coordinated Public Transit-Human Service Transportation Plan (Coordinated Plan) is a strategic document developed through collaboration with public, private, and non-profit sectors to address the transportation needs of the elderly, individuals with disabilities, low-income persons, and youth. The Coordinated Plan is a core requirement to receive Federal Transit Administration Funding (FTA) under their Section 5310 and Section 5311 programs. Locally, a Coordinated Plan is also required to receive Oregon Department of Transportation (ODOT) Statewide Transportation Improvement Fund (STIF) program funds, which aim to support projects and services that benefit mobility for seniors and people with disabilities. As part of the Josephine County Public Works department, Josephine Community Transit (JCT) acts as Josephine

County's Transit Department and is a key public institution in the development and implementation of the County's Coordinated Plan.

This Coordinated Plan identifies Josephine County's transportation resources, assesses the needs of the target groups, and outlines strategies to fill service gaps. It prioritizes strategies to optimize funding and efficiencies in service delivery, with a focus on preserving existing services and considering future requirements.

Strategies under this plan were established from a detailed evaluation process that includes current service analysis, identification of key locations served or underserved by transit, and a capital needs assessment. Once finalized, this plan can be used by the County and its Special Transportation Advisory Committee (STAC), in evaluating funding decisions. All funding decisions need to assure that STIF and FTA

funds are compliant with existing requirements as well as effectively used to meet the evolving needs of County residents.

COORDINATED PLAN REQUIREMENTS

FTA and ODOT provide expectations and requirements for the coordinated planning process. A Coordinated Plan provides the following:

- An assessment of available services that identify current transportation providers (public, private, and non-profit)
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes through sophisticated data collection efforts, and/or gathering information on the experiences and perceptions of planning partners

- Strategies and/or activities to address the identified gaps between current services and needs, and opportunities to achieve efficiencies in service delivery
- Provide implementation priorities based on resources, time, and feasibility to implement the strategies/activities identified

This plan was reviewed to meet all the requirements for a Coordinated Plan to ensure that JCT is eligible for continued state and federal funding.

JCT 2009 COORDINATED PLAN

The 2009 Coordinated Plan aimed to improve transportation access for the elderly, disabled, low-income, and youth population groups. The plan was developed through surveys, interviews, and discussion meetings with people living in the JCT service district. Its main goals were:

- Create a central agency, helmed by JCT, that would coordinate routes and schedules between different agencies. This has not been accomplished.
- If limited in budget, prioritize preventive maintenance over capital replacement projects. This has not been a big issue since the plan was adopted but remains a core goal.
- When choosing between two projects, select the project that will bring in higher ridership.
- Improve inter-county transit connections. This has been achieved in the southern end of Jackson County through a connection with Rogue

Valley Transportation District (RVTD); the focus now is on the northern end of Douglas County with a connection to Umpqua Public Transportation District (UPTD).

Since the implementation of the 2009 Coordinated Plan, several of its planned improvements have been completed. Route 50, the route added to serve Cave Junction, now has several runs throughout the day and Route 80 was extended completely into Merlin as planned. A new program to address gaps in Non-Emergency Medical Transportation (NEMT) has been contracted through Ready Ride. The reduced bus fare program application is now separate from Dial-A-Ride and the user receives an ID card they can show to purchase a reduced bus fare ticket. There have also been several shelter and amenity improvements across JCT's system, including enhancement of trash collection services, increased cleaning efforts, the installation of new transit shelters, the establishment of a new transit hub equipped with restrooms and customer service facilities, improved solar night lighting at individual bus stops, the implementation of real-time bus arrival signs, and onboard stop announcements.

OTHER RELEVANT PLANS

In addition to the 2009 JCT Coordinated Plan, other efforts by JCT and partner agencies that evaluated the transit needs of the community were used to develop this updated Coordinated Plan. These plans are documented in more depth in the Technical Appendix but include the following:

2018 JOSEPHINE COUNTY TRANSIT MASTER PLAN

This plan provides a foundation on planning for future transit service in JCT. The existing conditions section describes JCT's existing services, Josephine County's built environment, the transit market, the effectiveness of current JCT service, and JCT's funding and governance. This plan also discusses two important service alternatives for JCT's local bus network: a Ridership Alternative (concentration of service only in areas with highest potential demand with 15-minute frequency, but a loss in overall access); or a Coverage Alternative (which aligns with JCT's existing network and focuses on long-term reliability). The plan recommended JCT's short-term network follow the coverage alternative. This plan also provided insight into community responses for long-term service changes, which supported the findings of this plan's strategies/project list.

2021 JOSEPHINE COUNTY TRANSIT CAPITAL REPLACEMENT PLAN

A transit vehicle replacement plan is essential for public transportation agencies to manage their fleet's lifecycle. This plan outlines how and when vehicles should be replaced to maintain efficiency and safety, adhering to the Federal Transit Administration's regulations on a vehicle's useful life and procurement timelines. This plan documents information about JCT's transit fleet, and provides a list with each vehicle's make, model, year, primary vehicle type, and life status. JCT is in the process of changing all fixed route and commute route vehicles from Class C (medium size, medium duty) to Class A (large,

heavy duty) due to the limited durability and passenger capacity of Class C vehicles, which remains a challenge due to cost and funding issues. Overall, such plans ensure fleets remain modern and reliable, meeting the needs of transit users.

2021 ROGUE VALLEY TRANSIT DISTRICT: UNITED WE RIDE PLAN FOR THE ROGUE VALLEY

This plan was the 2021 update to the Rogue Valley Transit District Coordinated Plan, which aims to enhance mobility for people with disabilities, older adults, and low-income individuals. The plan documents the changing mobility needs and resources in neighboring Jackson County, identifies new and existing unmet transportation needs, and outlines priority areas for future funding. One of the four goals listed within the plan calls out the need to continue to work with Josephine County to support the intercounty Rogue Valley Commuter Line (now renamed JCT Route 100).

UMPQUA PUBLIC TRANSPORTATION DISTRICT COORDINATED TRANSPORTATION PLAN (2022)

The Umpqua Public Transportation District Coordinated Transportation Plan details regional and local transit services, such as fixed-route, paratransit, and Dial-A-Ride services in Douglas County, located north of Josephine County. It discusses the role of Ready Ride, an

Oregon Health Plan funded NEMT provider that operates in Josephine County and the surrounding region.

MIDDLE ROGUE MPO 2020-2045 REGIONAL TRANSPORTATION PLAN

The document updates the previous Middle Rogue MPO Regional Transportation Plan (RTP) to address the 25-year transportation needs within the Middle Rogue Metropolitan Planning Organization (MRMPO) area, including the cities of Grants Pass, Rogue River, Gold Hill, Merlin, and other connected urbanized areas within Josephine County and Jackson County. It emphasizes the importance of regional transportation systems for economic well-being and quality of life. The RTP lists highway and transit capital investments, and involves strategies for operating, managing, maintaining, and financing the transportation system to achieve long-term goals and public policy issues. The development, adoption, and updates to the RTP are essential to ensure eligibility for state and federal funding through collaboration among multiple jurisdictions.

The plan outlines projections through 2045, including new development, population forecasts, employment forecasts, and their impacts on the region's street system. The RTP's goals directly affect Josephine County and the overall region. These goals include enhancing economic vitality, safety, accessibility, environmental preservation, technology use, and existing infrastructure maintenance.

JOSEPHINE COUNTY TITLE VI PROGRAM (2021-2023)

The FHWA specifies this document as the standard operating procedure for implementing and overseeing Title VI of the 1964 Civil Rights Act. Title VI prohibits discrimination based on race, color, or national origin in any program receiving federal financial assistance. The FTA requires this document, and updates to the Coordinated Public Transit-Human Service Transportation Plan must follow its guidelines.

EXISTING CONDITIONS

AREA OVERVIEW

Josephine County covers an area of approximately 1,600 square miles and 88,069 residents*. The largest city within Josephine County is Grants Pass, which has almost half of the county's population located within its city limits. There are several key destinations around Josephine County that encourage transit ridership: local schools, Rogue Community College (RCC), hospitals, assistive services, and work centers. These key destinations also serve riders with special transportation needs, which are the core demographic of this Coordinated Plan. In Josephine County and the adjacent region, there are thirty-six primary/secondary schools,

five career schools, and four RCC campuses, primarily distributed throughout Grants Pass and Cave Junction. There are also two hospitals in Josephine County, both within the Grants Pass area, that are supported by smaller medical centers and privately owned practices. Additionally, there are several assistive service destinations across Josephine County, such as the RCC food pantry and Josephine County Food Bank. There are at least thirty-five service organizations throughout the County providing services such as youth support, elder care, meal services, housing support, foster care services, and low-income assistance.

*ACS 5-Year Estimates Data Profiles and Subject Tables (2023)



EXISTING PUBLIC TRANSPORTATION SERVICES

JCT offers various transit and transportation services: fixed route and commuter route services, ADA paratransit and Dial-A-Ride (door-to-door for riders over the age of 62), and evening on-demand service within the County. There are alternate transportation services available in the area, including SouthWest POINT by ODOT, TransLink, ReadyRide, Valley Lift,

Amtrak, Flix, and Options for Southern Oregon. These services cater to diverse needs, from NEMT to inter-city bus services and specialized transportation for individuals with disabilities. These transit types are summarized in Table 1 and described on the following page.

TABLE 1. EXISTING PUBLIC TRANSPORTATION SERVICES

TRANSIT PROVIDER	TYPE OF PROVIDER	TRANSIT SERVICE	SERVICE AREA
JCT	Public	Fixed Routes, Commuter Routes	Josephine and Jackson counties
JCT	Public	ADA Paratransit, Dial-A-Ride	Josephine County (within JCT's ADA boundary)
JCT	Public	Evening On-Demand Service	Josephine County (only available as a substitute service along existing fixed routes)
ODOT	Public	SouthWest POINT	Josephine, Curry, Jackson, Klamath Counties (Oregon), and Del Norte County (California)
RVTD	Public	TransLink*	Coos, Curry, Douglas, Jackson, Josephine, Klamath, and Lake counties
AllCare Coordinated Care Organization	Private	ReadyRide*	Curry, Douglas, Jackson, and Josephine counties
RVTD	Public	Valley Lift	Jackson County (within RVTD's ADA boundary)
Options for Southern Oregon	Non-profit	Options for Southern Oregon*	Josephine and Jackson counties

* Transit service is for existing medical clients only

JOSEPHINE COMMUNITY TRANSIT (JCT)

JCT serves the City of Grants Pass and the geographic areas of Fruitdale, Redwood Highway, Lower River Road, Demaray, Merlin, and Murphy. A map of current JCT routes is shown in Figure 1.

JCT FIXED ROUTE AND COMMUTER ROUTE SERVICES

JCT operates four fixed routes on weekdays from 6:30 AM to 9:30 PM. Routes, headways, and common destinations for JCT fixed route services are shown in Table 2. Regular fares are \$1/ride, and there are various passes and discounts provided for seniors, children under 16, people with disabilities, people with Medicare cards, and veterans. There are also three commuter routes offering service on weekdays from 5:35 AM to 7:25 PM, with transfers available between JCT and

Rogue Valley Transportation District (RVTD) buses. Routes, headways, and common destinations for JCT commuter route services are shown in Table 3 and full fares cost \$2/ride.

JCT ADA PARATRANSIT AND DIAL-A-RIDE

JCT offers two types of Dial-A-Ride (DAR) options:

- ADA (Paratransit) Dial-A-Ride: The ADA (Paratransit) Dial-A-Ride is a door-to-door service. This acts as the FTA required ADA equivalent to JCT's fixed route service. To qualify, a person must have a disability that prevents them from using the fixed route for all or some of their trips and be an approved client.
- 62+ Dial-a-Ride: Like the ADA (Paratransit) DAR, the 62+ Dial-A-Ride is a door-to-door service.

TABLE 2. JOSEPHINE COUNTY FIXED ROUTES

ROUTE	DESTINATIONS	HEADWAYS
Route 10	6th / 7th Streets, Redwood Avenue, Rogue Community College, Union Avenue	30 minutes
Route 20	4th Street, Rogue River Highway, M Street, Walmart, Grants Pass Shopping Center	60 minutes
Route 35	F Street, Agness Avenue, Beacon, A Street, Grants Pass High School	30 minutes
Route 40	4th Street, Bridge Street, G Street, Booth Street, Dimmick Street	60 minutes

TABLE 3. JOSEPHINE COUNTY COMMUTER ROUTES

ROUTE	DESTINATIONS	TRIPS PER DAY
Route 50	Grants Pass, Rogue Community College, Wonder, Kerby, Selma, Cave Junction	7 trips per day
Route 80	Grants Pass, Merlin, Hugo, Sunny Valley, Wolf Creek	4 trips per day
Route 100	Grants Pass, Rogue River, Gold Hill, Medford	8 trips per day

To qualify, a person must be above the age of 62 and be an approved client. It is distinct from the ADA DAR due to the qualification metrics and FTA requirements. During times of high demand service may not be provided to those enrolled as 62+.

Aside from their qualification requirements, these DAR options provide similar transit service. Travel can be booked for trips within ¾ mile of an existing JCT fixed route and those trips must occur Monday through Friday between 6:30 AM and 9:30 PM. However, rides must be booked, at a minimum, the prior day between 8:00 AM to 5:00 PM. Rides can be booked on the same day based on availability, but at double the normal fare price. Fares for a one-way trip range from \$2-\$4 depending on when they were scheduled.

Additionally, per the ADA, anyone who is eligible for paratransit service with JCT gains automatic eligibility at any other regional transit agency as a visitor for a maximum 21 days in any calendar year.

JCT EVENING ON-DEMAND SERVICE

This door-to-door option is available to everyone in the Grants Pass urban area from 5:00 PM to 9:30 PM and, like the fixed route service, fares are \$1/ride. Rides can be booked starting at 2:30pm using the JCT scheduling app. Rides booked through JCT's dispatch staff can start at 6:00pm.

JCT uses this on demand service in lieu of operating all the in town fixed routes. Which, between the hours of 6pm and 9:30pm only the Rt 10 is operating.

SOUTHWEST POINT BY ODOT

SouthWest (Klamath Falls-Brookings) provides daily service between the Klamath Falls Amtrak Station, Medford Airport, Grants Pass, Crescent City

Note: This is the furthest southern stop on the route (California), and Brookings, with free transfers to local transit services.

TRANSLINK

TransLink, operated by RVTd, is a free NEMT for eligible Oregon Health Plan, Jackson Care Connect, and Cascade Health Alliance members. Funding through reimbursement from the Oregon Department of Human Services. It offers three ways to help customers access health care: transit passes; mileage reimbursement; and vehicle-provided rides scheduled through TransLink.

READYRIDE

Like TransLink, ReadyRide provides free NEMT through the AllCare Coordinated Care Organization (CCO) for Oregon Health Plan members. It covers Josephine, Jackson, and Curry counties.

VALLEY LIFT

Operated by RVTd, Valley Lift is a shared-ride, wheelchair accessible transportation service for individuals whose disabilities prevent them from using RVTd buses. It is available on weekdays from 5:00 AM to 9:00 PM and on Saturday from 7:00 AM to 7:50 PM. Valley Lift service is only available within the ADA prescribed ¾ mile service area along RVTd's fixed routes. Enrolled clients can benefit from visitor designation on JCT's ADA paratransit service for a maximum 21 days in any calendar year.

OPTIONS FOR SOUTHERN OREGON

This free service is available to eligible clients with mental health impairment. The transportation service or support depends on the client. Clients may use the service for employment, medical, shopping, or therapeutic reasons, depending on their level of need.

I-5 INTERCITY SERVICES

At the time of this writing, there are no intercity services available along I-5 that stop in Grants Pass to pick up passengers. This is an ongoing point of discussion between all the regional transit providers (JCT, RVTd, UPTD) and ODOT.

JCT RIDERSHIP TRENDS

Ridership across JCT's various transit services experienced a significant decline during the start of the COVID-19 pandemic in 2020 and continued to decrease through 2021 before gradually increasing in 2022 and 2023. However, current ridership has not returned to pre-pandemic levels. The highest ridership occurs along Route 10, servicing Rogue Community College, and Route 35, connecting several shopping centers. Both feature JCT's most frequent interval of a 30-minute headway. Figure 2 shows ridership by route from July 2023 to May 2024.

Fare types commonly used include regular fares, pass-based fares, and fares specific to Rogue Community College students and staff. Overall, transit rides are showing an upward trend. These ridership trends are explored in more detail in the Technical Appendix.

FIGURE 1. JCT TRANSIT ROUTES

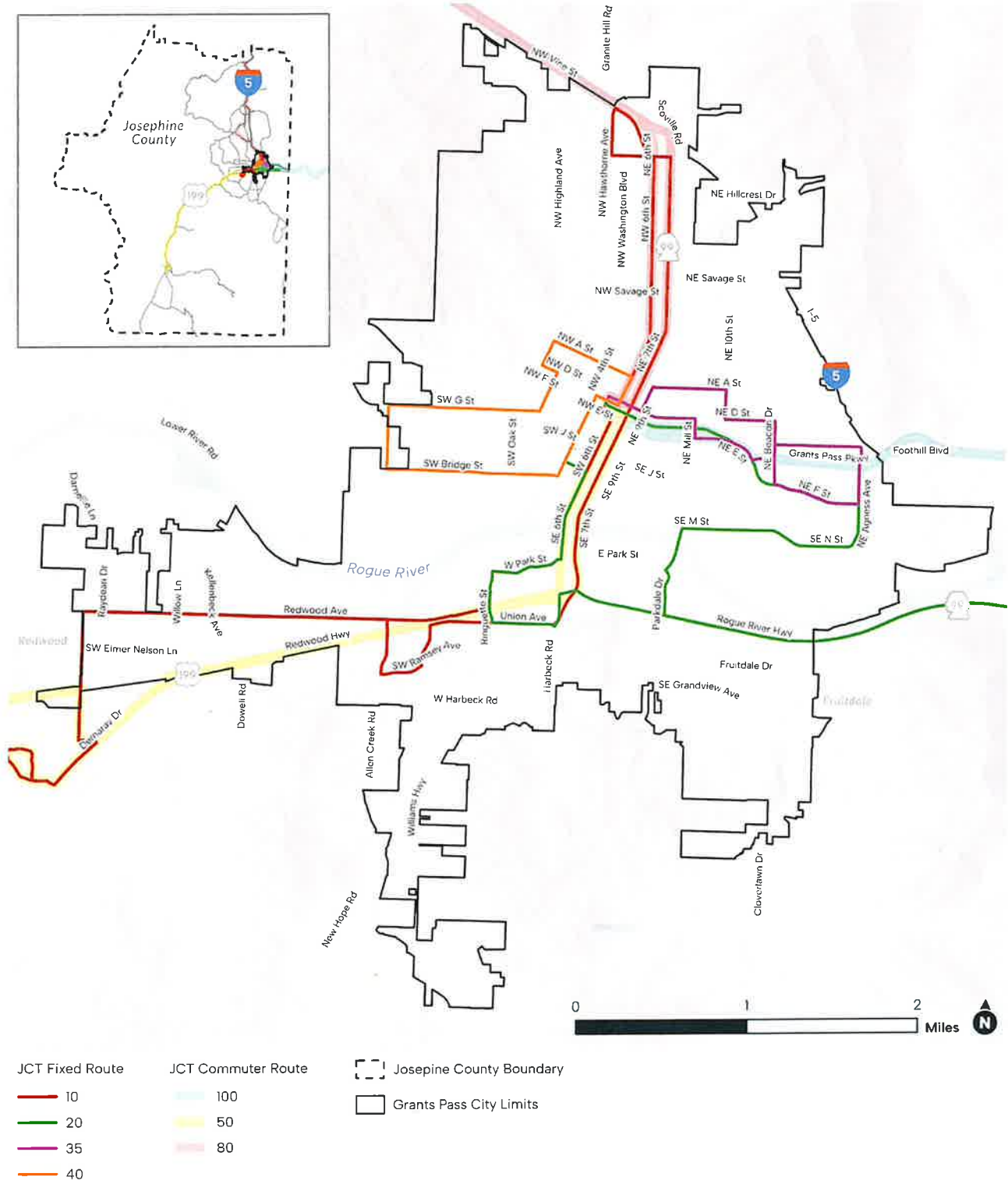
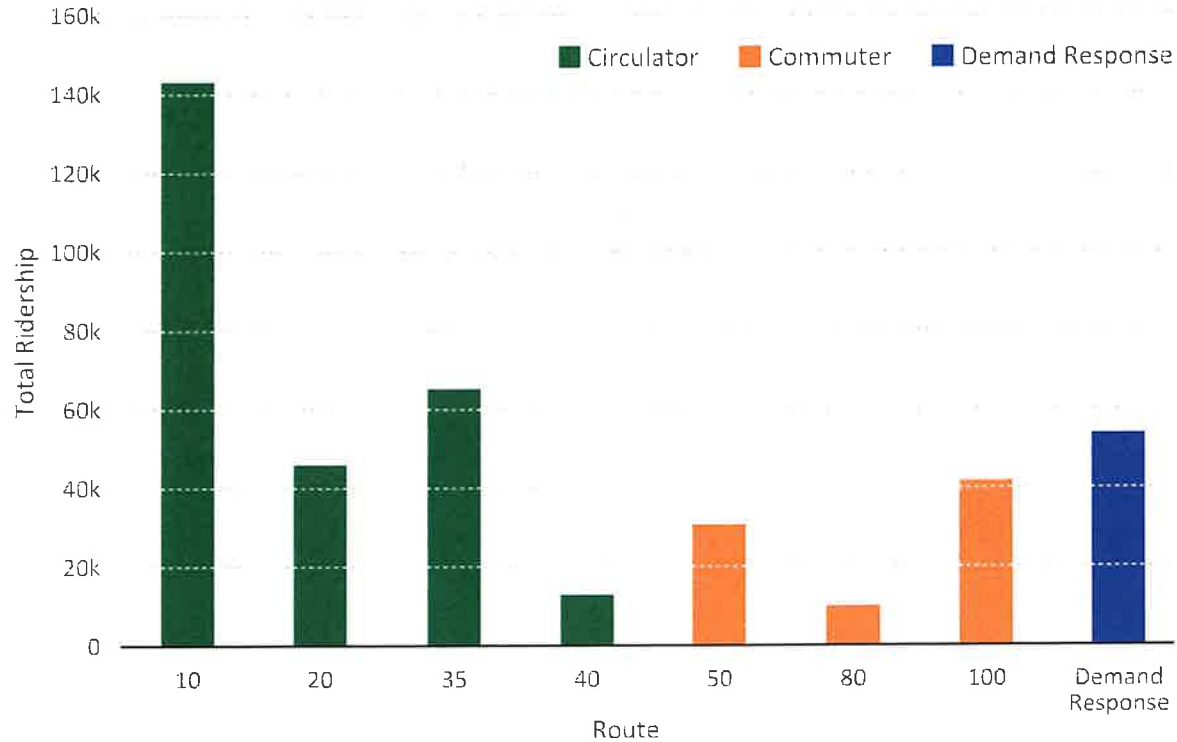


FIGURE 2. JOSEPHINE COMMUNITY TRANSIT PUBLIC BUS RIDERSHIP BY ROUTE AND SERVICE TYPE (2022-2024)



ORIGIN-DESTINATION ANALYSIS

JCT provides several types of fixed-route, Dial-A-Ride, and on-demand transit options. The Dial-A-Ride and on-demand transit options provided by JCT identify the existing ridership market not served by fixed route transit, highlighting potential barriers to access, service availability gaps, and rider preferences. JCT uses a platform called Spare to manage their Dial-A-Ride and on-demand transit services, which also provides analytics for common pick-up/drop-off spots and ridership information. Big data resources, such as anonymous cell-phone data, can also provide additional information on where trips are happening. By analyzing trip origins/destinations and connecting them

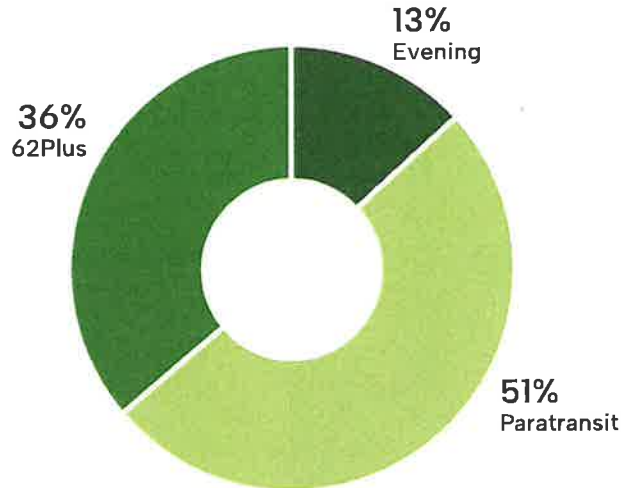
with demographics and travel time patterns, we can identify gaps in current services and understand new travel markets. More information on the findings of this origin-destination analysis and the methodology is available in the Technical Appendix.

PARATRANSIT, DIAL-A-RIDE, AND EVENING ON-DEMAND ORIGIN-DESTINATIONS

Spare is a transit operations software platform that works with JCT to offer support for Dial-A-Ride and on-demand transit management. Spare also provides an overview of various rider and ridership metrics, such as completed boardings, cancelled boardings, average number of requests per rider, average travel duration, average wait time, and more.

The most common Dial-A-Ride or On-Demand transit type from September 1, 2023, to August 31, 2024, was the Dial-A-Ride paratransit service with 7,969 complete boardings, constituting 51% of total ridership for that service type, not total for entire system. Figure 3 shows percent ridership across the categories.

FIGURE 3. PERCENT OF JCT DIAL-A-RIDE/ON-DEMAND RIDERSHIP PER CATEGORY



One of the densest areas for pick-ups and drop-offs is along NE 8th St and NE E St, which is the site of Encompass Person Centered and HASL Center for Independent Living, two separate disability service organizations. Slightly north of that area, along NW 5th St and NW D Street, are the new Grants Pass Transit Hub and the Grants Pass branch of the Josephine Community Library. Other areas with higher volume pick-ups and drop-offs are the Asante Three Rivers Medical Center near Redwood Highway; grocery/retail stores like Fred Meyer, Walmart, WinCo near Redwood Highway and I-5; and retirement communities and multifamily households near areas like Fruitdale.

GENERAL ORIGIN-DESTINATION ANALYSIS

AZIRA is a big data tool which uses anonymized cellphone data to provide metrics on the origins and

destinations of people within an analysis area. This data was used to look at trip patterns in a ¼ mile area west of the new Grants Pass JCT transit hub, located at 300 NW 5th St, Grants Pass. This area is served by several transit routes, and an initial review of demographics in the area showcases a strong potential ridership market consisting of young riders, low-income riders, and senior riders.

Most trips in the analysis originate from within a one-mile radius of the destination area around the new JCT Transit Hub. This is also a common location for both pickups and drop-offs, as shown in the Spare Dial-A-Ride and on-demand transit data. This highlights a potential market for riders that can be served by existing transit services, and a potential area of improvement— last-mile mobility (e.g., enhanced active transportation infrastructure, e-bike, and e-scooter share, etc.).

Another important finding from the AZIRA and Spare data is the potential service gap along Williams Highway. The AZIRA analysis shows many multimodal trips to the analysis area originating from around Williams Highway. Additionally, the Spare data shows high usage of JCT on-demand/DAR transit trips in this area, which includes riders who may only be able to use DAR services due to access and mobility consideration. Referring to the evening on-demand transit trips, there are higher counts of trips along Williams Highway, where there are several medical facilities, senior services, and a grocery store. While a portion of this area overlaps with service from Routes 10 and 20, these routes do not extend south of Williams Highway beyond the intersection with Redwood Highway. This area could serve as a potential future extension, or new route.

DEMOGRAPHIC ASSESSMENT

According to the 2023 5-Year ACS, 88,069 residents lived within Josephine County. There was a slight decrease in the

population from 2020 to 2024, but the population is projected to grow 14.6% by 2045¹. This growth is especially significant in the City of Grants Pass, which is expected to increase in population 48% by 2047. Table 4 shows detailed demographic data across Grants Pass, Josephine County,

and Oregon. Addressing the transportation needs of these population groups is essential for ensuring access to beneficial programs and services in their respective communities.

TABLE 4. DEMOGRAPHICS

	GRANTS PASS		JOSEPHINE COUNTY		OREGON	
Total Population	39,131	-	87,994	-	4,229,374	-
Non-White	7,002	15.4%	13,563	15.4%	1,128,584	26.7%
Limited English Proficiency	705 ¹	1.9% ¹	1,343 ¹	1.6% ¹	212,163 ¹	5.3% ¹
Under 18	8,483	21.7%	16,806	19.1%	855,978	20.2%
65 and Over	8,658	22.1%	23,340	26.5%	773,258	18.3%
Low-Income	6,023	15.7%	13,981	16.1%	494,158	11.9%
Zero Vehicles	442 ²	2.7% ²	524 ²	1.6% ²	63,760 ²	3.2% ²
Disability	7,242 ³	18.8% ³	18,406 ³	21.1% ³	625,076 ³	14.9% ³

Source: ACS 5-Year Estimates Data Profiles and Subject Tables (2022)

Notes:

1. This is out of the population 5 years and over, not the total population.
2. This is out of workers 16 years and over in households, not total population.
3. This is out of the total civilian non-institutionalized population, not total population.

YOUTH POPULATION

Youth under 18 years old make up almost 22% of Grants Pass's population, slightly above the state level. In Josephine County, however, the youth population is slightly below the state average age. According to the Origin-Destination analysis, 19.6% of visitors to eastern Downtown Grants Pass are under 18 years old, meaning most qualify for either the free/reduced JCT fare program, or a Youth Summer Pass. In Grants Pass, there are high concentrations of the youth population to the west, northwest, northeast, and southeast, as shown in Figure 4.

OLDER ADULTS

Adults aged 65 and over make up around 22% of Grants Pass's population and 27% of Josephine County's population. There are high concentrations of over 65 residents in the north and western parts of Grants Pass and to the south of Cave Junction, as shown in Figure 5. In eastern Downtown Grants

Pass, 23% of visitors to the area of eastern Downtown Grants are 65+ years old and thereby qualify for several JCT fare programs and the 62+ Dial-A-Ride program.

PERSONS WITH DISABILITIES

The proportion of individuals with disabilities (impairments, activity limitations, or participation restrictions)—such as individuals who may have hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, or independent living difficulty—is higher in Grants Pass and Josephine County compared to state levels. In Grants Pass, persons with disabilities tend to live outside city boundaries and around Cave Junction, as shown in Figure 6.

ZERO VEHICLE HOUSEHOLDS

Zero vehicle households, or households without access to a private automobile, are a crucial demographic for public transit planning. The proportion of zero

vehicle households is higher at the state level than in Grants Pass and Josephine County. Zero vehicle households are primarily found in the central part of Grants Pass, as shown in Figure 7.

LOW INCOME HOUSEHOLDS

Persons of low income are those whose earnings fall below the federal poverty level. A higher proportion of residents in Grants Pass and Josephine County have lower incomes in comparison to the rest of Oregon. As illustrated in Figure 8, there are higher concentrations of low-income individuals residing in the central part of Grants Pass as well as around Cave Junction and in the northern edge of the County. Individuals and families with lower incomes could potentially qualify for the reduced fare rates under JCT's Reduced Fare Program even if they don't qualify for another type of reduce fare, such as the senior, disabled, veteran, or under 16 years old discounts.



FIGURE 4. PERCENTAGE OF YOUTH POPULATION

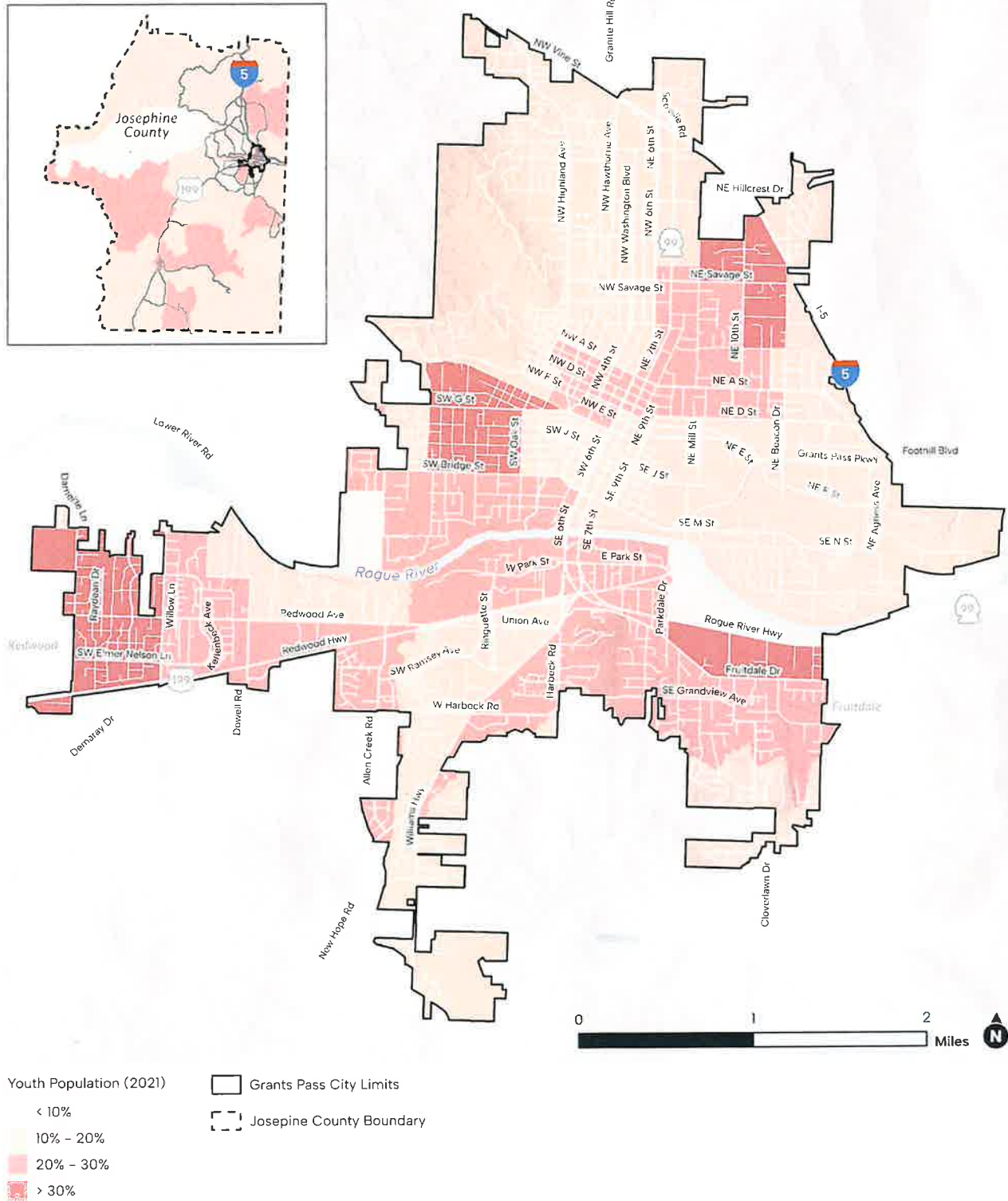


FIGURE 5. PERCENTAGE OF SENIOR POPULATION

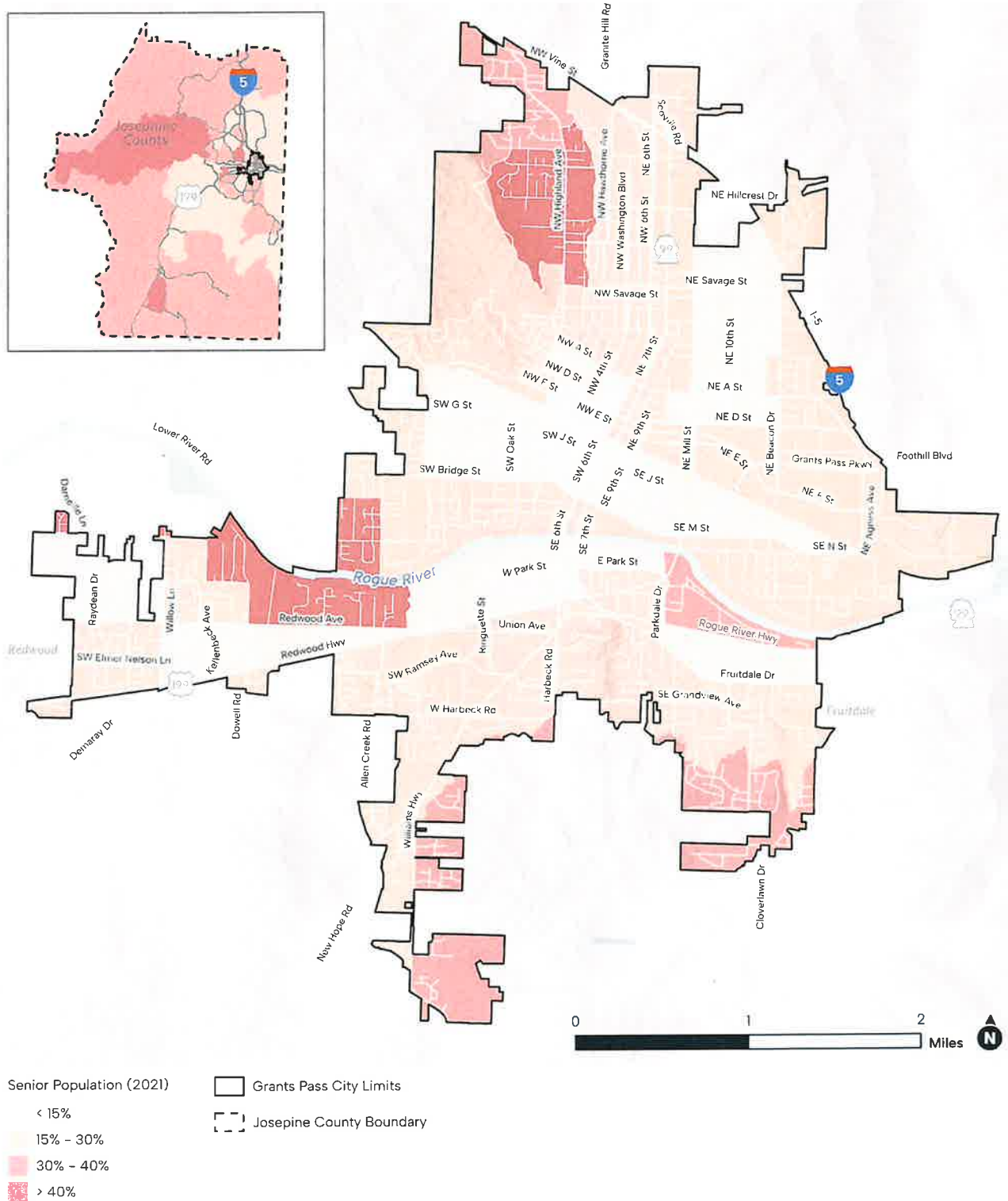


FIGURE 6. PERCENTAGE OF PERSONS WITH DISABILITIES

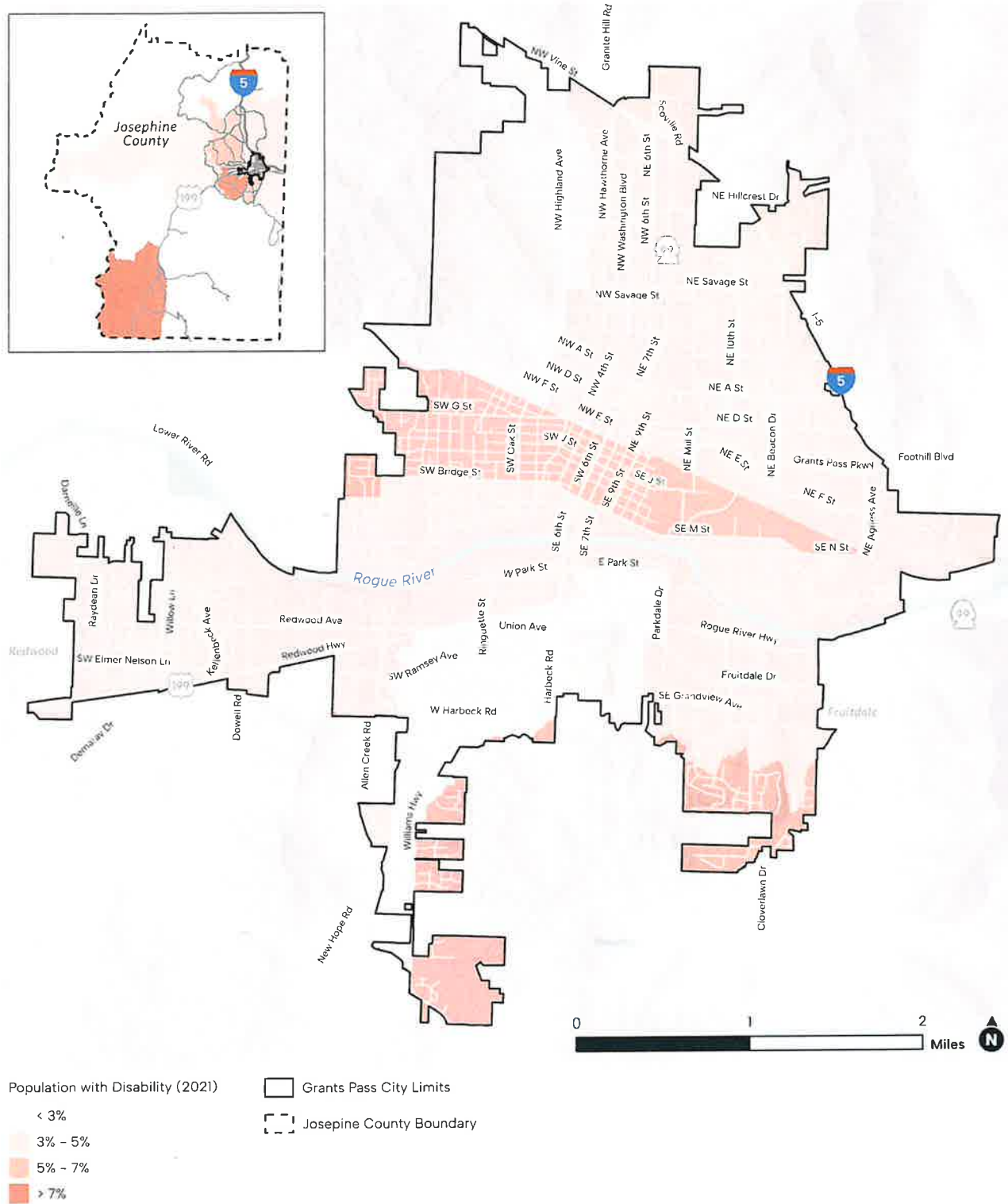


FIGURE 7. PERCENTAGE OF ZERO VEHICLE HOUSEHOLDS

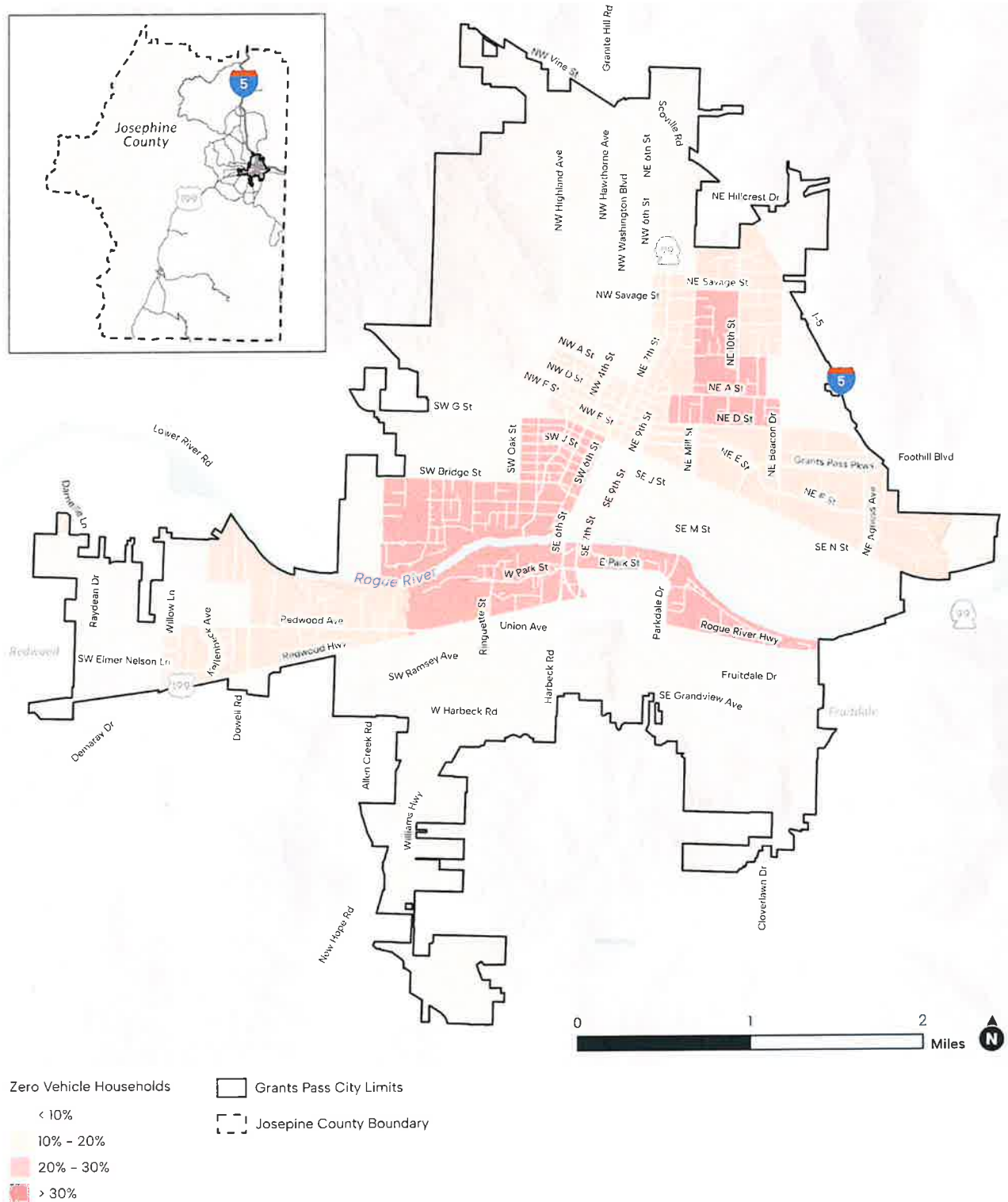
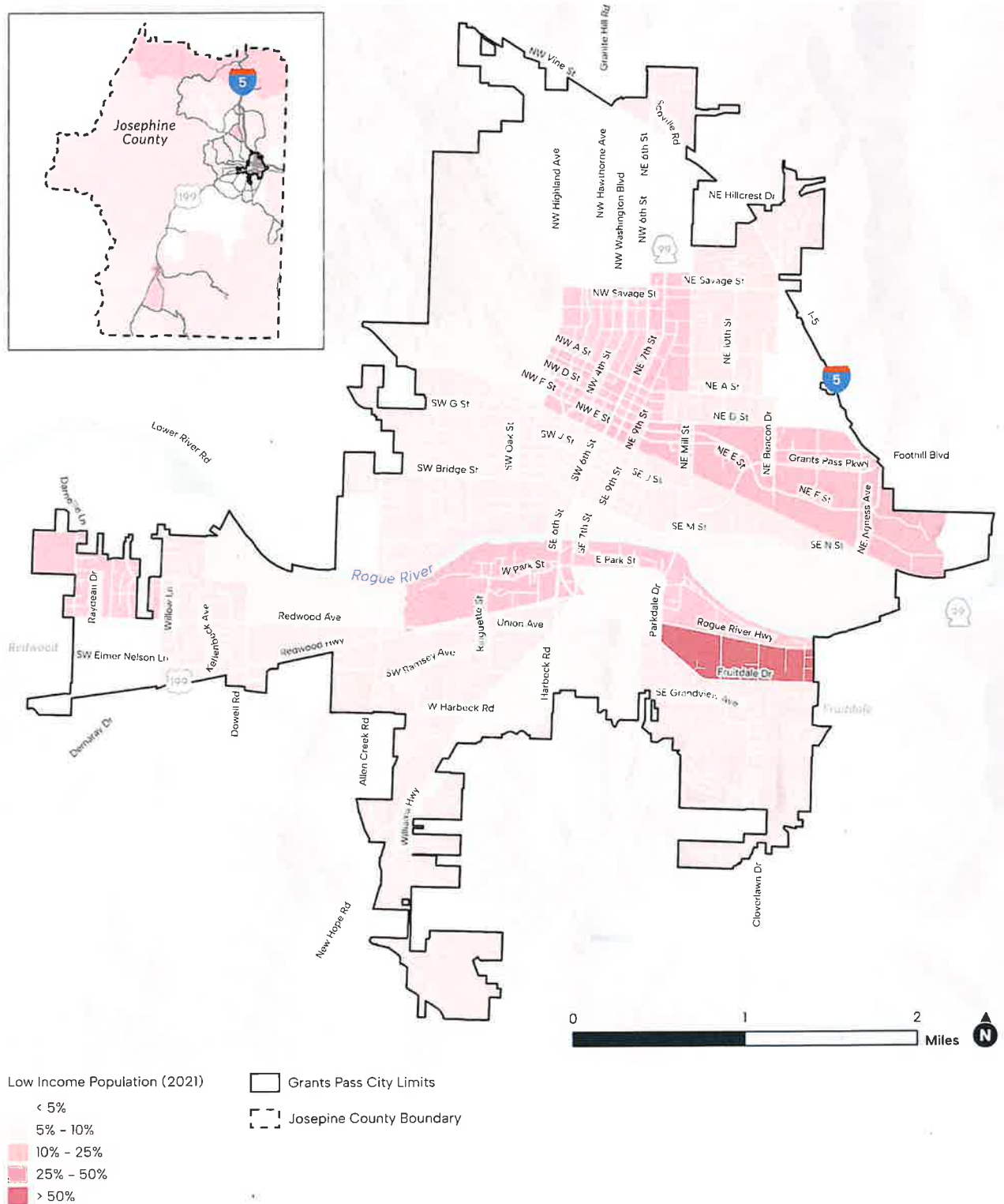


FIGURE 8. PERCENTAGE OF LOW-INCOME POPULATION



OUTREACH SUMMARY

As part of the Coordinated Plan update, potential stakeholders across social service, transit, and community groups were identified through a review of contacts highlighted on the City of Grants Pass website, and through conversations with JCT. Stakeholders were engaged through either a survey, a stakeholder focus group, or a combination of the two. Scripts for the survey and stakeholder focus groups can be found in the Technical Appendix.

For the focus groups, there were three main groups identified:

- Rogue Valley Transportation District Staff
- Social Service Providers and Staff
- Rogue Community College Staff

Surveys were distributed to stakeholders across various community groups. The survey was also forwarded to other interested stakeholders by contacts from our initial engagement group list, and through the Rogue Community College (RCC) employee newsletter.

Key takeaways from the survey and focus groups include:

- Service availability across certain locations and times is seen as a challenge for 70% of survey respondents and was also highlighted in conversations with the local service provider and RCC focus groups. Preferences on how service should be modified varied across all groups, with a general agreement on extending service hours and the creation of weekend service.

- Route 100 is perceived as an important connection between Josephine County and Jackson County. Many stakeholders expressed interest in similar connections or access between other towns and rural areas, which have less transit access and reduced service.
- JCT is positively seen within the community for its ability to use its resources efficiently and provide helpful transit services.

This feedback was used to identify needs for additional service, resources, and information for the groups that these stakeholders serve. More information on the stakeholder engagement can be found in the Technical Appendix.

NEEDS ASSESSMENT

SUMMARY OF TRANSPORTATION NEEDS

This Coordinated Plan update summarizes relevant plans, existing conditions, demographics, community outreach, and JCT staff input to identify gaps in service and needs that align with the current transit context in Josephine County. The transit needs identified through this process have been categorized as follows:

- **Service Needs** — These needs relate to addressing transit gaps in geography, community access, and scheduling that can be addressed by modifying transit service hours, modifying transit frequency, modifying transit stop locations, and adding new transit options.

- **Staffing/Outreach Needs** — These needs relate to programmatic offerings, mobility management needs, and education outreach that would require JCT staff and personnel involvement.
- **Equipment Needs** — These needs relate to equipment upgrades, infrastructure changes, vehicle needs, tools and technologies, and other capital procurements.

While introducing new strategies to address some of these needs will be fundamental to ensure innovation in JCT's service offerings, preservation of existing service, stops, and staff is to remain the priority.

COORDINATED PLAN GOALS

In their 2009 update to the Coordinated Plan, JCT presented several goals aimed towards advancing transportation access for the elderly, disabled, low income, and youth population groups. The 2009 plan goals were reviewed to frame JCT's 2025 Coordinated Plan update and were adjusted to fit the current transit context in Josephine County. These six goals were used to prioritize suggested projects and programs for this Coordinated Plan.

PRESERVE THE EXISTING TRANSIT SYSTEM AND EFFICIENTLY USE EXISTING RESOURCES

Preserve the existing transit system, with a focus on general trip purpose transportation services first, and use of all existing resources, such as ridesharing, group pass programs, feeder service, and service coordination.

PRESERVE AND MAINTAIN CAPITAL EQUIPMENT AND FACILITIES

Preserve and maintain capital equipment and facilities by ensuring adherence to capital replacement schedules, identification of preventative maintenance funding, and continue evaluation of technologies to transition towards alternative clean-fueled vehicles in the transit fleet in accordance with state and federal vehicle requirements.

EXPAND TRANSIT SERVICE WITHIN JOSEPHINE COUNTY

Expand the existing fixed-route and on-demand services through new partnerships and transit offerings that reflect Josephine County's changing transit needs, with a focus on per capita improvements as a metric for service prioritization.

EXPAND INTER-COUNTY TRANSIT SERVICE AND INTER-AGENCY COORDINATION

Improve and expand inter-county commuter service across the Rogue Valley and along the I-5 corridor (e.g., partnering with UPTD) to connect people to services and jobs.

ENHANCE OUTREACH SERVICES AND MOBILITY MANAGEMENT, ESPECIALLY TO UNDERSERVED POPULATIONS

Enhance outreach services by establishing Mobility Management staff to identify funding for planning projects, inform the public about transit resources, maintain strong partnerships with local non-profit organizations, continue the vehicle donation program with non-profit organizations, and coordinate with local stakeholder groups like the Josephine County Special Transportation Advisory Committee (STAC), which is required by statute to have at least five members.

IDENTIFY AND SECURE FUNDING SOURCES

Identify funding sources that can help sustainably support various short-term and long-term JCT projects by using current and past transit planning efforts to leverage federal and state funding opportunities.

SERVICE AND CAPITAL IMPROVEMENTS

IMPLEMENTATION PLAN

Building on the needs identified through the technical analysis and outreach, fifteen strategies were created to address needs categorized across three distinct categories—staffing/outreach needs, equipment needs, and service needs. These needs were expressed throughout the engagement process or have remained a priority from previous plans. The following strategies can be used with various implementation methods depending on cost, timeline, employee requirement, and community response.

- **Staffing and Outreach Needs** — Staffing and Outreach needs were identified that help fill knowledge gaps on transit options, both with the community and with service providers.
- **Service Need** — Strategies created under this category aim to address a desire for increased service, either by adding new service days, adding new routes, or creating new transit types.

- **Equipment Needs** — These needs would include adhering to current capital replacement schedules, maintaining the existing fleet to OEM standards and continued evaluation for zero emissions vehicles and their place in the current vehicle lineup.

PROJECT PRIORITIZATION

These implementation strategies were prioritized based on JCT's six goals for this plan. Each strategy was reviewed and could receive zero to four points based on how strongly each supported JCT's goals respectively for up to 14 points. Table 5 summarizes the strategies, their scoring, the expected timeline, estimated increases to existing JCT annual costs, and impact to JCT staffing. The cost estimates for the proposed projects are based on assumptions and feedback from JCT staff and are expected to be refined in further planning efforts. More details on the cost assumptions are available in the Technical Appendix. While the scoring helps JCT prioritize these projects, projects may be implemented in the order that will best take advantage of funding and partnerships as they arise.

TIMELINE FOR IMPLEMENTATION

Strategies were reviewed for cost, complexity, and priority scoring when determining their estimated timeline. They were designated for implementation as short-term (0–5 years) medium-term (5–10 years), and long-term (10+ years). However, funding and partnership opportunities could change the timeline for the projects, and JCT can be flexible in implementing these in response to opportunities.

This timeline can also adapt to different scenarios such as lower-than-expected funding or accelerated implementation. JCT's capital expenses have varied over the years, while operation expenses have remained stable. Most of the strategies developed in this plan would increase these costs, and identifying funding for these strategies is a crucial step in the planning process.

TABLE 5. JCT COORDINATED PLAN STRATEGIES OVERVIEW

STRATEGY	SCORE	TIMELINE	ESTIMATED ANNUAL COST RANGE INCREASE	STAFFING NEED
Increase STAC representation	10	Short	\$0	No Change (to JCT staff requirements)
Preservation of the Existing System - Coverage	8	Short	\$0 ¹	No Change
Preservation of the Existing System—Frequency	8	Short	\$0 ¹	No Change
Fleet Preservation/Maintenance	8	Medium	\$630,000 ²	Increase
Bus Stop Amenity and Safety Upgrades	8	Short	\$40,000 ²	No Change
Establish Saturday service on key transit services and routes	5	Medium	\$210,000 ³	Increase
Uniform service frequency across routes in the urbanized area	8	Medium	\$750,000 ³	Increase
Reciprocal arrangement with Umpqua Public Transportation District	5	Long	\$220,000 ⁴	Increase
New Routes ⁶ within Grants Pass and expansion into nearby areas	5	Medium	\$135,000–\$800,000 per new route, depending on location/frequency	Increase
Mobility Management Staff Member(s)	5	Short	\$85,000	Increase
RCC Campus Connection Shuttle Service	5	Long	\$0 ⁶	No Change (assuming JCT is not running these)
Accommodation Improvements/Upgrades at Pick-Up/Drop-Off Sites	5	Medium	\$0 ⁷	No Change
JCT Shopper Shuttle	4	Long	\$220,000–\$270,000	Increase
Stop Locations Evaluation and Creation of "Flag Stops"	4	Medium	\$0 ⁸	No Change
Identify NEMT service for Medicare clients living outside of the paratransit service area, and do not qualify for OHP	4	Medium	\$84,000	No Change

1. Assumes similar costs as current JCT costs. Any increases would be due to inflation and the collective bargaining agreement
2. This is not an increased cost, but the expense used for current annual maintenance.
3. This is just the cost to deploy bus service and does not include dispatch and maintenance personnel.
4. This cost only covers JCT's increase in schedules to match that of UPTD route 99. It does not cover potential cost increase due to route mileage increase.
5. The routes considered were: 1) Grants Pass – Murphy, regular service; 2) Williams Highway, commuter bus; and 3) Williams Highway, semi-loop service with 2 being the most expensive.
6. Assumes that costs would be assigned to RVTD and RCC
7. This involves infrastructure upgrades, falling outside of JCT's jurisdiction
8. Assumes only costs would be for existing staff planning time

INCREASE STAC REPRESENTATION

By increasing representation on Josephine County's Special Transportation Advisory Committee (STAC), JCT can receive more input on funding, investment allocation and engage additional members of the public to be involved with JCT's future. Josephine County's STAC is supposed to have a minimum of 5 members by statute, but the committee currently consists of 4 members.

CATEGORY	GOALS SUPPORTED
<ul style="list-style-type: none"> Equipment Needs Staffing Needs Outreach Needs 	<ul style="list-style-type: none"> Preserve the existing transit system and efficiently use existing resources ✓ Preserve and maintain capital equipment and facilities ✓ Expand transit service within Josephine County ✓ Expand inter-county transit service and inter-agency coordination ✓ Enhance outreach services and mobility management, especially to underserved populations ✓ Identify and secure funding sources ✓
TIMELINE	
S Short (0-5 years)	
EMPLOYEE REQUIREMENT	
No Change	
ESTIMATED ANNUAL COST RANGE INCREASE	
\$0	

Assuming similar costs as current JCT costs. Any increases would be due to inflation and the collective bargaining agreement.

PRESERVATION OF THE EXISTING SYSTEM - COVERAGE

Keep service routes stable and ensure they remain affordable and accessible to existing JCT riders, as well as prioritizing existing routes.

CATEGORY	GOALS SUPPORTED
<ul style="list-style-type: none"> Equipment Needs Staffing Needs Service Needs 	<ul style="list-style-type: none"> Preserve the existing transit system and efficiently use existing resources ✓ Preserve and maintain capital equipment and facilities ✓ Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations Identify and secure funding sources
TIMELINE	
S Short (0-5 years)	
EMPLOYEE REQUIREMENT	
No Change	
ESTIMATED ANNUAL COST RANGE INCREASE	
\$0	

PRESERVATION OF THE EXISTING SYSTEM - FREQUENCY

Keep service frequency stable and ensure it remains reliable and consistent for current JCT riders.

CATEGORY	GOALS SUPPORTED
<ul style="list-style-type: none"> Equipment Needs Staffing Needs Service Needs 	<ul style="list-style-type: none"> Preserve the existing transit system and efficiently use existing resources ✓ Preserve and maintain capital equipment and facilities ✓ Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations Identify and secure funding sources
TIMELINE	<ul style="list-style-type: none"> S Short (0-5 years)
EMPLOYEE REQUIREMENT	<ul style="list-style-type: none"> No Change
ESTIMATED ANNUAL COST RANGE INCREASE	<ul style="list-style-type: none"> \$0 <p>Assuming similar costs as current JCT costs. Any increases would be due to inflation and the collective bargaining agreement.</p>

FLEET PRESERVATION/MAINTENANCE

This strategy would work to ensure consistent maintenance of JCT vehicles and compliance with Federal Transit Administration (FTA) mileage and vehicle age useful life standards. As vehicles become older, JCT is required to establish a zero-emissions fleet transition plan to sustainably replace parts of the fleet with zero-emissions vehicles. After a vehicle's end of life, JCT should continue to assess the vehicle's quality and take requests from community non-profits for vehicle adoption.

CATEGORY	GOALS SUPPORTED
<ul style="list-style-type: none"> Equipment Needs Staffing Needs Service Needs 	<ul style="list-style-type: none"> Preserve the existing transit system and efficiently use existing resources ✓ Preserve and maintain capital equipment and facilities ✓ Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations Identify and secure funding sources
TIMELINE	<ul style="list-style-type: none"> M Medium (5-10 years)
EMPLOYEE REQUIREMENT	<ul style="list-style-type: none"> Increase
ESTIMATED ANNUAL COST RANGE INCREASE	<ul style="list-style-type: none"> \$630,000 <p>This is not an increased cost, but the expense used for current annual maintenance.</p>

BUS STOP AMENITY AND SAFETY UPGRADES



This strategy would focus on upgrading technology at bus stops and key locations near transit to add real-time arrival screens, and other amenities like solar lighting, benches, and trash cans as funds are available. This would also involve exploring the creation of on-demand push buttons near dial-a-ride locations. Finally, this strategy aims to ensure preservation, cleaning, trash removal, and other maintenance to ensure new amenities remain in good condition.

CATEGORY  Equipment Needs  Staffing Needs  Service Needs	GOALS SUPPORTED Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations
TIMELINE S Short (0-5 years)	Identify and secure funding sources
EMPLOYEE REQUIREMENT No Change	Identify and secure funding sources
ESTIMATED ANNUAL COST RANGE INCREASE \$40,000	Identify and secure funding sources

This is not an increased cost, but the expense used for current annual maintenance.

ESTABLISH SATURDAY SERVICE ON KEY TRANSIT SERVICES AND ROUTES









This strategy would involve the creation of a Saturday service for the on-demand transit system and could be a way to initially gauge interest in weekend service on a smaller scale. Overall, additions to service would have to be weighed alongside current transit costs and would likely require increased educational programming to ensure the ridership market meets the service offering.

CATEGORY  Equipment Needs  Staffing Needs  Service Needs	GOALS SUPPORTED Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations
TIMELINE M Medium (5-10 years)	Identify and secure funding sources
EMPLOYEE REQUIREMENT No Change Increase	Identify and secure funding sources
ESTIMATED ANNUAL COST RANGE INCREASE \$210,000	Identify and secure funding sources

This is just the cost to deploy bus service and does not include dispatch and maintenance personnel.

UNIFORM SERVICE FREQUENCY ACROSS ROUTES IN THE URBANIZED AREA









Ensure that routes within the Grants Pass UGB have uniform frequency and are coordinated with other routes in the region. This strategy anticipates updating all routes to a 30-minute minimum frequency all day.

CATEGORY  Equipment Needs  Staffing Needs Service Needs	GOALS SUPPORTED Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations Identify and secure funding sources	
TIMELINE  Medium (5-10 years)	  	
EMPLOYEE REQUIREMENT  Decrease  Increase		
ESTIMATED ANNUAL COST RANGE INCREASE \$750,000		

This is just the cost to deploy bus service and does not include dispatch and maintenance personnel.

RECIPROCAL ARRANGEMENT WITH UMPQUA PUBLIC TRANSPORTATION DISTRICT

JCT has been interested in Inter-County service expansion for several years and has successfully launched transit integration across Josephine County and neighboring Jackson County, which included service coordination and funding support from the Rogue Valley Transportation District. This strategy would involve exploring transit agreements with Umpqua Public Transportation District to honor transfers between transit systems and create a connecting route between Grants Pass and Roseburg.

CATEGORY  Equipment Needs  Staffing Needs Service Needs	GOALS SUPPORTED Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations Identify and secure funding sources	
TIMELINE  Long (10+ years)	  	
EMPLOYEE REQUIREMENT  Decrease  Increase		
ESTIMATED ANNUAL COST RANGE INCREASE \$220,000		

This cost only covers JCT's increase in schedules to match that of UPTD route 99. It does not cover potential cost increase due to route mileage increase.





NEW ROUTES WITHIN GRANTS PASS AND EXPANSION INTO NEARBY AREAS

Reviews of origin-destination data and stakeholder engagement revealed areas where service was potentially lacking, and some of these gaps which were corroborated in previous JCT planning efforts. This strategy would explore the creation of two new routes, one along Williams Highway and the other to Murphy.

CATEGORY	GOALS SUPPORTED
  Service Needs	Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations Identify and secure funding sources
TIMELINE	 Medium (5-10 years)
EMPLOYEE REQUIREMENT	 No Change  Increase
ESTIMATED ANNUAL COST RANGE INCREASE	\$135,000 - \$800,000 per new route, depending on location/frequency

MOBILITY MANAGEMENT STAFF MEMBER(S)

The Mobility Management Staff Member will aim to provide additional support in developing educational programs for various groups, support development of new reduced pass programs, host outreach events, support marketing, and promote JCT's services through a resource/information clearing house for JCT.

CATEGORY	GOALS SUPPORTED
  Staffing Needs	Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations Identify and secure funding sources
TIMELINE	S Short (0-5 years)
EMPLOYEE REQUIREMENT	 No Change  Increase
ESTIMATED ANNUAL COST RANGE INCREASE	\$85,000

RCC CAMPUS CONNECTION SHUTTLE SERVICE

This strategy would involve the establishment of shuttle services across and between the four Rogue Community College campuses in Josephine and Jackson counties and should be accessible to all users. While listed as a strategy in this plan, JCT would likely take a support role since this type of transit would fall under RCC's jurisdiction.

CATEGORY	GOALS SUPPORTED
<ul style="list-style-type: none"> Equipment Needs Staffing Needs Service Needs 	<ul style="list-style-type: none"> Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations Identify and secure funding sources
TIMELINE	
<ul style="list-style-type: none"> Short (0-5 years) Medium (5-10 years) Long (10+ years) 	
EMPLOYEE REQUIREMENT	
<ul style="list-style-type: none"> No Change 	
ESTIMATED ANNUAL COST RANGE INCREASE	
\$0	

Assumes that costs would be assigned to Rogue Valley Transit District and Rogue Community College

ACCOMMODATION IMPROVEMENTS/UPGRADES AT PICK-UP DROP-OFF SITES

JCT will coordinate with RVTD to discover where additional ADA accommodations at transit stops would be needed for intercity travel and pinpoint areas for improvement.

CATEGORY	GOALS SUPPORTED
<ul style="list-style-type: none"> Equipment Needs Staffing Needs 	<ul style="list-style-type: none"> Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations Identify and secure funding sources
TIMELINE	
<ul style="list-style-type: none"> Medium (5-10 years) 	
EMPLOYEE REQUIREMENT	
<ul style="list-style-type: none"> No Change 	
ESTIMATED ANNUAL COST RANGE INCREASE	
\$0	

This involves infrastructure upgrades, falling outside of JCT's jurisdiction

JCT SHOPPER SHUTTLE

This strategy would involve a new shuttle on-demand service that offers an extended service area on specific days and provides transit to specific shopping centers and service provider resources, either at a free or low-cost. Existing examples in Oregon are the Cascades East Transit Sisters to Bend Shopper Shuttle and the LTD RideSource Shopper service.

CATEGORY Equipment Needs Staffing Needs Service Needs	GOALS SUPPORTED Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations	
TIMELINE Medium-term (5-10 years) Long (10+ years)	EMPLOYEE REQUIREMENT No Change Increase	ESTIMATED ANNUAL COST RANGE INCREASE \$220,000-\$270,000

Assumes only costs would be for existing staff planning time

STOP LOCATIONS EVALUATION AND CREATION OF "FLAG STOPS"

Flag stops are locations along a bus route where travelers can flag the bus to stop, or request a stop be made along the route. This can be especially helpful on commuter routes with less stops, but that go near important resources, such as grocery stores, food banks, and other nonprofit distribution points. This strategy would involve evaluating existing transit stops and determining which routes may be able to incorporate flag stops.

CATEGORY Equipment Needs Staffing Needs Service Needs	GOALS SUPPORTED Preserve the existing transit system and efficiently use existing resources Preserve and maintain capital equipment and facilities Expand transit service within Josephine County Expand inter-county transit service and inter-agency coordination Enhance outreach services and mobility management, especially to underserved populations	
TIMELINE Medium (5-10 years)	EMPLOYEE REQUIREMENT No Change	ESTIMATED ANNUAL COST RANGE INCREASE \$0

IDENTIFY NEMT SERVICE FOR MEDICARE CLIENTS LIVING OUTSIDE OF THE PARATRANSIT SERVICE AREA, AND DON'T QUALIFY FOR OHP


This strategy would involve identifying additional NEMT service for Medicare clients living outside of the paratransit service area, and who don't qualify for OHP.

CATEGORY

-  Equipment Needs
-  Staffing Needs

Service Needs

GOALS SUPPORTED

Preserve the existing transit system and efficiently use existing resources 

Preserve and maintain capital equipment and facilities

TIMELINE


 Medium (5-10 years)

Expand transit service within Josephine County

EMPLOYEE REQUIREMENT

 No Change

Expand inter-county transit service and inter-agency coordination

Enhance outreach services and mobility management, especially to underserved populations 

ESTIMATED ANNUAL COST RANGE INCREASE

\$84,000

Identify and secure funding sources

FINANCIAL SUMMARY

FUNDING BACKGROUND

JCT receives funding from various sources, including federal, state, and local government allocations and grants, as well as from fee revenues such as fare and service charges.

The following federal grants provide funding for JCT:

- **Formula Grants for Rural Areas (Section 5311)**—This grant provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations under 50,000, and where public transit is often essential for residents to reach their destinations.
- **Urbanized Area Formula Grants (Section 5307)**—These funds can be used for capital projects, planning, job access and reverse commute projects, and operational costs for equipment and facilities used in public transportation within urbanized areas with populations between 50,000 and 200,000, as determined by the U.S. Census Bureau.
- **Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)**—This grant offers formula funding to states and designated recipients to address the transportation needs of older adults and individuals with disabilities when existing services are unavailable, insufficient, or inappropriate.
- **Grants for Buses and Bus Facilities Formula Program (Section 5339)**—This grant provides statutory formula funding to states and transit agencies for the replacement, rehabilitation, and acquisition of buses and related equipment, as well as the construction of bus-related facilities.

JCT also uses the following state funding sources:

- **Statewide Transportation Improvement Fund (STIF) Formula/Population Funds**—Established under Section 122 of House Bill 2017 (Keep Oregon Moving), this fund offers a dedicated source of funding for the improvement, maintenance, and expansion of public transportation for all users.
- **STIF Discretionary Funds**—These funds support a wide variety of project types but cannot be used for ongoing operations.

Both the FTA's Section 5310 program and Oregon's STIF support projects and services benefiting seniors and persons with disabilities' mobility. Eligible projects must be part of a locally developed and coordinated public transportation services plan. While Section 5310 funds are limited primarily to services open to the public, STIF funds can also be allocated

to client-only services and programs that improve the mobility of individuals and families in low income and poor communities, if those services participate in a planned and coordinated community transportation program.

CURRENT REVENUE AND EXPENDITURES

This section summarizes JCT’s annual expenses and revenues from FY 2022 to 2024¹⁰. The expenditures are split into one-time capital and recurring operational expenditures. Figure 9 shows that JCT’s capital expenses fell drastically between 2022 and 2024, from \$7.4 million to \$0.4 million. This is primarily due to large expenses in FY 2022 and FY 2023 on JCT’s transit hub, the purchase of 2 battery electric buses, a fuel tank system, and acquiring fixed route software.

FIGURE 9. OVERVIEW OF JCT’S CAPITAL EXPENDITURE (FY 2022 TO FY 2024)

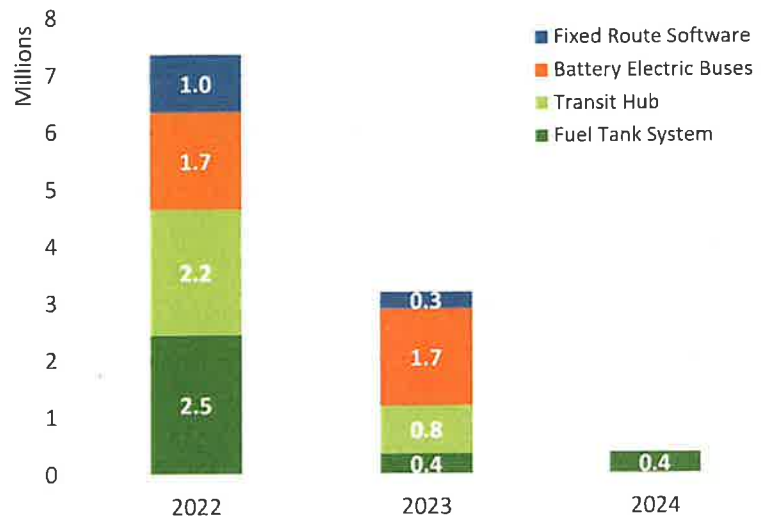
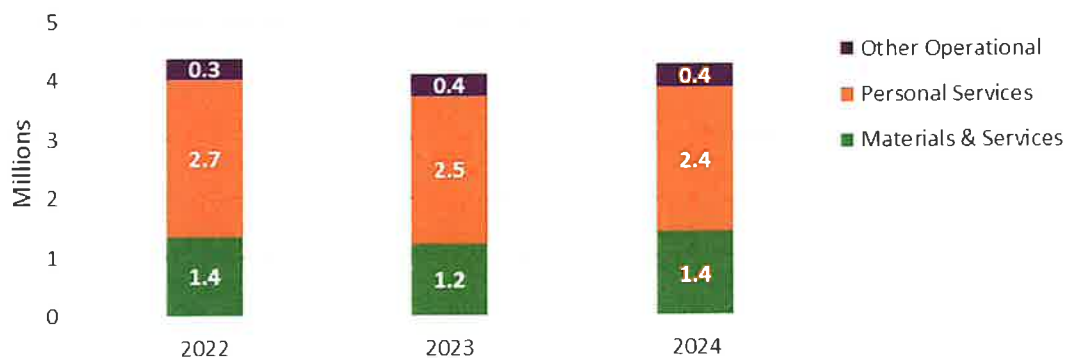


Figure 10 shows operational expenses for the three years split into Materials & Services, Personal Services, and Other Operational categories. Materials & Services include vehicle and facilities maintenance costs along with regular operational and administration expenses, while Personal Services is comprised of salaries and benefits. The remaining Other Operational expenses are made up of the Internal Services Fund (ISF) used to fund Finance, Payroll, HR, Legal, IT and Administrative governing body support as well as admin/budget oversight charged by the Public Works Department. Compared to the fluctuating capital expenditure, operational costs are stable. From 2022 to 2024, their sum remained around \$4.2 million annually.

FIGURE 10. OVERVIEW OF JCT’S OPERATIONAL EXPENDITURE (FY 2022 TO FY 2024)



The annual budgets for JCT decreased from \$12.7 million in FY 2022 to \$4.8 million in FY 2024, primarily due to fewer one-time capital purchases, while maintaining ongoing bus service funding. The budget sources include direct revenue, state taxes, grants, and community service agreements. For FY 2024-25, the total budget is \$4.78 million, with nearly two-thirds from grants. State taxes contribute 30%, and direct revenue and community service agreements each account for 3%. The significant reduction in grants from \$10.9 million to \$3 million over two years principally drove the overall budget decline.

TABLE 6. BREAKDOWN OF INDIVIDUAL CONTRIBUTORS TO THE ANNUAL BUDGETS FOR JCT

BUDGET CATEGORY	2022-23	2023-24	2024-25
Fares & Services	123,800	129,000	129,000
Advertising			
Charges Serv/Dial a ride	15,000	15,000	15,000
DD Services	4,100	7,000	7,000
Misc Contracts	31,000	31,000	31,000
Public Transit	72,000	75,000	75,000
Misc	1,700	1,000	1,000
Grants	10,885,700	4,702,000	3,028,800
Federal Grants	8,323,700	4,466,000	1,961,900
State Grants	2,535,000		948,900
RVTD Route 100	0	236,000	118,000
Misc	27,000		
Taxes	1,495,600	2,401,000	1,450,600
STIF (Formula)	993,900	1,888,000	1,450,600
STIF (Discretionary)	297,000	284,000	
STIF (Population)	204,700	229,000	
Grand Total	12,670,100	7,397,000	4,773,400

Income from fares, taxes, and community service arrangements are relatively stable each year. The fares are proportional to ridership, the arrangements are fixed, and the support from STIF comes from state taxes like payroll tax, gas tax, etc. Grants are less certain sources of funding, with federal grants being especially uncertain due to the changing political climate. Historically, JCT has been able to secure grants to implement both planning and capital projects and could likely count on continuing to fund projects in this way in the future. However, the operational expenses exceed the current budget without grants. JCT should continue to expand its funding sources for operational costs beyond federal support.

CONCLUSIONS

The Josephine Community Transit Coordinated Plan aims to address the transportation needs of the elderly, individuals with disabilities, low-income persons, and youth within Josephine County. This updated plan builds upon the previous 2009 Coordinated Plan, identifying current transportation resources, assessing needs, and outlining strategies to fill service and information gaps through enhanced

agency coordination and efficiency improvements. By prioritizing strategies to optimize funding and service delivery, the plan aims to preserve existing services while considering future transit needs.

The plan's development involved a detailed evaluation process, including current service analysis, stakeholder engagement and an analysis of origin/destination trips to

meet the established requirements for a Coordinated Plan. From this process, this plan sets out goals and a series of service and capital improvements to address the community's special transportation needs. Ultimately, this Coordinated Plan provides a framework to ensure that STIF and FTA funds are used to meet the evolving needs of Josephine County's transportation-dependent populations.





COORDINATED PUBLIC TRANSIT

HUMAN SERVICES TRANSPORTATION PLAN

JUNE 2025

PREPARED FOR

JOSEPHINE COMMUNITY TRANSIT
SCOTT CHANCEY

PREPARED BY

Fehr & Peers

1050 SW 6TH AVE #1205
PORTLAND, OR 97204
(503) 416-7300



Josephine County Board of Commissioners

AGENDA REQUEST FOR BOARD OF COMMISSIONERS

*Agenda Requests are due by NOON on Monday of the week scheduled for Administration Workshop
Requests received after that time will be placed on the Administration Workshop agenda for the following week*

If sending documents electronically – please send to these two:

wwatkins@josephinecounty.gov tparedes@josephinecounty.gov

REVISED October 2021

Date Submitted to BCC	07/28/2025
Administration Workshop Meeting Date (Thursday)	08/04/2025 8/15/2025
WBS Meeting Date (Wednesday) Note: Second Wednesday of the month is evening session	07/29 8/14/2025

AGENDA TITLE: Proposed Public Transit Service Reductions

Department/Contact Person (Include Title and Ext. #)	Scott Chancey, Transit Program Supervisor
Presenter (Include Name and Title)	Scott Chancey, Transit Program Supervisor
Background information	<p>Due to uncertainty in future transit funding, it is being proposed to reduce some of the services offered to the general public.</p> <p>These are service reductions only and will not require subsequent reduction in staff.</p> <p>Currently, there are not enough employees to provide the level of public transit service being offered right now. These current services are being pieced together with a combination of overtime, increase in part time employee hours and office support staff being utilized to also provide rides.</p> <p>This operational structure is not sustainable and is not good for employee mental health and overall department moral. The obvious answer is to just hire more drivers. Given the current funding situation for transit, across the state, it isn't advisable to hire Bus Operators knowing that their employment might end at the end Fiscal year 2025-2026.</p> <p>The September 8, 2025 service reductions being proposed are as follows: RT10 - 6-7</p> <p>Rt 10 6th/7th street/ RCC - 6:30pm to 9:30pm service block</p> <ul style="list-style-type: none"> • Currently the entire day of service on Rt 10 is providing, on average, 269 boarding per day, with 8.9 being users with RCC passes. • This specific 3 hour block proposed for the service reduction is providing 8.6 boardings each evening. • Evening service between 6:30pm and 9:30pm. So, the last operating bus will leave the Transit Hub at 5:30pm, with the end of service day 6:30pm. We will still be operating our Transit On Demand (TOD) service, so there is going to be service available. The difference is passengers

RT10 6-7
RT10A 5:30-6:30
30 minute 6:50am to 6:30pm

will have to book a ride using our app, or calling our office to schedule rides during those hours. Right now, there is an average of 8.6 rides being provided on Rt 10 between the hours of 6:30pm and 9:30pm. The TOD service is being covered by 2 drivers during that time, so they should be able to absorb that level of demand.

Rt 50 Cave Junction - 5:35pm run

- There are currently 7 runs per day to CJ (5:35am, 6:35am, 9:05am, 12:05pm, 2:35pm, 4:35pm, 5:35pm) which would be reduced to 6 runs per day.
- The system total for the entire 7 runs for Rt 50 is averaging 56.7 riders total, with 5 of them being users with RCC passes.
- For the month of July this 5:35pm run had an average passenger load of 5.14. Which is also one of the lowest averages per daily runs. Only the 5:35am has a consistently lower passenger load average.
- Makes the last run of the day to Cave Junction 4:35pm.

Rt 100 GP, Rogue River, Gold Hill and Medford - 3:30pm run

- There are currently 8 runs per day to Medford (6:30am, 7:30am, 9:00am, 11:00am, 12:30pm, 2:30pm, 3:30pm, 4:30pm) which would be reduced to 7 runs per day.
- The system total for the entire 8 runs per day for Rt 100 is averaging 71.2 boardings with 3.6 being users with RCC passes.
- The proposed service reduction of the 3:30pm run is the lowest of the afternoon runs with an average passenger load of 3.4 riders per day.
- There will still be the 2:30pm and the 4:30pm run as a service option.

Action you are requesting from the Board	BCC review and public notice
Reviewed by Finance Director <i>(If yes, Finance's signature required)</i>	NA
Reviewed by Legal Counsel <i>(If yes, Legal's signature required)</i>	NA
Reviewed by Information Technology <i>(If yes, IT's signature required)</i>	NA
Total Revenue, Cost, or Pass-Thru Funds to the County	Removed 7.75 service hours per day, Monday through Friday. No employee reductions are required.
Notes or Special Instructions to BCC Staff	NA

Title of Document(s) Submitted <u>All exhibits must be clearly marked</u>	Number of original documents submitted	Are all signatures on the documents? Y/N or BCC only	Are additional signatures needed? Y/N	Will a state or federal agency be signing the document? Y/N	Will additional signatures be received electronically? Y/N

DOCUMENT DISTRIBUTION: Board staff is required to submit one fully executed document with original Board signatures for recording in the Board's Journal in the County Clerk's Office unless otherwise specified under Notes or Special Instructions to BCC Staff.

- **All Signatures:** If all signatures are obtained, one fully executed original document will be filed in the Board's Journal in the County

Attachment G

Josephine County – Transit Service Changes/Transit Fare Changes

PURPOSE:

The Federal Transit Administration (FTA) Circular 4702.1B, “*Title VI Requirements and Guidelines for Federal Transit Administration Recipients*” require that all FTA recipients evaluate a fare change of any major service change, during the planning programming stages.

When planning any fare change or any service change, Josephine County shall consider if any adverse effect would occur as a result of the fare change or service change. The County shall consider the degree of adverse effects (if any), analyze those effects and discuss any necessary minimization and/or mitigation that need to be considered as a result of the proposed fare change or major service change. The fare change and service change protocol defines thresholds for determining whether potential fare and service changes will have an adverse effect based on possible:

- Disparate Impact(s) – as determined by an analysis of race, color, or national origin within the service area
- Disproportionate Burden(s) – as determined by an analysis of low-income populations within the service area

REQUIREMENTS:

a) Fare Changes:

A public hearing must be held if there is any fare change to any of the public transit services (fixed route, commuter route, demand response or DD). For changes to any existing fares the FTA requires JCT to conduct a Fare Equity Analysis for all proposed fare changes.

b) Major Service Changes:

A public hearing must be held if there is any service change to any of the public transit services (fixed route, commuter route, demand response or DD). For all service changes the FTA requires JCT to develop guidelines and thresholds for what is considered a “major” service change to be. For major service changes the FTA requires JCT to conduct a Service Equity Analysis, which includes an analysis of adverse effect relating to possible disparate impacts and disproportionate burden.

A major service change is defined as any change in service that would add or eliminate more than:

- 1) Any individual run(s) of any given route
- 2) Any reduction in mileage of any given run for any given route

EXEMPTIONS

The major service change thresholds exclude any changes to service that are caused by the following:

- Initiation/Discontinuance of temporary or demonstration services – The initiation of discontinuance of a temporary transit service of demonstration services that will be or has been in effect for less than one year.
- Initiation of discontinuance of any promotional fares
- Natural or catastrophic disasters – forces of nature, or other natural disasters or human caused catastrophic disasters that may force the suspension of transit service for public safety or technical events
- Temporary route detours – A short term change to a route caused by road construction, routine road maintenance, road closures, emergency road conditions, fiscal crisis, civil demonstration or any uncontrollable circumstance

PUBLIC NOTICE REQUIREMENTS:

Prior to the implementation of any fare or major service change that falls within the levels established above, notices of public hearing will be published in the newspaper of general circulation in the urbanized area. Notice will also be posted in all vehicles notifying the riding public of the proposed change. Notice will also be posted on the Transit section of the County web site. One notice will be published prior to the initial public hearing at the Special Transportation Advisory Committee and a second will be published prior to the public hearing at the Josephine County Board of County Commissioners. The notices will contain the description of the contemplated fare change or major service change, as appropriate, and the time, place and date of the public hearings. Any interested citizen may address the advisory committee and/or the governing body related to the proposed fare or service change.

I

**BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR JOSEPHINE COUNTY
STATE OF OREGON**

In the Matter of Authorization of)
Execution of Lease Agreement with)
Josephine Community Library District)
for Lease of County Property)

ORDER NO. 2025- ____

WHEREAS, ORS 271.360 requires that every lease entered into by Josephine County of its real property, pursuant to ORS 271.310, shall be authorized by order of the governing body executing the lease;

NOW, THEREFORE, IT IS HEREBY ORDERED that the Board of County Commissioners for Josephine County authorizes the execution of the Lease Agreement with Lessee, Josephine Community Library District, for lease of county property at 200 N.W. "C" Street, the Josephine County Library Main Branch, in Grants Pass, Oregon, a copy of which is attached as Exhibit 1.

DONE AND DATED this _____ day of August, 2025.

JOSEPHINE COUNTY
BOARD OF COMMISSIONERS

Andreas Blech, Chair

Chris Barnett, Vice-Chair

Ron Smith, Commissioner

**LEASE AGREEMENT
Main Branch Library**

This Lease Agreement is entered into by and between JOSEPHINE COUNTY, a political subdivision of the State of Oregon, hereinafter "County," and JOSEPHINE COMMUNITY LIBRARY DISTRICT, hereinafter "Lessee."

WHEREAS, County currently leases the Main Branch Library to Lessee; and

WHEREAS, Lessee is a special district for library services, organized under ORS 357.216 to 357.286, formed and established at an election on May 16, 2017; and

WHEREAS, the Main Branch Library serves as the headquarters for Lessee's district wide operations, including administrative functions, technology infrastructure, and service coordination for all library branches; and

WHEREAS, County recognizes that Lessee is a community partner providing library services.

NOW, THEREFORE, in consideration of the terms and conditions set forth below, the parties agree as follows:

1. **TERM:** This Agreement shall commence on the date last signed below and shall terminate at 11:59 p.m. on December 31, 2030, unless otherwise amended as provided herein.
2. **PREMISES:** County leases to Lessee the real property and building thereon, commonly known as the Main Branch of the Josephine Community Library District, located at 200 NW "C" Street, Grants Pass, OR 97526, with adjacent parking areas, hereinafter "the Premises." The Premises are depicted in the aerial photograph attached hereto as Exhibit 1 and incorporated herein.
3. **GENERAL PURPOSE:** The parties to this Agreement expressly understand that the demised premises shall be used for the following purposes, and no other, without the prior written consent of County: For the administration, operation, and maintenance of the library system by the Josephine Community Library District, consistent with the general powers granted to the District by ORS Chapter 357.216 to 357.286 and the specific powers granted by ORS 357.261.
 - 3.1 **Parking Areas:** Lessee shall use the Parking Areas as public parking for library patrons and for Lessee's employees.
4. **RENTAL:** Lessee agrees to pay as rent for the premises described above the sum of One Dollar (\$1.00) per year, which sum is payable to County in advance on the or before the first day of each year beginning January 1, 2026. County acknowledges that rent has been paid through December 31, 2025.
5. **TAXES:** Lessee shall timely pay all applicable real property taxes and personal property taxes, if any.
6. **UTILITIES:** Lessee shall pay all utilities, including but not limited to water, sewer, heat, light, electricity, telecommunications, gas, and garbage, including any deposits or service payments.
7. **MAINTENANCE:** Lessee shall be responsible for all routine maintenance and costs due to its usual and customary use of the building and premises, including parking areas, in a manner reasonably acceptable to County. In addition to routine maintenance, Lessee shall be responsible for repairs and renovations reasonably necessary to keep the building and premises in good condition, and which meets all applicable fire, life, safety and health codes.

- 7.1 **Building Exterior, HVAC:** Lessee shall provide, at Lessee's expense, all maintenance, repairs, and renovation of the exterior portions of the Premises, including landscaping, grounds upkeep, parking lots, and HVAC.
- 7.2 **Building Interior:** Lessee shall provide, at Lessee's expense, all maintenance to the interior portions of the library building, including janitorial services, and shall maintain the interior of the building in good condition. Lessee shall also be responsible for repairs and renovations to the interior portions of the library building due to damage caused by Lessee or library patrons, including but not limited to painting and carpet replacement.
- 7.2.1 **Consent of County:** Lessee shall obtain the written consent of County before undertaking any repairs or renovations, or before making any alterations to the building or to any fixture that alters the appearance of the building or that results in any structural change, regardless how small or inexpensive. The County shall not unreasonably withhold such consent. Notwithstanding the foregoing, Lessee may make minor or routine repairs without consent or notification.
- 7.3 **Hazards:** Lessee shall immediately notify County of any physical conditions of the premises located on the exterior portions of the Premises which could cause physical injury to patrons or staff. Lessee shall remedy, as soon as practicable, any physical conditions of the interior portions of the Premises which could cause physical injury to patrons or staff. Both parties shall take immediate action, upon discovery, to prevent any hazards from causing damage to persons, and such action shall be appropriate for the hazards involved, up to and including the evacuation and closure of the library until the hazards are corrected.
- 7.4 **Failure to Perform:** Failure by Lessee to perform required maintenance, repairs, or renovations shall be considered a violation of this Lease Agreement warranting termination by County after notice of right to cure.
- 7.5 **Major Repairs/Replacement:** In the event Lessee is required under this Lease to make major repairs or replacements, the useful life of which extends beyond the term of the Lease, the County shall reimburse Lessee a prorated amount of the cost of such repair/replacement upon the expiration of the Lease, based on the remaining useful life at the expiration of the Lease. The foregoing shall not apply in the event such repair/replacement is necessitated due to Lessee's negligence or lack of routine maintenance.
- 7.6 **Surrender of Premises:** Upon final termination of this Agreement, Lessee shall return the premises, including the building, parking lot, and landscaping, to County in as good condition as at the commencement of this lease, normal wear and tear excepted.

8. **COUNTY MAINTENANCE AND REPAIR OBLIGATIONS; REPAIR OF ROOF:** The roof of the Library Building is in need of replacement. County shall conduct the procurement for a new roof. Lessee shall pay to County the sum of \$20,424.00 (which constitutes the entire balance of its Repairs and Renovations Trust Account) toward the cost of replacing the roof. Additionally, Lessee shall pay to County a proportionate amount of the cost of the roof, less \$20,424.00, based on the anticipated life of the roof, for the 5-year term of this lease. (For a 30-year roof, Lessee shall pay to County 1/30 of the cost of the roof less \$20,424.00, for five years.) Both parties shall make all efforts to have the roof repaired before November 2025. Lessee shall pay to County the sum of \$20,424.00 prior to commencement of roof replacement.

Notwithstanding any other provisions herein and in addition to the foregoing obligations regarding

the roof, County shall be required to maintain and repair the structural integrity of the building exterior, to wit: the exterior walls (except for paint) and the foundation. In the event Lessee's maintenance or repair obligations necessitate alteration or removal of exterior walls, the foundation, roof, or other structural elements of the building, County shall be responsible for such alteration or removal to facilitate Lessee's maintenance or repair.

9. **ALTERATIONS AND FIXTURES:** Lessee shall not make any additions, alterations of a structural nature, or improvements in or to the Premises without County's prior written consent, which consent shall not be unreasonably withheld. All additions, alterations and improvements made in and to the Premises shall become the property of County, and shall be surrendered with the Premises upon the termination of this Agreement unless otherwise required by applicable grants. Trade fixtures shall remain Lessee's property. Lessee shall repair any damage caused by removal of trade fixtures.
10. **ACCESS BY COUNTY:** County, its officers, agents, and employees shall have free access to the Premises at reasonable times for the purpose of examining the same. County shall provide Lessee with reasonable advance notice.
11. **QUIET ENJOYMENT:** Lessee, upon performing the covenants and observing the conditions of this Lease, at all times during the term of this Lease, shall have the peaceable enjoyment of the Premises without hindrance or disturbance by County.
12. **INDEMNIFICATION:**
 - 12.1 Lessee shall defend, indemnify, reimburse, and hold harmless County, its officers, agents and employees, from any and all claims, liabilities, demands, damages, actions or proceedings arising from or relating to the negligence, wrongful acts, or omissions of Lessee in connection with this Agreement.
 - 12.2 County shall defend, indemnify, reimburse, and hold harmless Lessee, its officers, agents and employees, from any and all claims, liabilities, demands, damages, actions or proceedings arising from or relating to the negligence, wrongful acts, or omissions of County in connection with this Agreement.
 - 12.3 Lessee shall not be deemed an agent of County under the Oregon Tort Claims Act.
13. **INSURANCE:**
 - 13.1 Each party shall maintain insurance coverage for its property, including collections, materials, equipment, and furnishings. Lessee shall immediately notify County of any loss or damage to County's property after such loss and shall cooperate fully with all requests made by County's Risk Manager or designee. Lessee shall use its best efforts to monitor and protect County's property during the term of this Agreement. Each party shall cooperate with and provide claim-related information requested by the other party's insurance company after any loss.
 - 13.2 Lessee shall, at its own expense, provide and maintain insurance for the duration of this Agreement as follows:
 - a. Workers' Compensation Insurance as required by law.
 - b. Commercial General Liability insurance covering bodily injury and property damage on an "occurrence" form. Coverage shall be a minimum of \$2,000,000 per occurrence, and \$2,000,000 aggregate.

- c. Automobile Liability Insurance covering all owned, hired, and non-owned vehicles. The combined single limit per occurrence shall not be less than \$1,000,000.

13.3 **Certificates of Insurance:** All insurance policies shall be evidenced by Certificates of Insurance which shall be delivered to County prior to January 1, 2026. Each certificate or policy shall require that, thirty (30) days prior to cancellation or material change in the policies, notice of cancellation or material change must be given to the County by first class mail and/or email transmission. All such notices shall name the Lessee and identify this lease.

13.4 All insurance policies must name Josephine County as an additionally named insured and must be through an insurance company licensed in the State of Oregon. The insurance policy shall provide that "Josephine County" shall include all authorities, boards, bureaus, commissions, divisions, departments, districts, and offices of Josephine County and the individual members, employees and agents thereof in their official capacities.

13.5 **No Recourse and Deductibles:** The insurance companies issuing the insurance policies shall have no recourse against County for payment of any premiums or for assessments under any form of policy. Any and all deductibles shall be assumed by and be for the account of and at the sole risk of Lessee.

14. **CASUALTY DAMAGE:** If the Premises are damaged or destroyed by fire or other casualty to such a degree that the Premises are unsuitable for the purpose leased, County and Lessee may seek agreement on the costs of restoration of the building. In such instance, Lessee shall first use proceeds from all applicable insurance policies, and shall then seek to obtain from the patrons who enjoy the benefits of the Premises to fund the repairs or renovations.

14.1 The parties agree that within ninety (90) days after any such casualty damage, each party shall obtain at least one (1) estimate of required repairs or renovations, and shall meet to decide whether to cancel this Lease or to proceed with the necessary repairs. If the insurance proceeds are insufficient to make the necessary repairs, then Lessee may provide the remaining needed funds.

14.2 If the parties agree that the building is beyond repair, or that there are insufficient funds for rebuilding or repairing the building within one (1) year from the date of the damage, either party may cancel this Lease.

14.3 In the event that the parties decide not to proceed with repairs, then any insurance proceeds shall be divided between County and Lessee, with first reimbursement to the County for the value of destroyed improvements. All donations obtained by Lessee from patrons for repairs or renovations shall be the property of Lessee.

15. **TERMINATION:** In the event of a default of obligations under this Lease, the non-defaulting party may terminate the lease by giving to the defaulting party written notice of intent to terminate at least thirty (30) days prior to the effective date of termination. Written notice shall specify the nature of the breach with particularity. If the breach specified in the notice cannot be completely cured within the thirty-day period, but curative action is undertaken with reasonable diligence, in good faith, to cure the breach as soon as practicable, then such breach shall not constitute a default.

15.1 In the event of a default, before a party may bring an action in any court concerning this Agreement, such party must first make a good faith effort to resolve the issue through mediation, negotiation or other non-binding alternative dispute resolution. Pending final

resolution of a dispute, or pending termination of this Agreement, the parties shall proceed diligently with the performance of this Agreement unless otherwise notified in writing. If a default occurs and is not resolved, the injured party may elect to terminate this Agreement and pursue any equitable or legal rights and remedies available under Oregon law.

- 15.2 In case of a default the non-defaulting party shall be entitled to recover damages or any other remedy provided by applicable law, or it may elect to perform the defaulting party's obligation and recover from the defaulting party the costs of such remedy.
- 15.3 The rights and remedies of the parties provided herein are not exclusive and are in addition to any other rights and remedies provided by law.
16. **HOLDING OVER:** Any holding over by the Lessee after the expiration of the term of this Lease, or the term of any extension thereof, shall be a tenancy from month to month.
17. **WARRANTY:** County covenants and warrants that it has good title to the Premises.
18. **COMPLIANCE WITH LAW:** Both parties shall comply with all applicable federal, state, and local laws, rules, and ordinances regarding the use, care, and control of the leased premises.
19. **GOVERNING LAW:** This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon.
20. **VENUE:** Any claim, suit, action or other proceeding that arises from or relates to this contract shall be brought and conducted exclusively in the Circuit Court of the State of Oregon for Josephine County; provided, however, that if any such claim must be brought in a federal forum, it shall be brought and conducted exclusively in the United States District Court for the District of Oregon.
21. **FORCE MAJEURE:** Neither County nor Lessee shall be held responsible for delay or default caused by fire, riot, civil disobedience, acts of God, or war where such cause was beyond the control of either party. Both parties shall, however, make all reasonable efforts to remove or eliminate such a cause of delay or default and shall, upon the cessation of the cause, diligently pursue performance of its obligations under this Agreement.
22. **WAIVER:** No waiver of any provision of this Agreement shall bind either party unless in writing and signed by both parties. Such waiver, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of the County to enforce any provision of this Agreement shall not constitute a waiver by the County of that or any other provision.
23. **SEVERABILITY:** If any term or provision of this Agreement is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.
24. **FURTHER ASSURANCES:** The parties agree to promptly execute and deliver any such further instruments and to perform any such further acts as may be required to carry out the intent and purpose of this Agreement.
25. **NOTICES:** Any communications or notices required under this Agreement shall be given in writing by personal delivery, or by certified mail, return receipt requested, to the address set forth below. Any communication or notice so addressed and mailed shall be deemed to be given three (3) days after mailing. Any communication or notice by personal delivery shall be deemed to be

given when actually delivered.

Lessee:
Josephine Community Library District
Attn: District Board President
200 N.W. "C" Street
Grants Pass, OR 97526

County:
Board of County Commissioners
Josephine County
500 NW 6th Street, Dept. 6
Grants Pass, OR 97526

- 26. **ASSIGNMENT OR SUBLEASE:** Lessee shall not assign or transfer any interest in this Agreement without County's prior written consent. No portion of the leased Premises shall be sublet by Lessee without the prior written consent of County.
- 27. **INTERPRETATION:** All covenants, agreements, conditions and terms contained in this Lease shall be binding upon, apply and inure to the benefit of the heirs, executors, administrators and assigns of the parties, and all covenants shall be construed as covenants running with the land.
- 28. **NO THIRD PARTY BENEFICIARY:** County and Lessee are the only parties to this Agreement and are the only parties entitled to enforce its terms. Nothing in this Agreement gives, is intended to give, or shall be construed to give or provide any benefit or right, whether directly, indirectly or otherwise, to third persons unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of this Agreement.
- 29. **AMENDMENT:** This Agreement may be amended or modified at any time upon the written Agreement of both parties, signed and secured in the same form and manner as below.
 - 29.1 **Extension of Lease:** The Parties agree to meet in good faith 180 days prior to the expiration of this lease to consider extension or conduct renegotiations of this lease agreement.
- 30. **ENTIRE AGREEMENT:** This Lease Agreement, with the attached Exhibit, constitutes the entire Agreement between the parties with respect to the Lease of the Premises, and supersedes any previous promises, representations, leases, agreements, conditions or understandings between the parties. There are no other promises, representations, agreements, conditions or understandings, either oral or written, between the parties other than those set forth or expressly referred to in this Lease Agreement.

LESSEE

JOSEPHINE COMMUNITY LIBRARY DISTRICT
DISTRICT BOARD

Gina Marie Agosta, President

Approved as to Form:

Attorney for Lessee

JOSEPHINE COUNTY

BOARD OF COMMISSIONERS

Andreas Blech, Chair

Chris Barnett, Vice Chair

Ron Smith, Commissioner

Date: _____
Approved as to form:

County Legal Counsel

Date: _____

