

Transportation Improvement Program

for

**Federal Fiscal Years
2018-2021**



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

Rogue Valley MPO

Transportation Improvement Program Federal Fiscal Years 2018 to 2021

Adopted by the RVMPO Policy Committee
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The RVMPO

Following the 1980 Census, the Greater Medford urbanized area was designated a Metropolitan Statistical Area (an urbanized area with a population in excess of 50,000 persons). Transportation planning activities in such areas must be coordinated through a Metropolitan Planning Organization (MPO). The Rogue Valley Council of Governments (RVCOG) was designated by the Governor of Oregon as the Rogue Valley MPO (RVMPO) in July 1982. Local jurisdictions initially involved in the planning activities were Medford, Central Point, Jackson County and Rogue Valley Transportation District. Phoenix was added to the Medford Urbanized Area (UZA) after the 1990 Census, and subsequently became a member of the RVMPO. After the 2000 Census the Medford UZA expanded to include Ashland, Talent and Jacksonville (Federal Register notice May 1, 2002), and so the RVMPO again expanded to include the additional UZA area, consistent with 23 USC 134 (c). After the 2010 Census, the RVMPO expanded to add Eagle Point to the UZA (Eagle Point joined the MPO in 2002 as a voluntary member). The planning area is shown in Figure 1, page 2. In addition, the Oregon Department of Environmental Quality, Oregon Department of Transportation, Oregon Department of Land Conservation and Development, Federal Highway Administration, and Federal Transit Administration participate in the MPO process. Estimated population in the RVMPO is 175,447 (estimated March 2013).

Federal and state transportation planning responsibilities for the RVMPO can generally be summarized as follows:

- Develop and maintain a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) consistent with state and federal planning requirements.
- Perform regional air quality conformity analyses for carbon monoxide (CO), for which the Medford area is a Maintenance Area, and particulate matter (PM₁₀) for which an area corresponding roughly to the expanded MPO boundary is a Maintenance Area.
- Review specific transportation and development proposals for consistency with the RTP.
- Develop a Public Participation Plan that establishes an open decision-making process in which interested parties have the opportunity to influence decisions.
- Coordinate transportation decisions among local jurisdictions, state agencies and area transit operators.
- Develop an annual work program.
- House and staff the regional travel demand model for the purposes of assessing, planning and coordinating regional travel demand impacts. (NOTE: ODOT's Transportation Planning Analysis Unit (TPAU) provides modeling services to the RVMPO).

The RVCOG Board of Directors has delegated responsibility for RVMPO policy functions to the Policy Committee, which consists of elected and appointed officials from Central Point, Medford, Phoenix, Ashland, Talent, Eagle Point, Jacksonville, Jackson County(and the White City Urban Renewal Agency), the Oregon Department of Transportation and Rogue Valley Transportation District. The Policy Committee considers recommendations from the public and RVMPO advisory committees as part of its decision-making process. Standing RVMPO advisory committees are the Public Advisory Council (PAC), made up of representatives from a broad range of constituencies; and the Technical Advisory Committee (TAC), made up of jurisdictional public Works and planning staff and state agency staff. Committee rosters are on the next page.

**Rogue Valley
Metropolitan Planning
Organization**

Policy Committee

Mike Quilty, Chair	City of Central Point
Bruce Sophie, Vice Chair	City of Phoenix
Rich Rosenthal	City of Ashland
Darby Stricker	City of Talent
Jim Lewis	City of Jacksonville
Ruth Jenks	City of Eagle Point
Mike Zarosinski	City of Medford
Bob Strosser	Jackson County
Tonia Moro	Rogue Valley Transportation District
Art Anderson	Oregon Department of Transportation

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Committee**

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Ashland	Karl Johnson: Public Works
Central Point	Tom Humphrey: Planning
Central Point	Matt Samitore: Public Works
Eagle Point	Robert Miller: Public Works
Eagle Point	Mike Upston: Planning
Jackson County	Kelly Madding: Planning
Jackson County	Mike Kuntz: Roads and Parks
Jacksonville	Jeff Alvis: Public Works
Jacksonville	Ian Foster: Planning
Medford	Kyle Kearns: Planning
Medford	Alex Georgevitch: Public Works
RVTD	Paige Townsend: Planning
RVTD	Jon Sullivan: Planning
Phoenix	Laurel Samson: Planning
Phoenix	Ray DiPasquale: Public Works
Talent	Zac Moody: Planning
ODOT	Ian Horlacher: Region 3
DLCD	Josh LeBombard
<i>Non-voting Members:</i>	
FHWA	Jasmine Harris
RVMPO (staff)	Karl Welzenbach

**Public Advisory
Council**

Mary Wooding	Ashland
Jason Darrow	Ashland
Justin Hurley	Central Point
Aaron Prunty	Eagle Point
Michael Stanek	Eagle Point
Glen Anderson	East Medford
Mark Earnest	East Medford
Brad Inman	East Medford
Ron Holthusen	Jacksonville
Thad Keays	Talent
Patrick McKechnie	Mass Transit
Edgar Hee	Bicycle/Pedestrian
Michael Polich	Public Health
Mike Montero	Freight

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Introduction

The Rogue Valley Metropolitan Planning Organization (RVMPO) Transportation Improvement Program (TIP) identifies transportation projects in the RVMPO that are expected to be implemented in federal fiscal years 2018-2021 (2018 year begins October 1, 2017). Projects included in the TIP are drawn from the RVMPO 2017-2042 Regional Transportation Plan (RTP). All of the projects selected and scheduled for implementation in the TIP are consistent with the RTP. Both the RTP and the TIP have been found by the U.S. Department of Transportation to meet air quality conformity requirements over at least a 20-year rolling planning horizon.

The projects listed in this document are “financially constrained,” meaning that funds required for completion are identified and expected to be available as indicated. As the amount of federal funds coming into the region may vary as the result of Congressional action, the revenues anticipated in the TIP represent the best estimates possible at this time based on federal, state and local consultation. Programmed projects may need to be delayed or phased over two or more years if less federal funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes, and other unforeseen circumstances.

This TIP was prepared as a coordinated and cooperative effort of the RVMPO member jurisdictions. In addition to RVMPO Technical Advisory Committee and Public Advisory Council meetings at which drafts of the TIP content were discussed, advance notice was given to the public and other interested parties, and the draft document underwent a 30-day public review and comment period as required by the RVMPO Public Participation Plan.

An air quality conformity determination was performed on the TIP, and is submitted as a separate document showing conformity with requirements of the Clean Air Act and well as Oregon rules. The RVMPO contains two separate air quality maintenance areas that must be monitored for conformity with federal air quality standards as illustrated in Figure 1 on the following page. The Medford-Ashland AQMA area is designated as an attainment and maintenance area for particulate matter (PM_{10}). The Medford Urban Growth Boundary (UGB) area is an attainment and maintenance area for carbon monoxide (CO). All known “regionally significant” (see definition, p.25) and federally-funded transportation projects have been included in the 2018-2021 TIP, and their estimated air quality impacts analyzed.

The Air Quality Conformity Determination (AQCD) prepared on this TIP demonstrates that projects scheduled will result in carbon monoxide and particulate (PM_{10}) emissions lower than the budgeted amounts (see the AQCD for further details). As a result, the TIP complies with specific requirements of the federal Clean Air Act and Oregon State Conformity Rule (OAR 340 Division 252).

Figure 1: RVMPO Area and Air Quality Area Boundaries

Project Selection and Prioritization

Federal regulations require a program of transportation investments for the urban area covering a period of at least four years be prepared under the direction of the Metropolitan Planning Organization (MPO). The 2018-2021 Transportation Improvement Program (TIP) fulfills this requirement, prioritizing the short-term projects identified in the Regional Transportation Plan (RTP). It is consistent with the long-range transportation plan (RTP) as required by 23 CFR 450.234 (f) (2). It provides the mechanism by which the incremental implementation of the RTP is accomplished. Development of the TIP represents an important consensus among the jurisdictions in the region concerning the identification and implementation of priority transportation projects.

The TIP is the formal programming mechanism by which funds are committed to specific transportation projects. Funding levels identified by the RVMPO Policy Committee through TIP adoption indicate regional commitments to specific dollar amounts, but not necessarily the completion of projects. Cost overruns remain the responsibility of the implementing jurisdiction(s).

TIP Project Summary

The TIP must contain all the transportation projects which either: a) use federal funds; or b) use state and/or local funds and are deemed to be “regionally significant.” In addition, the TIP must describe the selected projects and identify the funding necessary to complete them. For federally funded and regionally significant projects to be implemented within the RVMPO region they must be found to be consistent the Clean Air Act requirements – more specifically projects must conform to maintenance plans for particulates (PM₁₀) and carbon monoxide (see the current RVMPO Air Quality Conformity Determination for details at www.rvmpo.org). Once conformity is established the RVMPO may consider listing the project in this program. To be considered for the TIP, the project must already be listed in the RVMPO long-range plan (RTP) or it must be consistent with the RTP goals so that it can be amended into the RTP. Then, the Statewide Transportation Improvement Program is developed and maintained to be consistent with the TIP.

There are different processes for developing projects for inclusion in the TIP, depending on the funding sources and the sponsoring agency. Projects are funded with federal discretionary funds that come to the region for allocation, or with funds provided by the sponsoring agency. Often a combination of sources is used to fully fund a project.

For projects receiving federal funds over which the RVMPO has discretion -- typically Surface Transportation Block Grant Program – local share (STBG-L) and Congestion Mitigation and Air Quality program (CMAQ) funds – the RVMPO engages in an open solicitation of project applications from the member jurisdictions, develops a project evaluation and selection process that reflects regional, state and federal priorities, and selects projects and sets funding levels. Although the RVMPO Policy Committee is responsible for allocating regional discretionary federal transportation funds to projects, USDOT make final eligibility determinations. Details about project evaluation for RVMPO funding is available on the internet, www.rvmpo.org. The RVMPO awards about \$1.7 million a year in STBG-L funds and about \$1.3 million in CMAQ funds (RVMPO CMAQ funds were reduced from \$2.5 million in FY2017 due to Salem/Keizer MPO and Central Lane MPO becoming eligible for CMAQ funds). Half of the

STBG allocation is dedication to Rogue Valley Transportation District (RVTD) to enable the district to offer greater service.

Local and agency funded projects are drawn from state Transportation System Plans (TSPs) (for cities and the county) and other long- and short-ranged planning documents. The jurisdiction and agency funded projects reflect priorities of the agency as well as the RVMPO.

Setting project priorities involves considering local and regional needs; addressing deficiencies with both short and long-range projects; and allocating investments among the various transportation modes. Regional transportation investment priorities are implemented through the decisions of the RVMPO Policy Committee. As required by 23 CFR 450.324(n) (1), the criteria for prioritization and implementation of TIP projects are shown in the RTP, and implemented through a discretionary funding process (see materials at <https://www.rvmpo.org/index.php/ct-menu-item-13/2019-2021projectsolic>), and on file at RVCOG. Generally, priorities set in 2018 with adoption of the RTP have been implemented through the previous TIP, and continue in this TIP; there are no changes in prioritization from previous TIPs.

Public Involvement Process

Projects included in the TIP are subject to public review as they typically come from adopted plans such as local TSPs as well as the RTP. Before their inclusion in the draft TIP, the public has several opportunities to comment and suggest revisions to these projects and whether and what amount of funds should be allocated. Prior to its adoption by the Policy Committee, the proposed TIP is reviewed and recommended for adoption by the standing RVMPO advisory committees and undergoes a publicized 30-day public review and comment period. Public, staff, agency, and other interested party comments received during this process are considered by the Policy Committee at the time of adoption. If significant changes to the Draft TIP are to be made, a revised draft document is resubmitted to the public for an additional 30-day review and comment period. Such revisions haven't occurred with this TIP.

Amending the TIP

Conditions under which projects are implemented can change before and during implementation. All such changes must be in the TIP before they can actually occur on the ground. For that reason, the TIP often is amended. For the most current status on any given project, the sponsoring agency or the RVMPO staff should be contacted.

The process of amending the TIP involves with “administrative” or “full” amendments. Full amendments require Policy Committee approval with a 21-day public participation and comment period. Federal regulations do not require this process for administrative amendments, so they are accomplished through staff action. Table 1 on the following page describes the amendment process in detail.

Table 1: TIP Amendment Process

Type of Change	Federal Action	Full Amend	Admin Amend
If it is NOT in the TIP:			
1. Adding a state or federally funded (FHWA or FTA*) project, or a project that requires an action by FHWA or FTA (any funding source), to the TIP	Approval if in first 3 years	✓	
2. Adding a regionally significant project to the TIP (any funding source)	Approval if in first 3 years	✓	
3. Adding a federally funded project that is funded with discretionary funds	Notification		✓
4. Adding a non-federally funded project that doesn't impact air quality conformity or require FHWA or FTA action to the TIP	Notification		✓
If it is already in the TIP:			-
5. Deleting a state or federally funded project, or a project that requires an action by FHWA or FTA (any funding source), from the TIP	Approval if in first 3 years	✓	
6. Major change in scope of a project with state or federal funds, or a project with CMAQ funds that requires a new CMAQ eligibility finding, or a project that requires a new regional air quality conformity finding.	Approval if in first 3 years	✓	
7. Advancing a project or phase of a project from the fourth year to the first three years of the TIP **	Approval	✓	
8. Advancing an approved project or phase of a project from year two or three into the current year of the STIP	Notification		✓
9. Slipping an approved project or phase of a project from the current year of the STIP to a later year			
10. Adding PE or ROW phase to an approved project in the first three years of the STIP	Notification		✓
11. Combining two or more approved projects into one project	Notification		✓
12. Splitting one approved project into two or more projects	Notification		✓
13. Minor technical corrections to make the printed STIP consistent with prior approvals	Notification		✓
14. Adding FHWA funds to an approved FTA-funded project	Notification		✓
15. Increasing or decreasing the federal funds of an FTA-funded project, without affecting fiscal constraint of the STIP	Notification		✓
16. Increasing or decreasing the federal funds of an FHWA-funded project, without affecting fiscal constraint of the STIP			

*Funds from 49 USC Chapter 53 or 23 USC, excluding State Planning & Research funds, Metropolitan Planning funds, and most Emergency Relief funds.

**The federally approved STIP contains years one to three; year four is informational only.

RVMPO 2018-2021 TIP Projects

The RVMPO TIP identifies transportation projects and programs to be implemented in the RVMPO planning area in the years 2018 through 2021. All RVMPO member jurisdictions participated in developing the TIP as well as the project solicitation and selection process for RVMPO discretionary funds and development and adoption of the Air Quality Conformity Determination. Details about RVMPO committee discussion of these processes is available at www.rvmpo.org

The TIP provides the intended schedule and estimated cost for each phase of listed projects. Table 2, below, lists the abbreviations that are used to identify the funding sources for TIP projects. Funding sources are described in detail in Appendix c.

Table 2: Glossary of Fund Source Abbreviations

<u>Federal Sources</u>	
CMAQ	Congestion Mitigation and Air Quality
TE	Transportation Enhancement
Earmark	Earmarked Funds
HEP	Hazard Elimination Program
HBRR	Highway Bridge Rehabilitation and Replacement
NHS	National Highway System
STBG	Surface Transportation Block Grant Program
FTA 5307	Urban Operations Support
FTA 5310	Transit Elderly and Disabled Services
<u>State Sources</u>	
Bike/Ped	Bicycle and Pedestrian Grants
LSN	Local Street Network
Mod	State Modernization Fund
OTIA	Oregon Transportation Investment Act
TDM	Transportation Demand/Rideshare Program
JTA	Jobs & Transportation Act (2009 Legislature)
<u>Local Sources</u>	
Local	Funds provided by project sponsor

Table 3, on the following pages, lists 2018-2021 TIP projects by jurisdictions. Work is described by phase and cost. Consistent with 23 CFR 450.324(n)(2), status of previously approved TIP projects (2015-18 TIP) is contained in Appendix E. Air Quality Conformity status is indicated for each project; the conformity determination for this program is published separately.

Table 3: Program of 2018-2021 Transportation Projects

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Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Other		Total All Sources
							\$	Source	\$	Source	\$	Source	
Jackson County													
Foothill Rd. Corey Rd to Atlantic Ave.	New 2-lane rural major collector, add signal at 140.	809	Non-Exempt	21028	FFY2016	Utility Relocate				\$ 1,800,000	Local	\$ 1,800,000	
					Total FFY18-21	Other							
Regional Active Transportation Plan	Active Transportation Plan for RV/MPO area	810	Exempt (Table 2) Safety	19232	FFY2018	Design	\$ 179,460	STP	\$ 20,540	Local & ODOT	\$ 200,000	\$ 200,000	
Foothill Rd. Delta Waters to Dry Creek	Widen to add shoulders and turn lanes at intersections, minor alignment changes	858	Exempt (Table 2) Safety	21029	FFY2020	Land Purchase							
Bear Creek Greenway: Hwy 140 Shared-use Path	10'-wide, 1.1-mile paved SUP along Hwy 140; Bear Creek Rd to tunnel under Hwy 140 at Blackwell Road.	881	Exempt (Table 2) Safety	21029	FFY2020	Utility Relocate							
Subtotal/Jackson County Projects													
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	\$	Federal	\$	Federal Required Match	\$	Other	Total All Sources
Oregon Department of Transportation (ODOT)													
I-5 California State Line - Ashland Paving	Grind/may	950	Exempt (Table 2) Safety	18873	FFY2015	Design	\$ 276,660	NHPP	\$ 23,340	ODOT	\$ 300,000	\$ 300,000	
				18873	FFY2015	Land Purchase	\$ 624,521	NHPP	\$ 71,479		\$ 696,000	\$ 696,000	
I-5 Barnett Road Overlay	Deck Overlay, Bridge #98676B	910	Exempt (Table 2) Safety	18873	FFY2018	Utility Relocate					\$ 5,000	\$ 5,000	
				18873	FFY2018	Construction	\$ 11,597,603	NHPP	\$ 1,327,398		\$ 12,925,001	\$ 12,925,001	
				18873	FFY2018	Construction	\$ 1,907,680	FixIT SW/H	\$ 160,339	ODOT	\$ 2,068,619	\$ 2,068,619	
				Total FFY18-21	Planning		\$ 15,641,449		\$ 1,583,156		\$ 17,224,605	\$ 17,224,605	
				18538	FFY2015	Land Purchase							
				18538	FFY2015	Utility Relocate							
				19538	FFY2018	Construction	\$ 579,666	STP-F/LX	\$ 66,344	ODOT	\$ 646,000	\$ 646,000	
				Total FFY18-21	Other		\$ 684,418		\$ 75,182				
				19789	FFY2017	Planning							
				19789	FFY2018	Land Purchase	\$ 108,471	STP-F/LX	\$ 12,529	ODOT	\$ 122,000	\$ 122,000	
				19789	FFY2018	Utility Relocate	\$ 4,466	STP-F/LX	\$ 513	ODOT	\$ 5,000	\$ 5,000	
				19789	FFY2018	Construction	\$ 296,109	STP-F/LX	\$ 33,891	ODOT	\$ 330,000	\$ 330,000	
					Other								
				Total FFY18-21	Planning		\$ 410,039		\$ 47,961		\$ 467,000	\$ 467,000	
				18807	FFY2016	Design							
				18807	FFY2016	Land Purchase	\$ 70,887	STP-F/LX	\$ 8,113	ODOT	\$ 79,000	\$ 79,000	
				18887	FFY2018	Utility Relocate					\$ 7,000	\$ 7,000	
				18887	FFY2019	Construction	\$ 473,774	STP-F/LX	\$ 54,226	ODOT	\$ 6,000	\$ 6,000	
					Other								
				Total FFY18-21	Planning		\$ 544,661		\$ 62,339		\$ 607,000	\$ 607,000	
OR 99: Laurel Street Signal Upgrade	Replace railings on three bridges that do not meet modern safety standards	953	Exempt (Table 2) Safety	18961	FFY2016	Design							
				18961	FFY2016	Land Purchase	\$ 73,579	Z32	\$ 8,421	ODOT	\$ 82,000	\$ 82,000	
				18961	FFY2018	Utility Relocate					1	1	
				18961	FFY2018	Construction	\$ 683,743	STP-F/LX	\$ 78,257	ODOT	\$ 762,000	\$ 762,000	
					Other								
				Total FFY18-21	Planning		\$ 757,322		\$ 86,679		\$ 844,001	\$ 844,001	

Table 3: Program of 2018-2021 Transportation Projects

Oregon Department of Transportation (ODOT), continued										Total All Sources	
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal \$	Federal Source	Federal Required Match	Other \$	Other Source
I-5 Medford Viaduct Deck Overlay	Repair Deck Deterioration, Bridge #083332	915	Exempt (Table 2 - Bridge Repair)		19540	Planning FFY2016 Design	\$ 138,330 NHPP	\$ 11,670 ODOT	\$ 150,000	\$ -	\$ 150,000
					19540	Land Purchase Utility Relocate Construction	\$ 1,345,950 NHPP	\$ 154,050 ODOT	\$ 1,500,000	\$ -	\$ 1,500,000
						Total FFY18-21	\$ 1,484,280	\$ 165,720	\$ 1,660,000	\$ -	\$ 1,650,000
CR89-Ashland Creek Bridge Rehabilitation	Repair Concrete Deterioration, Bridge #0M274	912	Exempt (Table 2) Safety		19556	Planning FFY2016 Design	\$ 158,732 NHPP	\$ 26,168 ODOT	\$ 184,900	\$ -	\$ 184,900
					19556	Land Purchase Utility Relocate Construction	\$ 71,784 NHPP	\$ 8,216 ODOT	\$ 80,000	\$ -	\$ 80,000
					19556	Other	\$ 362,114 NHPP	\$ 441,446 ODOT	\$ 403,560	\$ -	\$ 403,560
						Total FFY18-21	\$ 692,630	\$ 75,820	\$ 660,460	\$ -	\$ 668,460
OR140: Exit 35 Blackwell Road	Add center turn lane, widen shoulders, add bike path	921	Exempt (Table 2) Safety		18975	Planning FFY2014 Design	\$ 182,937 STP-FxLX	\$ 22,083 ODOT	\$ 215,020	\$ -	\$ 215,020
					18975	Land Purchase Utility Relocate Construction	\$ 168,923 STP-FxLX	\$ 19,333 ODOT	\$ 188,556	\$ -	\$ 188,556
					18975	Other	\$ 6,033 STATE-FxLX	\$ 691 ODOT	\$ 6,724	\$ -	\$ 6,724
					18975	Total FFY18-21	\$ 247,635 STP-FxLX	\$ 28,345 ODOT	\$ 276,000	\$ -	\$ 276,000
					18975	FFY2018 Design	\$ 97,806 STP-FxLX	\$ 11,194 ODOT	\$ 108,000	\$ -	\$ 109,900
					18975	FFY2020 Construction	\$ 4,468,554 STP-FxLX	\$ 511,446 ODOT	\$ 4,980,000	\$ -	\$ 4,980,000
						Total FFY18-21	\$ 5,181,908	\$ 583,092	\$ 5,775,000	\$ -	\$ 5,775,000
FREEMAN ROAD @ PINE ST. INTERSECTION (CENTRAL POINT)	Improve drainage and install raised island, enhance striping to include bike lane	922	Exempt (Table 2) Safety		20249	Planning FFY2019 Design	\$ 19,367 HSIP	\$ 1,633 LOCAL	\$ 21,000	\$ -	\$ 21,000
					20249	Land Purchase Utility Relocate Construction	\$ 4,611 HSIP	\$ 389 LOCAL	\$ 5,000	\$ -	\$ 5,000
					20249	Other	\$ 87,609 HSIP	\$ 7,391 LOCAL	\$ 95,000	\$ -	\$ 95,000
						Total FFY18-21	\$ 111,587	\$ 9,413	\$ 121,000	\$ -	\$ 121,000
OR238: @ W. MAIN ST.	Install roundabout and associated medians	923	Exempt (Table 2) Safety		20218	Planning FFY2018 Design	\$ 425,000 HSIP	\$ -	\$ -	\$ -	\$ -
					20218	Land Purchase Utility Relocate Construction	\$ 54,000 HSIP	\$ -	\$ 54,000	\$ -	\$ 54,000
					20218	Other	\$ 25,000 HSIP	\$ -	\$ 25,000	\$ -	\$ 25,000
						Total FFY18-21	\$ 3,800,000	\$ -	\$ 3,296,000	\$ -	\$ 3,296,000
OR140: ATLANTIC AVE. INTERSECTION IMPROVEMENTS	Construct a roundabout and raised median to improve safety	924	Exempt (Table 2) Safety		20192	Planning FFY2017 Design	\$ 249,000 HSIP	\$ -	\$ -	\$ -	\$ -
					20192	Land Purchase Utility Relocate Construction	\$ 34,000 HSIP	\$ -	\$ 34,000	\$ -	\$ 34,000
					20192	Other	\$ 1,867,000 HSIP	\$ -	\$ 1,867,000	\$ -	\$ 1,867,000
						Total FFY18-21	\$ 2,208,000	\$ -	\$ 2,205,000	\$ -	\$ 2,208,000

Table 3: Program of 2018-2021 Transportation Projects

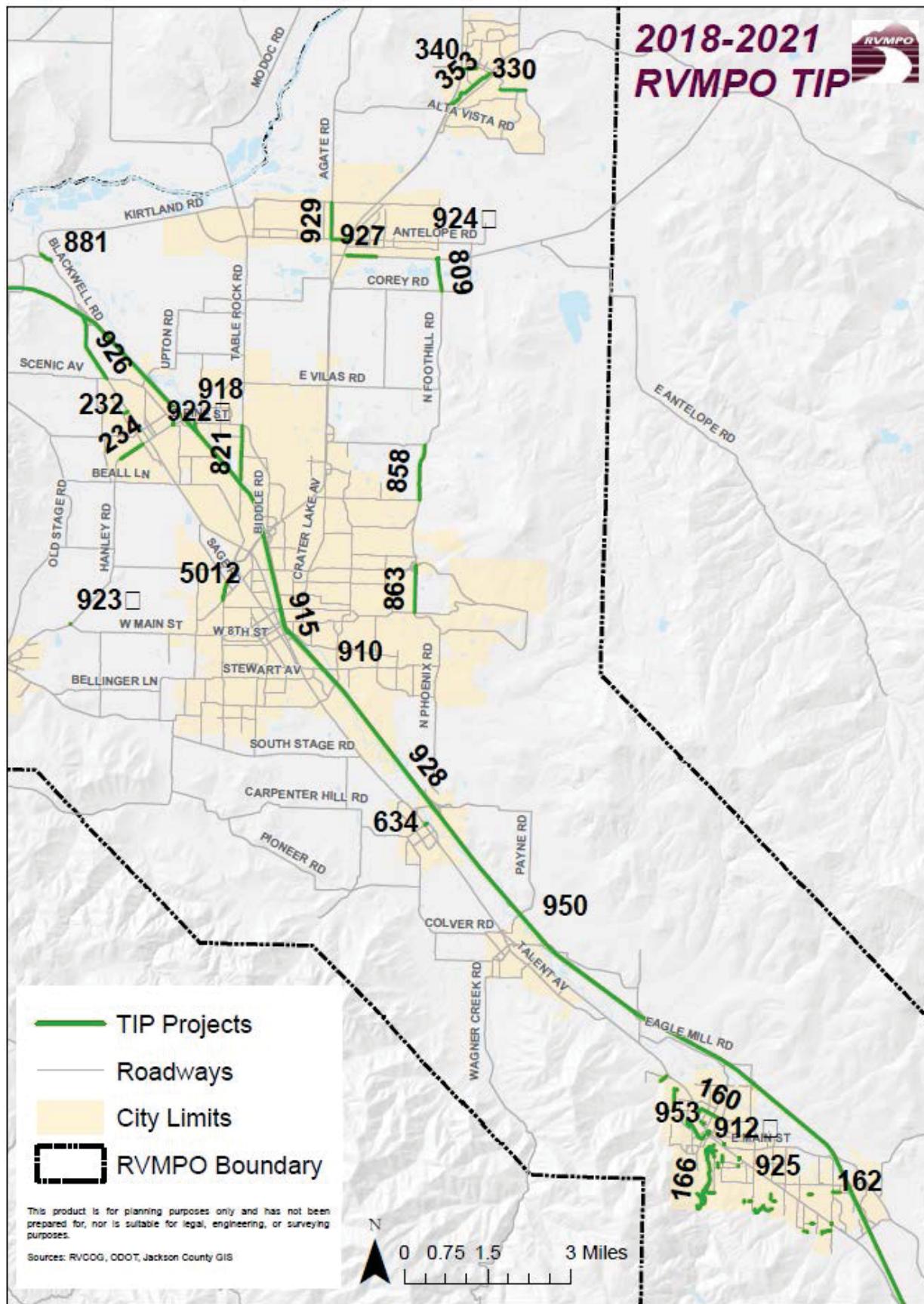
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal Source	Federal Required Match	Total Fed+Req Match	Other Source	Total All Sources
Oregon Department of Transportation (ODOT), continued											
OR89: ASHLAND PEDESTRIAN UPGRADES	Add street lighting at Lithia/3rd and Siskiyou/Motion. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFF @ Siskiyou/Tolman Creek Rd.	925	Exempt (Table 3) Safety		20186	FFY2018	Planning	\$ 116,000 HSIP		\$ 116,000	\$ 116,000
					20186	FFY2019	Design	\$ 71,000 HSIP		\$ 71,000	\$ 71,000
					20186	FFY2019	Land Purchase	\$ 55,000 HSIP		\$ 55,000	\$ 55,000
					20186	FFY2020	Utility Relocate	\$ 870,000 HSIP		\$ 870,000	\$ 870,000
						Other	\$ -				-
						Total FFY18-21	\$ 1,112,000		\$ 1,112,000		\$ 1,112,000
OR89: L5 TO SCENIC AVE.	Convert 4-lane Roadway to 3-lane Roadway with Center Turn Lane. Add Traffic Signal	926	Exempt (Table 3) Safety		20185	FFY2018	Planning	\$ -		\$ -	\$ -
					20185	FFY2018	Design	\$ 373,000 HSIP		\$ 373,000	\$ 373,000
					20185	FFY2019	Land Purchase	\$ 11,000 HSIP		\$ 11,000	\$ 11,000
					20185	FFY2020	Utility Relocate	\$ -		\$ -	\$ -
						Construction	\$ 2,878,000 HSIP		\$ 2,878,000		\$ 2,878,000
						Other	\$ -		\$ -		-
						Total FFY18-21	\$ 3,262,000		\$ 3,262,000		\$ 3,262,000
OR140: BEAR CREEK -AGATE RD.	Grind out the existing pavement and replace with new asphalt between MP 6-70.1-16	927	Exempt (Table 2) Safety		20135	FFY2017	Planning	\$ 223,428 STP-FIX	\$ 25,572 ODOT	\$ 249,000	\$ 249,000
					20135	FFY2018	Design	\$ 4,487 STP-FIX	\$ 514 ODOT	\$ 5,000	\$ 5,000
					20135	FFY2018	Land Purchase	\$ 9,973 STP-FIX	\$ 1,027 ODOT	\$ 10,000	\$ 10,000
					20135	FFY2019	Utility Relocate	\$ 4,179,823 STP-FIX	\$ 473,377 ODOT	\$ 4,688,000	\$ 4,688,000
						Construction	\$ -		\$ -		-
						Other	\$ 4,416,511		\$ 505,489		\$ 4,922,000
						Total FFY18-21	\$ -		\$ -		\$ 4,922,000
L-5: CALIFORNIA - GOLD HILL	Repair or replace culverts, address scour and road embankment problems near culverts	928	Exempt (Table 2) Safety		20133	FFY2018	Planning	\$ 300,293 STP-FIX	\$ 34,370 ODOT	\$ 334,663	\$ 334,663
						Design	\$ -		\$ -		-
						Land Purchase	\$ -		\$ -		-
						Utility Relocate	\$ -		\$ -		-
						Construction	\$ -		\$ -		-
						Other	\$ -		\$ -		-
						Total FFY18-21	\$ 300,293		\$ 34,370		\$ 334,663
OR140: AVENUE G - OR62	Structural overlay, deep base repair, add new striping and pavement markers	929	Exempt (Table 2) Safety		20100	FFY2019	Planning	\$ 107,676 STP-FIX	\$ 12,324 ODOT	\$ 120,000	\$ 120,000
					20100	FFY2020	Design	\$ 4,487 STP-FIX	\$ 514 ODOT	\$ 5,000	\$ 5,000
					20100	FFY2020	Land Purchase	\$ 4,487 STP-FIX	\$ 514 ODOT	\$ 5,000	\$ 5,000
					20100	FFY2020	Utility Relocate	\$ 2,183,131 STP-FIX	\$ 249,869 ODOT	\$ 2,433,000	\$ 2,433,000
						Construction	\$ -		\$ -		-
						Other	\$ -		\$ -		\$ -
						Total FFY18-21	\$ 2,289,780		\$ 263,220		\$ 2,563,000
OR82: CORRIDOR SOLUTIONS UNIT 2 PHASE 3 (MEDFORD)	Planting of vegetation for storm water treatment facilities.	930	Exempt (Table 2) Safety		21015	FFY2017	Planning	\$ -		\$ -	\$ -
						Design	\$ -		\$ -		-
						Land Purchase	\$ -		\$ -		-
						Utility Relocate	\$ -		\$ -		-
						Construction	\$ -		\$ -		\$ -
						Other	\$ -		\$ -		-
						Total FFY18-21	\$ -		\$ -		\$ -
OR99: BIRCH ST TO COLEMAN CK. CULVERT PHOENIX	Replace culvert, add sidewalks, bike lanes, pedestrian crossing, install signal prioritization on OR-99 Ashland to Central Point	931	Exempt (Table 3)		20162	FFY2017	Planning	\$ 627,986 STP-FIX	\$ 71,774 ODOT	\$ 698,870	\$ 698,870
					20162	FFY2018	Design	\$ 1,381,528 STP-FIX	\$ 158,222 ODOT	\$ 1,539,650	\$ 1,539,650
					20162	FFY2019	Land Purchase	\$ 417,155 STP-FIX	\$ 47,745 ODOT	\$ 464,900	\$ 464,900
					20162	FFY2020	Utility Relocate	\$ 3,721,833 STP-FIX	\$ 1,295,747 ODOT	\$ 4,987,580	\$ 4,987,580
						Construction	\$ -		\$ -		-
						Other	\$ -		\$ -		\$ -
						Total FFY18-21	\$ 6,147,612		\$ 1,543,388		\$ 7,691,000
Subtotal ODOT Projects							\$ 37,089,309		\$ 2,847,020		\$ 54,832,329

Table 3: Program of 2018-2021 Transportation Projects

Project Name	Project Description	RTD Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal Source		Federal Required Match \$	Total Fed+Req Match \$		Other Source	Total All Sources \$
							\$	\$		\$	\$		
Rogue Valley Transportation District (RVTD)													
Urban Operations Support (2017)	1059	Exempt (Table 2) - Operating assistance to transit agencies	19384	FFY2018	Other	\$ 2,550,000	FTA 5307	\$ 2,550,000	RVTD	\$ 5,100,000		\$ 5,100,000	
Urban Operations Support	1060	Exempt (Table 2) - Operating assistance to transit agencies	19385	FFY2018	Other	\$ 2,600,000	FTA 5307	\$ 2,600,000	RVTD	\$ 5,200,000		\$ 5,200,000	
Urban Operations Support	1085	Exempt (Table 2) - Operating assistance to transit agencies	21022	FFY2019	Other	\$ 3,150,000	FTA 5307	\$ 3,150,000	RVTD	\$ 6,300,000		\$ 6,300,000	
Urban Operations Support	1086	Exempt (Table 2) - Operating assistance to transit agencies	21023	FFY2020	Other	\$ 3,300,000	FTA 5307	\$ 3,300,000	RVTD	\$ 6,600,000		\$ 6,600,000	
Urban Operations Support	1087	Exempt (Table 2) - Operating assistance to transit agencies	21024	FFY2021	Other	\$ 3,450,000	FTA 5307	\$ 3,450,000	RVTD	\$ 6,900,000		\$ 6,900,000	
Capitalization of Maintenance (MPO STP Transfer) (2017)	1086	Exempt (Table 2) - Rehabilitation of transit vehicles	19387	FFY 2018	Other	\$ 94,460	MPO STP	\$ 107,754	RVTD	\$ 1,049,214		\$ 1,049,214	
Capitalization of Maintenance (MPO STP Transfer)	1067	Exempt (Table 2) - Rehabilitation of transit vehicles	19388	FFY 2018	Other	\$ 954,640	MPO STP	\$ 109,263	RVTD	\$ 1,063,903		\$ 1,063,903	
Capitalization of Maintenance (MPO STP Transfer)	1083	Exempt (Table 2) - Rehabilitation of transit vehicles	21025	FFY 2019	Other	\$ 995,000	MPO STP	\$ 113,882	RVTD	\$ 1,108,882		\$ 1,108,882	
Capitalization of Maintenance (MPO STP Transfer)	1084	Exempt (Table 2) - Rehabilitation of transit vehicles	21026	FFY2020	Other	\$ 1,018,000	MPO STP	\$ 116,515	RVTD	\$ 1,134,515		\$ 1,134,515	
Capitalization of Maintenance (MPO STP Transfer)	1085	Exempt (Table 2) - Rehabilitation of transit vehicles	21027	FFY2021	Other	\$ 1,041,000	MPO STP	\$ 119,147	RVTD	\$ 1,160,147		\$ 1,160,147	
RVTD Mass Transit Program (15-17)	1081	Exempt (Table 2) - Rehabilitation of transit vehicles	19915	FFY 2018	Other	\$ 426,218	MPO STP	\$ 48,783	RVTD	\$ 475,001		\$ 475,001	
TDM Rideshare Projects:													
Transportation Demand Management program operated by Rogue Valley Transportation District	1089	Exempt (Table 2) - Operating assistance to transit agencies	18894	FFY 2018	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000		\$ 144,000	
TDM Rideshare Projects:	1090	Exempt (Table 2) - Operating assistance to transit agencies	20049	FFY2019	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000		\$ 144,000	
TDM Rideshare Projects:	1091	Exempt (Table 2) - Operating assistance to transit agencies	20051	FFY 2020	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000		\$ 144,000	
TDM Rideshare Projects:	1082	Exempt (Table 2) - Operating assistance to transit agencies	20052	FFY2021	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000		\$ 144,000	
Subtotal RVTD Projects						\$ 18,393,162		\$ 13,174,499		\$ 31,567,661		\$ 31,567,661	

Table 3: Program of 2018-2021 Transportation Projects

Rogue Valley Council of Governments											Total All Sources		
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal	Federal Required Match	Total Fed+Req Match	Other	\$	Source	
RYMPO 5303 Funds	Support Transit Planning through RTP & TIP	1014	Exempt (Table 2)			Planning				\$	-		
						Design				\$	-		
						Land Purchase				\$	-		
						Construction				\$	-		
		20610		FFY2019	Other	\$ 90,493	FTA 5303	\$ 10,357	RYMPO	\$ 100,850			
				Total FFY18-21		\$ 90,493		\$ 10,357		\$ 100,850			
											\$	100,850	
RYMPO Planning (FY 2019)	Planning and Research	1015	Exempt (Table 2)			Planning				\$	-		
						Design				\$	-		
						Land Purchase				\$	-		
						Construction				\$	-		
		20610		FFY2019	Other	\$ 278,946	PL	\$ 31,927	ODOT	\$ 310,873			
				Total FFY18-21		\$ 278,946		\$ 31,927		\$ 310,873			
											\$	310,873	
RYMPO 5303 Funds	Support Transit Planning through RTP & TIP	1016	Exempt (Table 2)			Planning				\$	-		
						Design				\$	-		
						Land Purchase				\$	-		
						Construction				\$	-		
		20611		FFY2020	Other	\$ 90,493	FTA 5303	\$ 10,357	RYMPO	\$ 100,850			
				Total FFY18-21		\$ 90,493		\$ 10,357		\$ 100,850			
											\$	100,850	
RYMPO Planning (FY 2020)	Planning and Research	1017	Exempt (Table 2)			Planning				\$	-		
						Design				\$	-		
						Land Purchase				\$	-		
						Construction				\$	-		
		20611		FFY2020	Other	\$ 278,946	PL	\$ 31,927	ODOT	\$ 310,873			
				Total FFY18-21		\$ 278,946		\$ 31,927		\$ 310,873			
											\$	310,873	
RYMPO 5303 Funds	Support Transit Planning through RTP & TIP	1018	Exempt (Table 2)			Planning				\$	-		
						Design				\$	-		
						Land Purchase				\$	-		
						Construction				\$	-		
		20612		FFY2021	Other	\$ 90,493	FTA 5303	\$ 10,357	RYMPO	\$ 100,850			
				Total FFY18-21		\$ 90,493		\$ 10,357		\$ 100,850			
											\$	100,850	
RYMPO Planning (FY 2021)	Planning and Research	1019	Exempt (Table 2)			Planning				\$	-		
						Design				\$	-		
						Land Purchase				\$	-		
						Construction				\$	-		
		20612		FFY2021	Other	\$ 278,946	PL	\$ 31,927	ODOT	\$ 310,873			
				Total FFY18-21		\$ 278,946		\$ 31,927		\$ 310,873			
											\$	310,873	
Subtotal RYCOG Projects											\$ 1,235,169	\$ 1,235,169	
Total RYMPO 2018-2021 RYCOG Projects											\$ 3,108,73	\$ 3,108,73	
Total RYMPO 2018-2021 RTP Projects											\$ 1,235,169	\$ 1,235,169	



Financial Constraint

Fixing America's Surface Transportation (FAST Act) requires the development of a financial plan as part of the RTP and TIP planning process. The financial plan demonstrates that the existing system of transportation facilities is being adequately operated and maintained. The plan further demonstrates which projects can be implemented using current revenues and funding sources and which projects will be implemented using proposed revenue sources. A comprehensive financial analysis was conducted to develop the 2017-2042 RTP (RTP Financial Plan). This analysis included the TIP years of 2018-2021. For informational purposes, relevant sections of the financial analysis findings are summarized below.

Adequate Maintenance and Operation of Existing System

The financial analysis completed for the Regional Transportation Plan includes estimates for capital funding availability over the 25-year planning period for each jurisdiction. For each MPO member jurisdiction, funding for capital projects was estimated after subtracting forecast operations, maintenance and administration expenses. The RTP shows the forecast revenues, non-capital needs and the capital funds available for each jurisdiction for the short (2017-2021), medium (2022-2030) and long-range (2031-2042) time frames. To arrive at the available funding estimate for years 2018-2021, member jurisdictions and ODOT were consulted to refine RTP estimates through 2021. Estimates are summarized below in Table 4.

Table 4: Demonstration of Financial Constraint

Description	Time Range	FY17-42 RTP	FY 2018-21 TIP
Total Revenue	Short (17-21)	\$423,147,000	\$120,842,356
	Medium (22-30)	\$258,412,000	
	Long (31-42)	\$429,622,000	
	Total	\$1,111,181,000	
Total Expenditures	Short (17-21)	\$339,240,000	\$120,842,356
	Medium (22-30)	\$230,910,000	
	Long (31-42)	\$421,921,000	
	Total	\$992,071,000	
Difference Between Total Revenues & Expenditures		\$119,110,000	\$0
Statement of Financial Constraint: Each project included in the Fiscal Constraint list of the RVMPO FY2017-2042 RTP and programmed in the FY18-21 TIP has an identified funding source or combination of sources reasonably expected to be available over the planning period.			

Conservative assumptions based on past expenditures for non-capital (e.g., operations and maintenance) needs were developed in consultation with various departments of each jurisdiction. Through the use of conservative assumptions for non-capital needs, and ensuring that these needs are met before resources are devoted to capital projects, primary emphasis has been placed on the maintenance and operation of the existing system. Projects contained in the 2018-2021 TIP reflect this emphasis.

Available and Committed Revenues and Funding Sources

The funds in the first two years of the TIP, 2018 and 2019, are available or committed. In air quality maintenance areas, such as the Medford-Ashland AQMA, funds are available or committed for projects in years one and two of the TIP. Available funds include those funds derived from an existing source or funds historically dedicated to transportation. Federal funds generally available to the region on an annual basis are considered committed. Based on historical authorizations, federal funds distributed by formula can be extrapolated beyond the current authorization and be considered committed. Federal funds distributed on a discretionary basis are regarded as a new source and must be shown to be reasonably available.

Reasonably Available Revenues and Funding Sources

Beyond years one and two of the TIP, in non-attainment and maintenance areas, funds must be shown to be reasonably available. These funds may not currently exist or may require some steps before a jurisdiction, agency, or private party can commit such revenues to transportation projects. Past experience with obtaining this type of funding should be included. Where efforts are already underway to obtain a new revenue source, information such as the amount of support for the measure by the community should be included in the financial analysis used for the financially-constrained TIP. Appendix C describes the revenue sources that fund the projects contained within the TIP.

Comparison of TIP Funding Levels

Table 5 below provides a summary of the project costs by jurisdiction contained in the FFY 2012-2015, FFY 2015-2018 and FFY 2018-2021 TIPs.

Table 5: FFY 2012-2015 to FFY 2018-2021 TIP Funding Level Comparison

Agency	12-15 TIP	15-18 TIP	18-21 TIP	Explanation for Funding Level Discrepancy
Ashland	\$2,670,937	\$8,308,826	\$2,816,710	Projects completed
Central Point	\$3,052,140	\$5,931,000	\$4,549,000	Projects completed
Eagle Point	\$100,000	\$4,888,413	\$3,214,317	Projects completed
Jackson Co.	\$6,753,720	\$10,386,000	\$4,887,570	Projects completed
Jacksonville	\$1,061,346	\$0	\$0	No projects
Medford	\$14,405,104	\$23,542,898	\$17,102,600	Projects slipped from 15-18
ODOT	\$180,664,498	\$165,374,187	\$54,832,329	Projects completed
Phoenix	\$0	\$618,000	\$100,000	Safety project
RVTD	\$28,985,879	\$22,707,712	\$31,567,661	Some funding increases
Talent	\$0	\$0	\$537,000	New project
RVCOG	\$472,590	\$2,792,823	\$1,235,169	Planning funds
Total	\$238,166,214	\$244,549,859	\$120,842,356	

Resolution Number 2017-4
Rogue Valley Metropolitan Planning Organization - Policy Committee

Adopting 2018-2021 Transportation Improvement Program

Whereas, the Rogue Valley Council of Governments (RVCOG) has been designated by the State of Oregon as the Metropolitan Planning Organization (MPO) for the greater Medford Urbanized Area; and

Whereas, the RVCOG has delegated responsibility for MPO policy functions to the RVMPO Policy Committee, a Committee of elected officials from Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, the Rogue Valley Transportation District, and the Oregon Department of Transportation; and

Whereas, a project identification and selection process was carried out through the development of the 2018-2021 Transportation Improvement Program (TIP); and

Whereas, a public involvement process was developed and implemented throughout the development of the TIP; and

Whereas, the RVMPO advertised and held a 30-day public comment period and public hearing to secure input and comment on the proposed TIP; and

Whereas, the improvements contained in the TIP demonstrate financial constraint; and

Whereas, the 2018-2021 TIP has been shown to meet the requirements of the Clean Air Act Amendments and state law;

NOW, THEREFORE, the Rogue Valley Metropolitan Planning Organization Policy Committee approves and adopts the attached 2018-2021 TIP.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 27th day of June 2017.

Michael G. Quilty
RVMPO Policy Committee Chair

Overview

The jurisdictions in the RVMPO use a variety of federal, state, and local funding sources for implementing the transportation projects and programs outlined in this TIP. A brief description of each of the fund sources, along with project programming information is provided below. A breakdown of funding sources by program year is provided in Table 4 of the TIP.

Federal Highway Administration (FHWA) Funding

Federal surface transportation legislation is the primary federal revenue source for highway projects in the region. The current federal legislation on surface transportation, Moving Ahead for Progress in the 21st Century (MAP-21), was passed on July 6, 2012. It created a streamlined and performance-based transportation program. The current legislation is set to expire on September 30, 2014. At the time of this update, the status of surface transportation legislation is unclear. For programming purposes, this document assumes that the programs established by MAP-21 will be renewed or continued by Congress beyond that date, and that funding levels will be reduced by approximately 30 percent.

National Highway Performance Program (NHPP)

Under Map-21, the majority of highway funding will be focused on preserving and improving the National Highway System (NHS) under the National Highway Performance Program (NHPP), which combines the Interstate Maintenance and National Highway System programs and a portion of Bridge funding (those bridges on the NHS).

Highway Safety Improvement Program (HSIP)

Highway Safety Improvement Program (HSIP) funds pay for infrastructure projects that improve highway safety. The High Risk Rural Roads Program is eliminated as a set aside; though, HSIP funding can be spent on high risk rural road projects. States that see increased crashes on high risk rural roads face a requirement to obligate a set amount for these projects. With Oregon's funding under the HSIP increased significantly and direction in MAP-21 to address safety challenges on all public roads, ODOT will increase the amount of funding available for safety projects on local roads. Through a process that is still under development, safety funding will be distributed to each ODOT region, which will collaborate with local governments to select projects that can reduce fatalities and serious injuries regardless of whether they lie on a local road or a state highway.

Federal Surface Transportation Block Grant Program (STBG) Funds

The Federal surface transportation program provides funding for roads functionally classified as rural major collector and above. The program is largely the same as under SAFETEA-LU with the exception that STP funds can be used on bridge projects.

ODOT STBG Funds

In the RVMPO area, STP funds allocated to the State of Oregon through ODOT are primarily used to fund improvements to state highways in the region. STP-funded projects generally require a 10.27 percent non-federal match. Bridges not on the NHS are funded using STP flexible funds.

The OTC and ODOT began a new program with the development of the 2015-2018 STIP. Previously, there were several smaller programs with a separate funding pool and project selection process for each. The primary objective of the change is to enable ODOT to take care of the existing transportation assets

while still providing a measure of funding to enhance the state and local transportation system in a multimodal way. The new STIP is divided into two broad categories: Fix-It and Enhance.

Fix-It: Activities that fix or preserve the transportation system.

Enhance: Activities that enhance, expand, or improve the transportation system. The Fix-It project selection process is similar to prior STIPs as these projects are developed mainly from management systems that help identify needs based on technical information for things like pavement and bridges. The Enhance process is the significant change for the future and reflects ODOT's goal to become a more multimodal agency and make investment decisions based on the system as a whole, not for each mode or project type separately. This new process has a variety of benefits:

- Local governments and ODOT Regions can submit one type of application for a variety of Enhance projects.
- ACTs and others can more fully participate in the STIP development process by helping to select all Enhance projects.
- The same information is now available for all kinds of Enhance projects including anticipated benefits.
- Different investments and modes can be compared and considered altogether.
- ACTs can prioritize all Enhance projects important to the area.

RVMPO STBG-L Funds

The FAST Act states that 50 percent of the STP funds are to be distributed to areas based on population. The amount RVMPO receives can vary, but since 2005 the amount has been between \$1.2 million and \$1.8 million annually in federal STP-L funds. The RVMPO Policy Committee has the most discretion of these funds within the TIP. A variety of multi-modal projects can be funded with STP funds. Projects must include a 10.27 percent non-federal match.

Congestion Mitigation And Air Quality Improvement Program (CMAQ) – The Intermodal Surface Transportation Efficiency Act created the CMAQ program to deal with transportation related air pollution. The program is continued under MAP-21. States with areas that are designated as non-attainment for ozone or carbon monoxide (CO) must use their CMAQ funds in those non-attainment areas. A state may use its CMAQ funds in any of its particulate matter (PM10) non-attainment areas, if certain requirements are met. Funds are directed to projects and programs in certain non-attainment areas that meet standards contained in the Clean Air Act Amendments of 1990 (CAAA). The projects and programs must either be included in the air quality State Implementation Plan (SIP) or be good candidates to contribute to attainment of the National Ambient Air Quality Standards (NAAQS). If a state has no non-attainment areas, the allocated funds may be used for STP or CMAQ projects. The standard local match required for CMAQ is 20 percent. Oregon's required match is 10.27% because of Oregon's large share of publicly owned lands.

Federal Transit Administration Funding

The Federal Transit Administration (FTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal assistance to help urban areas (and, to some extent, nonurban areas) plan, develop, and improve comprehensive mass transportation systems. The transit

formula and discretionary program requirements and program structure for FY 15-FY18 have changed from previous legislation.

MAP-21 will provide assistance to transit providers under the following formula grant programs:

- Urbanized Areas
- Rural Areas
- Enhanced Mobility for Seniors and Individuals with Disabilities
- Bus and Bus Facilities
- State of Good Repair
- Transportation Planning

Urbanized Area Program (Section 5307 and 5340) Funds

Providers serving urbanized areas of 50,000 or more will continue to receive funding directly from FTA under the Section 5307 Urbanized Area program. The Job Access and Reverse Commute (JARC) program is eliminated as a standalone program, but urbanized areas are required to spend a portion of their FTA resources on these activities. The federal share for capital assistance is 80 percent. The federal share for operating assistance is 50 percent. The federal share for ADA non-fixed route paratransit service is 80 percent and can use up to 10 percent of a recipient's apportionment.

Rural Area Program (Section 5311) Funds

The Rural Area program (Section 5311) provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more).

Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Funds

The New Freedom (Section 5317) program is consolidated into the Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) to create a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities. MAP-21 makes this program subject to the standard non-federal match rate of 20 percent. Operating assistance is now an eligible expense with a 50 percent non-federal match rate. Funds are distributed by formula.

Bus and Bus Facilities (Section 5339) Funds

The Bus and Bus Facilities Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program replaced the Section 5309 Bus and Bus Facilities Program. It is a formula grant program and requires a 20 percent match.

State of Good Repair (Section 5337) Funds

The State of Good Repair program is a formula based program that is dedicated to repairing and upgrading the nation's rail transit system along with high-intensity motor bus systems that use high-occupancy vehicle lanes. This program replaces the Fixed Guideway Modernization program. RVMPO does not receive 5337 funds.

Metropolitan Statewide Transportation Planning (Section 5303) Funds

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly

administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

Oregon State Highway Funds

The major source of funding for transportation capital improvements and activities statewide is the State Highway Fund. The Highway Fund derives its revenue through fuel taxes, weight-mile taxes, and licensing and registration fees. Approximately 40 percent of this Highway Fund is distributed to cities and counties for developing and maintaining transportation facilities. ODOT retains the remaining 60 percent for improving and maintaining the state system. County shares of the Fund are based on the number of vehicle registrations, while the allocations to the cities are based on population. The majority of the funds received by cities and counties are used for maintenance projects.

Oregon House Bill 2001 Funds

In 2009, the Oregon Legislature passed a bill (HB 2001) that increased gas taxes and registration fees for the purposes of increasing revenues for transportation projects throughout the state. Included in HB 2001 were specific projects within each ODOT Region including the Highway 62 JTA Expressway project within the Medford area.

Oregon Special Transportation Funds (STF)

ODOT's Public Transit section administers a discretionary grant program (Community Transportation Program) derived from state cigarette tax revenues that provides supplementary support for selected transit-related projects.

Special City Allotment – ODOT sets aside \$1 million to distribute to cities with populations less than 5,000. Projects to improve safety or increase capacity on local roads are reviewed annually and ranked on a statewide basis by a committee of regional representatives. Projects are eligible for a maximum of \$25,000 each. The cities of Eagle Point, Jacksonville and Phoenix are eligible for Special City Allotment funds.

Local Funding

Local revenue sources include, but are not limited to, transportation system development charges (TSDCs), general obligation bonds, urban renewal district financing, and private developer funding of projects. The following describes these revenue sources.

Systems Development Charges (SDCS) – Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as increased school enrollment, parks and recreation use, or traffic congestion. The SDC typically varies by the type of development. Transportation SDCs are collected by all MPO member cities and Jackson County.

Street Utility Fees – Most city residents pay water and sewer utility fees. Street utility fees apply the same concepts to city streets. A fee is assessed to all businesses and households in the city for use of streets based on the amount of traffic typically generated by a particular use. Street utility fees differ from water and sewer fees because usage cannot be easily monitored. The fees are typically used to pay

for maintenance projects. Street utility fees are currently collected by the cities of Ashland, Medford, Phoenix and Talent.

Special Assessments/Urban Renewal Agency/Local Improvement Districts (Lids) – Special
assessments are charges levied on property owners for neighborhood public facilities and services, with each property assessed a portion of total project cost. They are commonly used for such public works projects as street paving, drainage, parking facilities and sewer lines. The justification for such levies is that many of these public works activities provide services to or directly enhance the value of nearby land, thereby providing direct financial benefits to its owners. Urban renewal agencies are essentially a form of a special assessment district.

Local Improvement Districts are legal entities established by local government to levy special assessments designed to fund improvements that have local benefits. Through an LID, streets or other transportation improvements are constructed and a fee is assessed to adjacent property owners. LIDs are currently being used by RVMPO jurisdictions.

Local Parking Fees – are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements. Parking fees are not currently collected in the MPO area.

Revenue Bonds – Revenue bonds are financed by user charges, such as service charges, tolls, admissions fees and rents. If revenues from user charges are not sufficient to meet the debt service payments, the bond issuer generally is not legally obligated to levy taxes to avoid default, unless they are also backed by the full faith and credit of the issuing governmental unit. In that case, they are called Indirect General Obligation Bonds. Revenue bonds can be secured by a local gas tax, street utility fee or other transportation-related stable revenue stream.

General Obligation Bonds – All taxpayers of the issuing governmental unit, which must pay the interest and principal on the debt as they come due, finance general Obligation (GO) bonds. Municipal bonds are GO bonds issued by a local governmental subdivision, such as a city, and are secured by the full faith and credit of the issuing municipality. Oregon law requires GO bonds to be authorized by popular vote.

Property Taxes – Local property taxes are used to fund public transportation and could be used to fund other transportation projects. Within the Rogue Valley Transportation District, a portion of the property tax revenue (18 cents per \$1000 assessed valuation) collected by the state goes to RVTD.

Farebox Revenues And Bus Pass Revenues – Portions of RVTD's operating funds are received from farebox revenues and bus pass revenues.

Vehicle Registration Fees – Counties can implement a local vehicle registration fee. The fee would be similar to the state vehicle registration fee. A portion of a county's fee could be allocated to local jurisdictions. Jackson County does not currently have a vehicle registration fee.

LOCAL JURISDICTION FUNDING

Local funds not only directly pay project costs, they provide the matching funds for grants such as CMAQ program funds. Most transportation grant funds require a local match.

Rogue Valley Transportation District – As described above, the Rogue Valley Transportation District receives transportation revenues from property taxes, farebox revenues and bus pass revenues. Nearly all sources of federal and state public transit revenue require a local match, with some grants requiring a 50% local match.

Jackson County – Primary sources of transportation revenue include Timber Receipts and Oregon gas tax receipts. The County's revenues are grouped into one large fund known as the Jackson County Road Fund for purposes of developing the capital improvement program.

City of Medford – Revenue sources include Oregon gas tax revenues; systems development charges, utility fees, and parking fees.

City of Central Point – Oregon gas tax receipts and system development charges are the primary sources of transportation revenue.

City of Phoenix – receives transportation revenues from several sources including: Oregon gas tax revenues, systems development charges and utility fees.

City of Ashland – Oregon gas tax revenues, STP funds, systems development charges, and utility fees to fund transportation projects.

City of Jacksonville – Oregon gas tax receipts, SDCs and franchise fees are the primary source of transportation revenue.

City of Eagle Point – Oregon gas tax receipts, STP funds, street utility fees and SDCs are the primary sources of transportation revenue.

City of Talent – Oregon gas tax receipts, STP funds, street utility fees and SDCs are the primary sources of transportation revenue.

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CMAQ:	Congestion Mitigation & Air Quality
CO:	Carbon Monoxide
COATS:	California Oregon Advanced Transportation Systems
DLCD:	Department of Land Conservation and Development
EMME/2:	Computerized Transportation Modeling Software
EPA:	Environmental Protection Agency
FAST:	Fixing America's Surface Transportation
FFY:	Federal Fiscal Year: from October 1 to September 31.
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FTZ:	Foreign Trade Zone
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GCP:	General Corridor Planning
GIS:	Geographic Information Systems
HOT:	High Occupancy Toll lane with extra charge for single occupants
HOV:	High Occupancy Vehicle lane for cars with more than one occupant
HPMS:	Highway Performance Monitoring System
I/M or I & M:	Inspection and Maintenance Program for emissions control
ITS:	Intelligent Transportation Systems
JJTC:	Jackson-Josephine Transportation Committee
LOS:	Level of Service, a measure of traffic congestion from A (free-flow) to F (grid-lock)
LRT:	Light Rail Transit, self-propelled rail cars such as Portland's MAX
MAP-21:	Moving Ahead for Progress in the 21st Century Act
MIS:	Major Investment Study
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area
TIP:	Metropolitan Transportation Improvement Program (same as TIP)
NAAQS:	National Ambient Air Quality Standards
NARC:	National Association of Regional Councils
NHS:	National Highway System
NPTS:	Nationwide Personal Transportation Survey

NTI:	National Transit Institute
OAR:	Oregon Administrative Rules
ODFW:	Oregon Department of Fish and Wildlife
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PL Funds:	Public Law 112, Federal Transportation Planning Funds
PM10:	Particulate Matter of less than 10 Micrometers
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
RVTD:	Rogue Valley Transportation District
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, 2005 Federal transportation act governing programming and planning.
SIP:	State Implementation Plan
SOV:	Single Occupant Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STBG:	Surface Transportation Block Grant Program
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TEA-21:	Transportation Equity Act for the 21st Century
TIP:	Transportation Improvement Program
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
TSM:	Transportation Systems Management
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
US DOT:	U.S. Department of Transportation
VMT:	Vehicle Miles Traveled

Appropriation - Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Authorization - Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

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

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

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

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

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

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

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

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

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

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

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

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

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

(a) All principal arterial highways;

- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.

3C - “Three C’s” - continuing, comprehensive, and cooperative - This term refers to the requirements set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a “continuing, comprehensive transportation planning process carried out cooperatively by states and local communities.” Current metropolitan planning requirements in SAFETEA-LU broaden the framework for such a process to include consideration of social, environmental and energy goals, and to involve the public in the process at several key decision making points.

Attachment 3
(Agenda Item 4)

Project Name	Project Description	RTIP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status		Federal Source	Federal Required Match	Other Source		Total All Sources
							12-16	\$			\$	\$	
Ashland													
Walker Avenue: Ashland St. to East Main	Sidewalk Construction, west side Walker Ave, between Ashland and lower includes improvements at railroad crossing.	122	Exempt (Table 2) Safety, pavement resurfacing	17249	FFY2011	Planning	Completed	\$ 179,660	CMAQ (L400)	\$ 5,340	Ashland	\$ 185,000	\$ 185,000
				17429	FFY2014	Design	Completed	\$ 34,985	CMAQ (L400)	\$ 4,005	Ashland	\$ -	\$ -
				17249	FFY 2015	Land Purchase	Completed	\$ 246,310	CMAQ (L400)	\$ 28,191	Ashland	\$ 36,000	\$ 39,000
				17249	FFY2014	Construction	Completed	\$ 206,098	CMAQ (L400)	\$ 25,582	Ashland	\$ 274,501	\$ 45,499
					Total FFY15-18	Planning	Completed	\$ 667,003	CMAQ (L400)	\$ 61,119	Ashland	\$ 728,122	\$ 199,879
Jersey St. N. Main to Oak St Sidewalk	Sidewalk Construction	160	Exempt (Table 2) Safety, pavement resurfacing	18250	FFY2013	Design	Slip to 2021 TIP	\$ 254,000	CMAQ (L400)	\$ 16,000	Ashland	\$ -	\$ 270,000
				18250	FFY2016	Lane Purchase	Slip to 2021 TIP	\$ 18,843	CMAQ (L400)	\$ 102,157	Ashland	\$ 121,000	\$ 121,000
				18250	FFY 2017	Utility Relocate	Slip to 2021 TIP	\$ 284,243	CMAQ (L400)	\$ 153,757	Ashland	\$ 338,000	\$ 338,000
					Total FFY15-18	Other		\$ 557,006		\$ 27,914		\$ 629,000	\$ 629,000
Jarrel St. RR Crossing	RR X-ing improvements, surface improvements	120	Exempt (Table 2) Safety, railroad crossing	17251	FFY2012	Planning	Completed	\$ 20,000	STP-L (L200)	\$ 2,289	Ashland	\$ -	\$ 22,289
					Total FFY15-18	Lane Purchase							
				17251	FFY2015	Utility Relocate	Completed	\$ 710,000	STP-L (L200)	\$ 81,263	Ashland	\$ -	\$ 791,263
East Nevada Street Extension	Extent street over Bear Creek to link roadway to Kestrel, sidewalks and bike lanes	161	Non-E-Exempt		Total FFY15-18	Planning	Completed	\$ 730,000	CMAQ (L400)	\$ 83,582	Ashland	\$ 813,582	\$ 813,582
					Fund X	FFY2016	Design	\$ 606,086	STP - Exchange	\$ 68,369		\$ -	\$ -
					Fund X	FFY2017	Lane Purchase	\$ 470,730	STP - Exchange	\$ 55,877		\$ 675,455	\$ 675,455
					Fund X	FFY2018	Utility Relocate			\$ -		\$ 524,607	\$ 524,607
						Construction	Slip to 2021 TIP	\$ 451,294	STP - Exchange	\$ 51,651		\$ -	\$ -
						Other		\$ -		\$ 502,935		\$ 3,352,502	\$ 3,855,438
						Total FFY15-18		\$ 1,228,100		\$ 174,898		\$ 1,702,988	\$ 3,382,502
					19365	Planning	Completed	\$ -		\$ -		\$ 5,055,500	\$ 5,055,500
						FFY2017	Design	\$ -		\$ -		\$ 105,000	\$ 105,000
						Lane Purchase		\$ -		\$ -		\$ -	\$ -
						Utility Relocate		\$ -		\$ -		\$ 950,000	\$ 950,000
						Construction	Slip to 2021 TIP	\$ -		\$ -		\$ 1,055,000	\$ 1,055,000
						Other		\$ -		\$ 591,482		\$ 4,073,671	\$ 8,681,052
						Total FFY15-18		\$ 3,482,189		\$ -		\$ 4,607,381	
						Subtotal Ashland Projects							

Attachment 3
(Agenda Item 4)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Required Match		Total All Sources				
								\$	Source	\$	Source					
Medford																
Jackson St. & McAndrews Signal Upgrades	Design & Install Signal Upgrades to Improve Safety	5013	Exempt - Table 2, Safety	19563	Planning	Slip to 2021 TIP	\$ 46,110	HSP	\$ 3,890	ODOT	\$ 50,000	\$ 50,000				
					FFY2017	Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					FFY2015	Land Purchase	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					Utility Relocate	Construction	Slip to 2021 TIP	\$ 430,667	\$ 36,333	ODOT	\$ 467,000	\$ 467,000				
					Other											
Lozier Extension to Cunningham	New road section, urban collector, 3 lanes with bike lanes and sidewalks	5011	Non-Exempt Non-Regionally-Significant	19396	Planning	Slip to 2021 TIP	\$ 476,777		\$ 40,223	\$ 517,000		\$ 517,000				
					FFY2016	Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					FFY2016	Land Purchase	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					Utility Relocate	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					Other											
Columbus Avenue Extension	New road section and urban upgrade, 5 lane major arterial	5012	Non-Exempt Non-Regionally-Significant	19365	Planning	Slip to 2021 TIP	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000				
					FFY2016	Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					FFY2016	Land Purchase	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					Utility Relocate	Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
					Other											
Foothill Rd. Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes	863	Non-Exempt Non-Regionally-Significant	19231	Planning	Slip to 2021 TIP	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	\$ 40,000,000				
					FFY2016	Design	Completed	\$ 165,103.20	CMAQ	\$ 18,866.80	Medford	\$ 184,000.00				
					FFY2016	Land Purchase	Completed	\$ 153,816.80	CMAQ	\$ 22,183.20	Medford	\$ 184,000.00				
					FFY2017	Utility Relocate	Slip to 2021 TIP	\$ 12,921.12	CMAQ	\$ 1,478.88	Medford	\$ 25,600.00				
					Construction	Slip to 2021 TIP	\$ 2,628,158.88	CMAQ	\$ 300,804.54	Medford	\$ 8,733,636.58	\$ 11,662,500.00				
Urban Upgrade Design and Land Acquisition: Design and acquire right-of-way necessary for future addition of center turn lane, bicycle lanes, sidewalks, curb, gutter and storm drain between W. Main and Stewart Ave. In partnership with Jackson County	Lozier Lane Improvements	5009	Exempt (Table 2) bicycle and pedestrian facilities; Safety Improvements	17388	Planning	Slip to 2021 TIP	\$ 3,000,000		\$ 343,363	\$ 3,943,363	\$ 9,739,237	\$ 13,026,600				
					FFY2013	Design	Completed	\$ 725,916	CMAQ (L400)	\$ 83,084	JCo/Medford	\$ 800,000.00				
					FFY2015	Land Purchase	Completed	\$ 1,924,709	CMAQ (L400)	\$ 220,282	JCo/Medford	\$ 2,145,001				
					Utility Relocate	Construction	Completed	\$ 2,351,288	CMAQ (L400)	\$ 268,115	JCo/Medford	\$ 2,620,403				
					Construction	Completed	\$ 941,043	SIP-L	\$ 10,707	JCo/Medford	\$ 1,048,750	\$ 877,076				
Subtotal Medford Projects					Total FFY15-18	Other		\$ 6,728,956		\$ 770,274		\$ 7,500,229				
								\$ 10,206,733		\$ 1,153,860		\$ 11,350,593				
										\$ 14,259,237		\$ 25,619,829				

Attachment 3
(Agenda Item 4)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status		Federal Source	Required Match	Other Source	\$	Total Fed+Req Match	\$	Other Source	\$	Total All Sources
							12-16	\$									
Oregon Department of Transportation (ODOT)																	
Jackson & Josephine Signage, Pavement Markings, and Alignment Delineation	Enhanced Curve Signage, Pavement Markings, and Alignment Delineation	908	Exempt (Table 2) Safety	19564	FFY2016	Design	Completed	\$ 71,691	HSP			\$ 71,691					\$ 71,691
		19564	Land Purchase														\$ -
		19564	Utility Relocate				Completed	\$ 1,000	HSP			\$ 1,000					\$ -
		19564	Construction				Completed	\$ 656,500	STP Exchange			\$ 656,500					\$ 656,500
			Other														\$ -
I-5 California State Line, Ashland Paving	Grind/lay	950	Exempt (Table 2) Safety	18873	FFY2015	Planning	Completed	\$ 624,521	NHPP	\$ 71,479		\$ 729,191					\$ 729,191
		18873	Land Purchase														\$ -
		18873	Utility Relocate														\$ -
		18873	Construction			Slip to 2021 TIP	\$ 1,159,7603	NHPP	\$ 1,327,398		\$ 1,234,985		\$ 1,234,985				\$ 1,234,985
			Total FFY15-18				\$ 13,557,109			\$ 1,386,877		\$ 14,955,966		\$ 14,955,966			\$ -
I-5 S. Medford N. Ashland Paving	Grind/lay	906	Exempt (Table 2) Safety	18874	FFY2014	Planning	Completed	\$ 337,395	NHPP	\$ 36,615		\$ 375,000					\$ 375,000
		18874	Land Purchase														\$ -
		18874	Utility Relocate														\$ -
		18874	Construction				Completed	\$ 7,597,376	NHPP	\$ 716,024		\$ 8,313,400		\$ 8,313,400			\$ 8,313,400
			Total FFY15-18				\$ 7,934,761			\$ 754,639		\$ 8,385,400		\$ 8,385,400			\$ 8,385,400
I-5 Barnett Road Overpass Deck Overlay	Deck Overlay, Bridge #08678B	910	Exempt (Table 2) Safety	19538	FFY2015	Planning	Completed	\$ 101,933	STP-FIX	\$ 11,667	ODOT	\$ 113,600					\$ 113,600
		19538	Land Purchase														\$ -
		19538	Utility Relocate														\$ -
		19538	Construction			Slip to 2021 TIP	\$ 579,656	STP-FIX	\$ 66,344	ODOT	\$ 646,000		\$ 646,000				\$ 646,000
			Total FFY15-17				\$ 681,589			\$ 78,011		\$ 755,600		\$ 755,600			\$ 755,600
I-5- Exit 33 Off-Ramp Improvement Project	Construct a second right turn lane on NB off-ramp at exit 33	918	Exempt (Table 3) Safety	19789	FFY2016	Planning	Completed	\$ 109,471	STP-FIX	\$ 15,529	ODOT	\$ 122,000					\$ 122,000
		19789	Land Purchase														\$ -
		19789	Utility Relocate				Completed	\$ 8,973	STP-FIX	\$ 1,027	ODOT	\$ 10,000					\$ 10,000
		19789	Construction			Slip to 2021 TIP	\$ 4,486	STP-FIX	\$ 513	ODOT	\$ 5,000						\$ 5,000
			Other					\$ 296,109	STP-FIX	\$ 33,891	ODOT	\$ 336,000		\$ 336,000			\$ 336,000
OR 99: Laurel Street Signal Upgrade		18897	FFY2017			Planning		\$ 419,039		\$ 47,961		\$ 467,000		\$ 467,000			\$ 467,000
		18897	Design			Completed		\$ 70,887	STP-FIX	\$ 8,113		\$ 79,000		\$ 79,000			\$ -
		18897	Land Purchase														\$ -
		18897	Utility Relocate														\$ -
		18897	Construction			Slip to 2021 TIP	\$ 473,774	STP-FIX	\$ 54,226		\$ 526,000		\$ 526,000				\$ 526,000
Rogue Valley VMS Replacement Project	Replace boards: I-5/Mtn Ave., I-5/199	954	Exempt (Table 2) Safety	18905	FFY2016	Planning	Completed	\$ 544,661		\$ 62,339		\$ 607,000		\$ 13,000			\$ 620,000
		18905	Land Purchase														\$ -
		18905	Utility Relocate														\$ -
		18905	Construction				Completed	\$ 89,730	STP-FIX	\$ 10,270		\$ 100,000					\$ 100,000
			Total FFY15-18														\$ -
I-5 Medford Viaduct Environmental Study	Environmental Assessment Study	955	Exempt (Table 2) Planning and Technical Studies	19063	FFY2016	Planning	Completed	\$ 3,589,200	STP-FIX	\$ 410,800		\$ 4,000,000					\$ 4,000,000
		19063	Land Purchase														\$ -
		19063	Utility Relocate														\$ -
		19063	Construction														\$ -
			Other					\$ 3,589,200		\$ 410,800		\$ 4,000,000		\$ 4,000,000			\$ 4,000,000

Attachment 3
(Agenda Item 4)

Project Name	Project Description	RTIP Project Number	Air-Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16		Federal Source	Federal Required Match	Total Fed+Req Match		Other Source	\$	Total All Sources
							\$	\$			\$	\$			
Rogue Valley Transportation District (RVTD)															
Valley Feeder Pilot Project	1073	19378	FFY2016	Other	Slip to 2021 TIP	\$ 100,000	CMAQ L1400	\$ 11,445	RV/TD	\$ 111,445				\$	111,445
Urban Operations Support	1057	17998	FFY2016	Other	Completed	\$ 2,450,000	FTA 5307	\$ 2,450,000	RV/TD	\$ 4,900,000				\$	4,900,000
Urban Operations Support	1058	19382	FFY2016	Other	Completed	\$ 2,500,000	FTA 5307	\$ 2,500,000	RV/TD	\$ 5,000,000				\$	5,000,000
Urban Operations Support	1059	19384	FFY2017	Other	Completed	\$ 2,550,000	FTA 5307	\$ 2,550,000	RV/TD	\$ 5,100,000				\$	5,100,000
Urban Operations Support	1060	19385	FFY2018	Other	Slip to 2021 TIP	\$ 2,600,000	FTA 5307	\$ 2,600,000	RV/TD	\$ 5,200,000				\$	5,200,000
Capitalization of Maintenance (MPO STP Transfer)	1041	17262	FFY 2013	Other	Completed	\$ 838,505	MPO STP	\$ 96,971	RV/TD	\$ 934,476				\$	934,476
Capitalization of Maintenance (MPO STP Transfer)	1063	17975	FFY2014	Other	Completed	\$ 887,953	MPO STP	\$ 101,630	RV/TD	\$ 989,583				\$	989,583
Capitalization of Maintenance (MPO STP Transfer)	1064	17978	FFY2016	Other	Completed	\$ 940,163	MPO STP	\$ 107,606	RV/TD	\$ 1,047,769				\$	1,047,769
Capitalization of Maintenance (MPO STP Transfer)	1065	19386	FFY2016	Other	Completed	\$ 928,460	MPO STP	\$ 106,266	RV/TD	\$ 1,034,726				\$	1,034,726
Expanded Transit Service: Extending transit service to week nights and Saturday's	1061	17168	FFY2016	Other	Completed	\$ 1,081,756	CMAQ L1400	\$ 867,347	RV/TD	\$ 1,949,103				\$	1,949,103
Drive Less Connect Outreach Program	1077	Exempt (Table 2)	NEW	FFY2015	Other	\$ 129,000	TC	\$ 14,765	RV/TD	\$ 143,765				\$	143,765
5339 - Mass Transit Vehicle Replacement	1079	19074	FFY2016	Other	Completed	\$ 637,084	FTA 5339	\$ 72,917	RV/TD	\$ 710,001				\$	710,001

Attachment 3
(Agenda Item 4)

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status		Federal Source	Federal Required Match	Total Fed+Req Match		Other Source	\$	Total All Sources
							12-16	\$			\$	\$			
Rogue Valley Transportation District (RVTD), continued															
Capitalization of Maintenance (MPO STP Transfer)	1066	Exempt (Table 2) - Rehabilitation of transit vehicles	19387	FFY2017	Other	Completed	\$ 941,460	MPO STP	\$ 107,754	RV/TD	\$ 1,049,214			\$	1,049,214
Capitalization of Maintenance (MPO STP Transfer)	1067	Exempt (Table 2) - Rehabilitation of transit vehicles	19388	FFY2018	Other	Slip to 2021 TIP	\$ 954,640	MPO STP	\$ 109,263	RV/TD	\$ 1,063,903			\$	1,063,903
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District	1054	Exempt (Table 2) - Operating assistance to transit agencies	17640	FFY2015	Other	Completed	\$ 129,211	STP (L240)	\$ 14,789	RV/TD	\$ 144,000			\$	150,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District	1055	Exempt (Table 2) - Operating assistance to transit agencies	18892	FFY 2016	Other	Completed	\$ 129,211	STP (L240)	\$ 14,789	RV/TD	\$ 144,000			\$	144,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District	1054	Exempt (Table 2) - Operating assistance to transit agencies	18893	FFY2017	Other	Completed	\$ 129,211	STP (L240)	\$ 14,789	RV/TD	\$ 144,000			\$	150,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District	1054	Exempt (Table 2) - Operating assistance to transit agencies	18894	FFY2018	Other	Slip to 2021 TIP	\$ 129,211	STP (L240)	\$ 14,789	RV/TD	\$ 144,000			\$	150,000
Purchase New Transit Buses	1072	Exempt (Table 2) - Operating assistance to transit agencies	18144	FFY2015	Other	Completed	\$ 1,093,600	FIA State of Good Repair	\$ 273,400	RV/TD	\$ 1,367,000			\$	1,367,000
5310 E & D STP XFER	1068	Exempt (Table 2) - Operating assistance to transit agencies	18374	FFY2013	Other	Completed	\$ 592,364	STP (L240)	\$ 67,799	RV/TD	\$ 660,163			\$	660,163
5310 E & D STP XFER	1069	Exempt (Table 2) - Operating assistance to transit agencies	18375	FFY2014	Other	Completed	\$ 527,453	STP (L240)	\$ 60,369	RV/TD	\$ 587,822			\$	587,822
5310 E & D STP XFER	1078	Exempt (Table 2) - Operating assistance to transit agencies	18375	FFY2015-FFY2017	Other	Completed	\$ 1,192,990	STP FLEX	\$ 136,543	RV/TD	\$ 1,329,533			\$	1,329,533
5310 Enhanced Mobility E & D	1070	Exempt (Table 2) - Operating assistance to transit agencies	18376	FFY2013	Other	Completed	\$ 259,926	F160	\$ 64,982	RV/TD	\$ 324,908			\$	324,908
5310 Enhanced Mobility E & D	1071	Exempt (Table 2) - Operating assistance to transit agencies	18377	FFY2014	Other	Completed	\$ 169,463	F160	\$ 42,366	RV/TD	\$ 211,829			\$	211,829
5310 Enhanced Mobility E & D	1079	Exempt (Table 2) - Operating assistance to transit agencies	19578	FFY2016	Other	Completed	\$ 209,109	STP FLEX	\$ 23,933	RV/TD	\$ 233,042			\$	233,042
RVTD Passenger Fare Collection	1080	Exempt (Table 2) - Operating assistance to transit agencies	19580	FFY2016	Other	Completed	\$ 666,000	STP FLEX	\$ 700,000	RV/TD	\$ 1,366,000			\$	1,366,000
Subtotal RVTD Projects							\$ 22,985,879		\$ 13,147,444		\$ 36,143,323			\$	36,143,324

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Other		Total All Sources
								\$	Source	\$	Source	\$	Source	
Rogue Valley Council of Governments														
RV/MPO Pl.	Planning and Research	1010	Exempt (Table 2) Air Quality			Planning						\$	-	
						Design						\$	-	
						Lane Purchase						\$	-	
						Utility Relocate						\$	-	
						Construction						\$	-	
		19734	FFY2017	Other	Completed	\$ 263,378	PL	\$ 30,145	ODOT	\$ 293,523		\$	293,523	
			Total FFY15-16			263,378		30,145		293,523				
FTA 5303	Support Transit Planning through RTP & TIP	1011	Exempt (Table 2) Air Quality			Planning						\$	-	
						Design						\$	-	
						Lane Purchase						\$	-	
						Utility Relocate						\$	-	
		18954	FFY2017	Other	Completed	\$ 83,738	FIA 5303	\$ 9,584	Local	\$ 93,322		\$	93,322	
			Total FFY15-18			83,738		9,584		93,322				
						Planning						\$	-	
						Design						\$	-	
						Lane Purchase						\$	-	
						Utility Relocate						\$	-	
		18207	FFY2015	Other	Completed	\$ 2,451,000	CMAQ (IL400)	\$ 280,528	Local	\$ 2,731,528		\$	2,731,528	
			Total FFY15-18			2,451,000		280,528		2,731,528				
Subtotal RVCOG Projects														
												\$ 3,118,373		
Total RV/MPO 2015-2018 RV/MPO TIP Projects														
												\$ 276,056,228		

#	Comment Received	RVMPO Response
1	(None)	
2		
3		
4		

#	Comment Received	RVMPO Response
1	None	
2		
3		