
AGENDA

Rogue Valley Metropolitan Planning Organization Policy Committee



Date: *Tuesday, February 28, 2017*

Time: *2:00 p.m.*

Location: *Jefferson Conference Room, RVCOG 155 N. 1st Street, Central Point*

Transit: served by RVTD Route #40

Phone : *Ryan MacLaren, RVCOG, 541-423-1338*

RVMPO website : www.rvmpos.org

1. **Call to Order/Introductions/Review Agenda** **Mike Quilty, Chair**
2. **Review/Approve Minutes** (Attachment #1 - 1/24/2017) **Chair**
(Attachment #2 – 11/22/2016)
3. **Public Comment**, Items not on the Agenda **Chair**
(Comments on Agenda Items allowed during discussion of each item)

Action Items:

4. **Elect Chair and Vice Chair**..... **Karl Welzenbach**

Background: The Policy Committee Bylaws call for the committee's election of chair and vice chair during the first meeting in February. Newly elected officers will serve for one year beginning at the close of today's meeting.

Action Requested: Elect chair and vice chair.

5. **Proposed RVMPO Dues / Review Draft Work Plan 2017-2018** **Karl Welzenbach**

Background: The Policy Committee sets member dues annually as part of the adoption process for the Unified Planning Work Program (UPWP). Staff is seeking approval on proposed dues for FY2018 and suggestions for changes to the draft Work Program. The TAC recommends approval of the proposed dues for next fiscal year.

Attachment: #3 – Memo, FY2018 RVMPO Dues and UPWP discussion

Action Requested: Approve member dues, comment on UPWP

6. 2017 – 2042 Regional Transportation Plan, Transportation Improvement Program & Air Quality Conformity Determination Workshop.....Dan Moore

Background: The Policy Committee will conduct a public hearing next month on the 2017-2042 Regional Transportation Plan (RTP), 2018-2021 Transportation Improvement Program (TIP), and Air Quality Conformity Determination (AQCD). This workshop will provide an overview of the draft documents and an opportunity to discuss the drafts in detail, including any changes that could be incorporated into the hearing and adoption process.

Attachments: #4 – Draft 2018-21 TIP; AQCD for the 2017-42 RTP, Draft conformity document (Link below). Draft 2017-42 RTP & 2018-21 TIP project lists.

http://rvcog.org/FTP/2017%20RVMPO%20AQCD/2017%20AQCD_Final%20Draft.pdf

Draft RTP will be distributed at meeting.

Action Requested: This is an opportunity for informal discussion

8. RVMPO Planning Update..... Karl Welzenbach

9. Public Comment..... Chair

10. Other Business / Local Business Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

11. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Tuesday, March 28 at 2:00 p.m. in the Jefferson Conference Room, RVMCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, March 21 at 5:30 p.m. in the Jefferson Conference Room, RVMCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, March 8 at 1:30 p.m. in the Jefferson Conference Room, RVMCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVMCOG, 541-664-6674. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
JANUARY 24, 2017**



The following attended:
MPO Policy Committee

<u>Member</u>	<u>Organization</u>	<u>Phone</u>
Art Anderson	ODOT	774-6353
Mike Quilty, Chairman	City of Central Point	664-7907
Rich Rosenthal	City of Ashland	941-1494
Mike Zarosinski	City of Medford	
Tonia Moro	RVTD	973-2063

<u>Staff</u>	<u>Organization</u>	<u>Phone</u>
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Ryan MacLaren	RVCOG	423-1338
Karl Welzenbach	RVCOG	423-1360
Nicki Hart-Brinkley	RVCOG	
Mike Cavallero	RVCOG	
Dick Converse	RVCOG	

Others Present -

Alex Georgevitch	City of Medford	774-2114
Ian Horlacher	ODOT	774-6399
Mike Baker	ODOT	

Mike Kuntz	Jackson County
Mike Faught	Ashland
Mike Montero	Montero & Assoc.
Al Densmore	John Watt Assoc.
Scott Fleury	Ashland
Tom Humphrey	Central Point
Matt Samitore	Central Point
Ray DiPasquale	Phoenix
Laurel Samson	Phoenix
Matt Brinkley	Medford
John Vial	Jackson County
Patrick McKechnie	RVMPO PAC
Jamie McLeod	Phoenix
Kora Mousseaux	JACO Soil & Water
Sarah Westover	Phoenix
Paige Townsend	RVTD
Chris Luz, Mayor	Phoenix

1. Call to Order / Introductions/ Review Agenda –

The Chairman called the meeting to order at 2:00 p.m. The Committee began with introductions.

Tonia Moro asked to have a discussion/report on the CMAQ project selection process as part of Agenda Item #5.

2. Review / Approve Minutes -

The Chairman asked if there were any additions or corrections to the previous meeting minutes.

Tonia Moro found inaccuracies incorporated into the November 22, 2016 minutes, specifically the proposed “GHG Letter”, which ultimately was not approved by the Committee, and asked to table the minutes so that she could read through them more thoroughly.

On a motion by Tonia Moro, seconded by Rich Rosenthal, the minutes the November 22nd meeting were tabled until the February 28th meeting. The motion passed unanimously by voice vote.

3. Public Comment – No comments were forthcoming.

Public Hearing:

4. Transportation Improvement Program (TIP) & Regional Plan Amendments

• OR 140 / OR 238 Bridge & Culvert Rail Upgrades

The Chairman opened the public hearing and read the hearing procedures.

2015-2018 Transportation Improvement Program.

Ryan MacLaren presented the Staff Report in Memo #2 (1/24/17), and shared that the 21-day public comment period and public hearing were advertised on January 2nd in the Medford Tribune. Information has been available on the RVMPO website since that date.

No public testimony was offered, and the Chairman closed the public testimony.

On a motion by Bruce Sophie, seconded by Art Anderson, the Amendments to RTP & TIP: OR 140/OR 238 Bridge & Culvert Rail Upgrades (KN 19961) were unanimously approved by Policy Committee voice vote.

Action Items:

5. Discretionary Funding Application Presentations

Tonia Moro commented that her understanding regarding the TAC meeting on the scoring criteria (previously approved by the Policy Committee) was that the anticipated, vigorous debate on the various project proposals did not occur, most likely due to the lengthy discussion on Medford's Foothills project. Ms. Moro had also heard something about what discussion there was on the criteria and it appeared to her that there may have been a shift in Staff's perspective/understanding of the various criteria definitions. She reported that, using the historical view of those criteria, Paige Townsend had proposed a different ranking than that proposed by staff which the TAC ultimately accepted.

She also noted that Ms. Townsend's funding proposal did not have any effect on the staff's low ranking of two (2) RTVD projects, and that the TAC had recommended the subsequent project rankings to the Policy Committee based upon those changes. Ms. Moro shared that the ongoing CMAQ funding controversy led to the delay in the application and ranking process for the proposed projects.

Ms. Moro noted that Mike Quilty & Julie Brown will attend the CMAQ Advisory Committee to represent the RVMPO's position on this issue, and it is vital that the scrutiny to which all the projects will be subjected at the Advisory Committee level clearly demonstrate that our MPO that they will be representing has a keen awareness of the purpose of the CMAQ funds. She read from an on-line FHA memorandum that demonstrated an emphasis on the cost effectiveness of a

project and she read a list of the types of projects meeting that criteria. Given the staff ranking and ultimate proposal to fund the projects recommended by the TAC, Ms. Moro was concerned that the projects do not reflect a level of understanding of that criteria. She suggested that going forward the Policy Committee needed to look very carefully at the various projects, always keeping in mind that some may run the risk of not meeting actual CMAQ criteria for cost/benefit analysis.

After Ms. Moro completed her remarks, the Committee moved on to a workshop-style session, where applicants seeking federal funds had an opportunity to present their projects and answer questions from members. Based on the information provided in both the presentations and the agenda packet (TAC project ranking sheet, project scoring sheet, and funding tables), the PAC made recommendations to the RVMPO Policy Committee on project ranking for the 2019-2021 Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program funds.

The various projects were presented in Power Point formats by representatives of each agency/jurisdiction. The information shared included maps, photos and narrative overviews (funding amounts/sources (CMAQ, STBG and match dollars being pledged), proposed ROW acquisitions, engineering, design, “road sharing” surfacing standards, environmental constraints, cooperative agency/jurisdictional partnerships and exchanges, land use planning components, bike/ped benefits, multi-use potentials, drainage improvements, ADT data, accident statistics, safety considerations, transportation options, project flexibilities, etc.).

1. Ashland	Scott Fleury	Chip Seal Project (PM ₁₀ reduction)
2. Central Point	Matt Samitore	West Pine Street Improvements (Glenn to Brandon)
3. Eagle Point	Robert Miller	South Royal Improvements
4. Jackson County	Mike Kuntz	EXPO Parking Lot Paving (PM ₁₀ reduction)
5. Jackson County	John Vial	Foothill Road (Delta Waters to Dry Creek) Ranked #1 on the JACO Bike/Ped Improvement Plan
6. Jackson County	Mike Kuntz	Bear Creek Greenway -Hwy 140 Shared Use
7. Medford	Alex Georgevitch	Foothill Rd. to Delta Waters
8. Phoenix	Ray DiPascale	North Couplet Improvements (STBG \$ project)
9. RVTD	Paige Townsend	Replace three (3) 1998 diesel busses with CNG Vehicles
10. RVTD	Paige Townsend	Individualized Marketing – Trip Reduction Program (Outreach to encourage non-vehicular travel modes)

The presenters also responded to questions from Committee members.

6. Discretionary Funding Project Selection

The Policy Committee was asked to make a tentative decision (pending future public hearing) on allocation of federal transportation funds (Surface Transportation Block Group and Congestion Mitigation and Air Quality Program).

All applications and related meeting agendas and minutes may be found on the RVMPO website (www.rvmmpo.org).

Next Steps

Project funding decisions made by the Policy Committee will be tentative, pending public hearing, and drafting of the new 2015-2018 Metropolitan Transportation Improvement Program. The tentative decisions will enable staff to begin work on drafting the new MTIP.

2016 RVMPO Project Selection

Rank	Jurisdiction/Agency	Project
1	Central Point	W. Pine St. Reconstruction, Glenn Way to Brandon Ave
2	Jackson Co.	Foothill Rd. – Delta Waters to Dry Creek
3	Phoenix	North Couplet Pedestrian Crossing
4	Ashland	Chip Seal
5	Eagle Point	Royal Ave Improvements, Design & ROW
6	Jackson Co.	Bear Creek GW - Hwy 140 Shared -Use Path
7	Medford	Foothill Rd. - Cedar Links to Delta Waters
7	RVTD	RVTD Bus Replacement – Diesel to CNG
7	RVTD	RVTD Trip Reduction Program
7	Jackson Co.	Expo Parking Lot Paving

Karl Welzenbach shared the project rankings with the Committee for their review. As detailed in the **Project Selection Summary** spreadsheet, the first six projects are being recommended for funding through this cycle.

Tonia Moro again urged MPO caution with respect to how the CMAQ funds are allocated, and that the MPO needs to show the State that they fully understand the selection process and those types of projects that are eligible for funding. She mentioned that cost benefit projects have been emphasized since MAP 21, and that is why RVTD did not propose any road projects.

Mike Kuntz explained a bit about how the TAC dealt with the projects, and called on Paige Townsend to speak more specifically on the matter because she had made a motion to accept the Staff rankings before a broader discussion ensued. Ms. Townsend spoke about how she felt it was strange that the RVTD projects were ranked last, but gave the benefit of the doubt to Staff for their ranking decisions. Realizing that only one large project could be funded, she felt that the list was appropriate as it was presented.

Mike Zarosinski wanted to discuss Medford's Foothills Project and why it was not awarded funding status in the ranking process. Karl Welzenbach responded that the Project List must be constrained, and the Foothills improvements are not currently part of the RTP, so funding was not possible. Even though a lesser RTP Foothills project WAS in the RTP, the design standards for that project called for a three lane project, as opposed to the five lanes now being proposed. Air Quality Conformity is not an issue.

A discussion ensued about RTP amendments and the process required for doing so. Medford feels that it would take about three months to amend the Medford's TSP. Alex Georgevitch said that Medford did not show adequate funding in their earlier TSP but that a similar process of project applications has been followed in the past. Medford did not show adequate funding in the early 2000s. The City is not 100% sure that air quality conformity would not be an issue. It

was agreed that the Foothills project scored well, was an extremely important one, and should remain a priority for funding. The TAC discussion on this issue was lengthy and vigorous.

Mike Kuntz said allowance of the project is more of a policy issue, but that any “placeholder” concept has not really been discussed previously by the MPO. Mr. Welzenbach said that, while things can change over time, when a project goes into a plan it is expected to be pursued, rather than being used as a placeholder, and should have a demonstrable revenue stream to show that it is constrained. Chairman Quilty shared that the Policy Committee has had an unwritten policy that placeholders are not used for projects.

The TAC offered a compromise whereby the application could be submitted as a three lane improvement, be changed to five lanes at a later date, and remain consistent with the RTP and TSP.

The TAC felt compelled to move forward based upon time constraints. Art Anderson asked for clarification on why the TAC changed the order of the Staff’s recommendations. Paige Townsend explained the reasoning behind her motion to approve the rankings as they were adjusted and recommendation to the Policy Committee for approval. The TAC priority rationales included:

- Future possibility of full funding
- Public safety
- Transit and bike/ped benefits
- Project innovation
- Financial compromise on other projects

Karl Welzenbach and Dan Moore explained the timing process to get the RTP/TIP into the 2018 STIP. The cost/timing of any required air quality conformity was also explained. Mike Montero shared that the PAC reluctantly supported the TAC decision, with concern about more discussions occurring on the Medford project. They also wanted to be sure that RVTD got support to apply for any funds that might be available through the Volkswagen settlement. The total financial allocation, expenses Vs revenues, was discussed in relation to changing projects.

Karl Welzenbach spoke about the situation with CMAQ funding changes resulting from the inclusion of Central Lane and Salem in the process, and shared that ODOT has reached an agreement to allocate up to \$14 million from 2018 to 2021 so that there will not be a negative financial “hit” to the current MPO CMAQ project budgets.

Mr. Welzenbach and Mike Quilty reminded the Committee that they are the ultimate decision makers on the project rankings, and have the option to make any changes or rejections they feel are warranted. Amendments to the 2018-21 STIP cannot be made until after October.

On a motion by Art Anderson, seconded by Robert Miller, it was proposed that the Policy Committee adopt the RVMPO Project as presented (funding projects #1-6) with a caveat that, if/when additional CMAQ funds are available the MPO will relook at fully funding and/or funding the other projects on the list.

Discussion:

The timeline for the recommendation going forward was explained again, and Mike Zarosinski expressed his frustration that the Medford Foothills' project was not given more vigorous evaluation, and that he felt that these situations should be remedied in the future.

Tonia Moro asked for clarification that the same ranking would be used for consideration of the other submitted, but not approved, projects on the list if/when more funding is made available. Ms. Moro also felt that Medford's Foothills design standards (5 lanes and dedicated bike lanes) were much more in line with CMAQ cost benefit criteria than the County's standards calling for only a shared shoulder. She understood sending the list to the State, but didn't believe that the JACO Foothills project was the best project for CMAQ as related to cost benefit.

The motion passed by unanimous voice vote.**7. Phoenix Urban Reserve Concept**

Dick Converse presented the concept plans for Phoenix' contiguous Future Growth Areas PH-5 and PH-10 (490 total acres), adjacent to Medford. In the RPS process, the area was identified early as the South Valley Employment Center, and is unique in its location and potential for large lot development in close proximity to Interstate 5. Five scenarios have been reduced to three based on preliminary analysis conducted by the ODOT Transportation and Analysis Unit (TPAU). TPAU then conducted a more detailed analysis of the three scenarios and has released a draft technical memorandum outlining its findings. At their December meeting, the TAC recommended the **Draft Letter** to the Policy Committee for their approval.

A future South Stage connection was reviewed by TPAU, but has now been removed from the RTP. Therefore, TPAU has requested another model run to determine the level of impact for this change (without the crossing); with the possibility of a limit on the amount of development that can occur if the impacts are found to be significant.

Jamie McLeod, spoke to the Committee stressing that the Phoenix plan was a 50 year conceptual document, presenting a significant regional economic development opportunity. She also stressed that the concept could be "tweaked" over time, and that timing was sensitive with respect to moving forward with the approval process as soon as possible. The City will be receptive to additional comments, but is anxious to have the Committee's approval of the work done to date, and reflected in the **Draft RVMPO Policy Committee Letter of Concurrence (Attachment #6)**.

Art Anderson, ODOT, said that the work on this conceptual plan is some of the best ODOT has seen, to date. He also shared that there is a lot of support for the South Stage overcrossing. When the State legislature met locally with RVACT recently it was again found to be a priority project.

On a motion by Art Anderson, seconded by Tonia Moro the Draft RVMPO Letter of Concurrence for Phoenix URAs PH-5 and PH-10, as written, were recommended for Committee approval.

Discussion/Additional Comments:

Medford intends to restore the South Stage connection as a Tier 2 project. The TPAU modeling is also moving forward, and expected to be completed in February, 2017.

Art Anderson read a quote from his memo to Phoenix on reserving/protecting future transportation corridors for preservation, referencing **RPS Chapter 5, page 5.5** of the attachment. He also stated that there is evidence that the crossing has regional support.

The motion was approved by the Policy Committee on a unanimous voice vote.

On a straw vote, the Policy Committee, agreed to provide a letter of support for RVTD applying for a share of the Volkswagen decision money

8. Public Advisory Council (PAC) Appointments

PAC members requesting to be reappointed to their current positions were:

Aaron Prunty, Eagle Point	Mike Stanek, White City
Glen Anderson, East Medford	Mark Earnest, East Medford
Ron Holthusen, Jacksonville	Thad Keays, Talent
Mary Wooding, Ashland	Mike Montero, Freight Industry
Edgar Hee, Bicycle / Pedestrian Interest	

Efforts will be made to fill the existing vacancies.

On a motion by Bruce Sophie, seconded by Bob Strosser, the nine (9) applicants for reappointment to the Public Advisory Council were unanimously approved by voice vote.

Discussion Items:**9. Statewide Freight Plan**

Dan Moore shared that ODOT is updating its Freight Plan as part of the Fix America's Surface Transportation (FAST) Act. Included in the update are the designation of Critical Rural and Critical Urban Freight Corridors. Oregon is allowed to add seventy seven (77) new miles to its freight system, and that amount is expected to be allocated throughout the State on a formulaic percentage basis. ODOT has asked for input in defining both the Rural and Urban Critical Freight Corridors. Fourteen (14) proposed, intermodal corridors, connecting Interstate 5, were identified for the region in January, 2017. **(Attachment #9)**

Metro is expected to get the majority of the new miles (approximately 35 miles), with other MPOs sharing the remainder (approximately 47 miles). Selection criteria are being determined now, and the RVMPO will have to negotiate for its share of miles. Current TIP projects or those located within proposed freight corridors (6.28 miles), if the corridor miles are approved, would be eligible for future freight funding. There will be a status update in this issue at the next meeting.

Mike Baker asked questions about the presentation maps, and asked that the Highway 62 Bypass be added to the National Freight Network (Unit #2, Phases #1 and #2.) The current Highway 62

will become a State highway upon completion of the Bypass. Both will remain freight corridors. Further research on this issue will be done by Staff, including adding additional roadways to the designations. Foothills is also considered to be a critical freight corridor. Based on their jurisdictional controls, and potential funding opportunities, the Hwy. 62 and the Bypass will be proposed as separate corridors. The South Stage crossing will be shown as a future project.

10. Planning Update

- The CMAQ group met in December, and ODOT will distribute the future funds. The next CMAQ meeting is February 21st. The MPOs will gather the applications for submittal to ODOT.
- Alternative Measure #7 – The Policy Committee will discuss Alternative Measure #7 funding allocations for RTVD.

11. Other Business / Local Business

12. Public Comment

13. Adjournment

The meeting was adjourned at 5:15 p.m.

Scheduled Meetings:

RVMPO PAC	Tuesday, March 21st @ 5:50 pm
RVMPO TAC	Wednesday, Feb. 8th @ 1:30 pm
RVMPO Policy	February, Dec. 28th @ 2:00 pm

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
NOVEMBER 22, 2016**



The following attended:
MPO Policy Committee

<u>Member</u>	<u>Organization</u>	<u>Phone</u>
Colleen Roberts	Jackson County	646-2878
Mike Quilty, Chairman	City of Central Point	664-7907
Rich Rosenthal	City of Ashland	941-1494
Mike Zarosinski	City of Medford	
Tonia Moro	RVTD	973-2063
Jim Lewis	City of Jacksonville	899-7023
Darby Strickler	City of Talent	

<u>Staff</u>	<u>Organization</u>	<u>Phone</u>
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Ryan MacLaren	RVCOG	423-1338
Karl Welzenbach	RVCOG	423-1360
Andrea Napoli	RVCOG	423-1369

Others Present -

<u>Name</u>	<u>Organization</u>	<u>Phone</u>
John Vial	Jackson County	
Mike Montero	Montero& Assoc.	944-4376
Paige Townsend	RVTD	608-2429

John Vial	Jackson County
Cody Meyer (Phone)	DLCD
Mike Baker	ODOT
Julie Brown	RVTD
Mike Kuntz	JACO
Jenna Marmon	JACO
Tim D'Alessandro	RVTD
Tom Fink	Ashland
Allen Halmark	United Oregon
Dan Daris	RVTD

1. Call to Order / Introductions/ Review Agenda –

The Chairman called the meeting to order at 2:00 p.m. The Committee began with introductions.

2. Review / Approve Minutes -

The Chairman asked if there were any additions or corrections to the previous meeting minutes.

On a motion by Jim Lewis seconded by Rich Rosenthal, the minutes the previous meeting were approved as presented.

3. Public Comment -

None.

4. Discussion and Possible Action Regarding Proposed Recommendations by the Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas Reduction

Karl Welzenbach presented information on the work of the Greenhouse Gas Reduction Advisory Committee and summarized aspects of the staff memo in the packet. Cody Meyer was on the phone and was asked to respond to the summary at different points. Mr. Meyer corrected staff and clarified that the TPR rule amendment considered by the Advisory Committee is not concerned with Greenhouse Gasses. That is a separate rule applicable only to Metro and is otherwise only aspirational for other MPOs.

As part of the discussion on this issue, Tonia Moro, the designated RVMPO representative to the Advisory Committee, commented that the TPR may be amended to offer multiple choices for members through land use planning at local jurisdictional levels, but regional planning goals may

still be the desire of some MPOs. She felt that part of local future planning should include this discussion beyond just vehicle trips. Ultimately, the rule will allow various alternatives. The State and FHA have noticed the regions' efforts and cooperation on these issues. Feedback is also needed on GHG issues, which is only mandatory for Metro. If Metro is required to have a larger reduction share, they may well be awarded more funding in the future, which could have a negative effect on the smaller, urban areas. Ms. Moro indicated her support for Option 5.2.4 which would set a higher aspirational goal for the MPOS in relation to the mandatory goal for Metro which would then potentially allow for greater funding for such efforts.

Cody Meyer conveyed that hitting the targets was not mandated except for Portland, but that they were designed to use as reduction guides/measurements. Dan Moore shared that the 2015 Strategic Assessment (SA) showed that implementing some of the alternative measures could lead to a regional reduction of up to 17%, depending on which alternatives were used. (Local jurisdictional policy changes.) The MPO cannot use any Federal \$\$\$ for this work. Under the SA, ODOT is currently paying for the work. Cody Meyer again reiterated that this was a "guide". Paige Townsend stated that Portland did not dedicate street funding in their SA.

Chairman Quilty asked about land use decisions by individual jurisdictions, and their current plan differences. The MPO cannot mandate the actions of the member jurisdictions. Allen Hallmark (Talent citizen) expressed his advocacy for local planning geared to those goals related to transit, and encouraged local officials to work toward GHG reductions as a region. Darby Strickler said that the gap is so wide that it is too early to make these decisions, and that future opportunities need conversation for funding opportunities. She felt strongly that now is not the time to pull back from the discussion.

Tonia Moro suggested that she advised the Committee that she would seek input from the RVMPO members to provide a position from the MPO for DLCD staff to relate to the Commission. Cody Meyer asked for input from the Policy Committee for the Commission meeting in January.

The members discussed future scenario planning, and that the State would be asked to pay for that. Dan Moore shared that the SA next steps could voluntarily move to scenario planning for alternatives that the region could agree upon. Individual jurisdictions would have to adopt their own portions of any plan. The scenario planning could focus on non-compliant areas, i.e. increased densities & jobs within HD areas. Cody Meyer said that scenario planning was mainly a voluntary "what if" exercise designed for effective use of limited funding. The comment was made that significant land use changes would be required, and there could be a public backlash associated with them. The effects of an aspirational goal of 20% were briefly discussed.

Rich Rosenthal said that Ashland had set forth an 8%/year reduction based on science based methodologies, in their proposed plan.

After most members made some comment or other, Tonia Moro indicated that she thought there was sufficient input to represent the interests of the RVMPO at the next committee meeting.

Discussion Items:**5. Alternative Measure #7 – Alternative Transportation Funding**

Based upon a request from Colleen Roberts, the Chair included a discussion about Alternative Measure #7 on the agenda. Karl Welzenbach summarized Attachment 4 in the meeting packet which was an excerpt of the 2001 Alternative Measures proposal – the section concerning Measure 7 – which was sent to and approved by LCDC. Mr. Welzenbach further explained that Ms. Roberts raised an issue about the statement in that measure that indicated that if RVTD was successful in pursuing a local funding source, the allocation made to RVTD would not require the STP funds allocation stated in the Measure. Ms. Roberts questioned whether the funds could now be used for road projects because RVTD was successful in passing its 5 year tax levy.

Mike Baker shared that there are still a lot of unanswered questions on the Alternative Measures, and his personal thoughts were that analysis results aren't available yet, and no decision was appropriate until that time.

Mike Quilty said that there is an aggressive funding package being worked on for next spring, and he wants to see how much money will be available. Baker said it wasn't RVMPO's responsibility to fund RVTD, although it is a vital way to reduce VMTs. Chairman Quilty said RVTD has done a good job providing increased headway on routes where they committed to do so. When the questions of state mandates arose with respect to VMTs and GHG reductions, Mike Baker said Federal dollars can be used for State mandates as related to transportation. Mr. Welzenbach disagreed. Mr. Baker advised that he would further discuss the situation to Mr. Welzenbach.

Tonia Moro noted that not many members on the MPO were around during the 2001 discussion relevant to the 2001 measure. She indicated that from her investigation, it seemed the discussion about a RVTD local funding source concerned RVTD's past and contemporaneous interest in a payroll tax, a funding source that was a stable, long term source and different from a 5 year levy. She also suggested that any changes to the allocation would likely require approval by LCDC. The matter would be a separate discussion topic. Ultimately, RVTD needs to establish a stable funding source. Michael Zarosinski asked for clarification on the 2001 Alternative Measures that were adopted by the Policy Committee. Any money not going to RVTD had to go exclusively toward other measures for designed to reduce VMTs.

Dan Moore stipulated that the adoption of the RTP in 2013 resulted in an LCDC letter stating that the MPO did not do benchmark analysis. The MPO then received a grant and completed benchmarks. The Alternative measures are ongoing, and tied to each four (4) year update of RTP (now extended to 2042). The two Alternative Measures analyses have been funded by State.

John Vial commented that Measure #7 is not a new issue. Staff needs to develop recommendations for the Policy Committee on how to deal with this issue in the future. Tom Fink (Ashland) shared that a stable funding source, rather than a tax measure with a "sunset", was essential. Julie Brown said that she was in favor of RVCOG staff working on a set of potential funding recommendations to be brought back to the Policy Committee.

6. CMAQ Funding & Advisor Committee

Karl Welzenbach went over the potential funding changes (reductions) to CMAQ allocations. He summarized the memorandum he submitted in the meeting packet – attachment 5. With the addition of two new MPOs being eligible for CMAQ funding, Salem and Eugene, the distribution of those funds will be impacted. In an attempt to develop a fair and equitable formula for the new distribution of funds the Oregon DOT has put together an advisory committee.

The CMAQ funds currently goes to the State of Oregon, not any specific MPO or local jurisdiction. Mr. Welzenbach shared that the RVMPO is the only one in the state under conformity, and only one of two that have to deal with two (2) pollutants. All other areas are under maintenance. Mike Montero shared that the OTC needed to clearly state the intent of CMAQ \$\$\$\$. Mike Quilty said that no other area in Oregon had volunteered to restrict their industrial air shed to the extent that southern Oregon has.

7. PL Funding Discussion

Karl Welzenbach shared that Eugene and Salem also feel that they are entitled to additional PL funds. The advent of changes to CMAQ distribution also impacts the distribution formula for PL and Sec 5303 funds. He further summarized his memorandum provided in the meeting packet – attachment 6.

He stated that it is felt that the smaller MPOs (including the MRMPO) should be held harmless. The discussions are still in progress. As of Tuesday, November 15, 2016 the new formulaic distribution set out in the memorandum had not been officially agreed to by all of the MPOs and ODOT.

8. Other Business / Local Business

- Staff shared an LOC request for a Letter of Support for “Go Oregon” finding package. Seismic preparedness triage is included. Transit is also included. The Committee concurred that support of the funding package was warranted at the upcoming OMPOC meeting. Mike Quilty talked about his proposal for a gas tax. increase of \$.30/gallon to increase state revenues for roads.
- Paula Brown has been asked to be appointed to the OTC. The Committee consensus was to send an MPO Letter of Support for Ms. Brown’s appointment.

9. Public Comment

- Paige Townsend outlined the service enhancements that RVTD is implementing as part of the approved, 5 year tax levy.
- Bunny Lincoln thanked RVTD for the service that they provide for the disabled tenants in the apartment complex she manages.
- The Dec. 27th meeting was cancelled.

10. Adjournment

The meeting was adjourned at 4:05 p.m.

Scheduled Meetings:

RVMPO PAC	Tuesday, Jan. 17th @ 5:50 pm
RVMPO TAC	Wednesday, Dec. 14th @ 1:30 pm
RVMPO Policy	Tuesday, Dec. 27th @ 2:00 pm (Cancelled)



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

*Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

DATE: February 13, 2017
TO: Policy Committee
FROM: Karl Welzenbach, Planning Program Manager
SUBJECT: FY 2017-18 RVMPO Dues Recommendation

This memo addresses the setting of RVMPO member dues. Staff is seeking a final approval of the dues for the coming year.

RVMPO Member Dues

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in February 2013. The rate, \$0.16 per capita, would generate a total of \$28,104 for the 2017-18 fiscal year.

Table 1, below, summarizes population and proposed dues for each jurisdiction. Population estimates are certified July 1, 2016 from Portland State University.

Table 1

RVMPO Proposed 2017-18 Dues					
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2017 Dues	FY2016 Dues	Dues Increase
Ashland	20,620	\$0.16	\$3,299	\$3,265	\$34
Central Point	17,585	\$0.16	\$2,814	\$2,798	\$16
Eagle Point	8,765	\$0.16	\$1,402	\$1,391	\$11
Jacksonville	2,920	\$0.16	\$467	\$461	\$6
Medford	78,500	\$0.16	\$12,560	\$12,425	\$135
Phoenix	4,585	\$0.16	\$734	\$734	\$0
Talent	6,305	\$0.16	\$1,009	\$1,003	\$6
Jackson County	36,367	\$0.16	\$5,819	\$5,738	\$81
<i>Total</i>	175,647		\$28,104	\$27,815	\$289
All population estimates are Portland State University certified (July, 2016)					

Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

Table 2 summarizes anticipated use of FY2017-18 member dues.

Table 2

Policy Committee Dues, Travel; state, regional, national	\$11,241.41
UPWP Work Activities Support	\$16,862.11
	\$28,103.52

Staff is also seeking suggestions and comments regarding the proposed breakdown of expenditures for the draft 2017-2018 UPWP.

Table 2

RVMPO FY 2018 UPWP BUDGET							
Transportation Planning Funds by Source and Activity							
	FHWA MPO Planning Funds (1)	State Match (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks							
1. Program Management							
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$130,000	\$14,879.1	\$16,050	\$1,837.0	\$12,500	\$0	\$175,266
1.2 UPWP Development & UPWP Progress	\$12,000	\$1,373.5	\$3,000	\$343.4	\$250	\$0	\$16,967
1.3 Public Education and Involvement Program	\$10,000	\$1,144.5	\$1,000	\$114.5	\$250	\$0	\$12,509
1.4 Interagency & Jurisdictional Coordination	\$14,230	\$1,628.7	\$3,000	\$343.4	\$750	\$0	\$19,952
1.5 Grant Writing	\$2,000	\$228.9	\$0	\$0.0	\$0	\$0	\$2,229
Totals	\$168,230	\$19,255	\$23,050	\$2,638	\$13,750	\$0	\$226,923
2. Short Range Planning							
2.1 TIP Activities	\$14,000	\$1,602.4	\$3,000	\$343.4	\$1,500	\$0	\$20,446
2.2 Air Quality Conformity	\$8,000	\$915.6	\$2,000	\$228.9	\$0	\$0	\$11,145
2.3 Local Jurisdiction Technical Assistance	\$7,000	\$801.2	\$2,000	\$228.9	\$0	\$0	\$10,030
2.4 STP & CMAQ Project Funds Management	\$10,000	\$1,144.5	\$5,000	\$572.3	\$1,038	\$0	\$17,755
Totals	\$39,000	\$4,464	\$12,000	\$1,373	\$2,538	\$0	\$59,375
3. Long Range Planning							
3.1 ITS Operations & Implementation Plan Coordination	\$4,000	\$457.8	\$7,000	\$801.2	\$250	\$0	\$12,509
3.2 RTP Implementation/Safety, Regional Problem Solving Integration	\$7,500	\$858.4	\$8,000	\$915.6	\$1,500	\$0	\$18,774
3.3 2017 - 2042 RTP Maintenance	\$10,000	\$1,144.5	\$3,500	\$400.6	\$1,494	\$0	\$16,539
Totals	\$21,500	\$2,461	\$18,500	\$2,117	\$3,244	\$0	\$47,822
4. Data Development							
4.1 Research & Analysis Program	\$8,500	\$972.9	\$5,332	\$610.3	\$4,224	\$0	\$19,639
4.2 Data collection/analysis for Title 6 & EJ	\$5,000	\$572.3	\$4,500	\$515.0	\$4,347	\$0	\$14,934
Totals	\$13,500	\$1,545	\$9,832	\$1,125	\$8,571	\$0	\$34,573
5. Transit							
5.1 Transit Master Plan	\$34,000	\$3,891.5	\$25,000	\$2,861.4	\$0	\$0	\$65,753
Totals	\$34,000	\$3,891	\$25,000	\$2,861	\$0	\$0	\$65,753
Totals	\$276,230	\$31,616	\$88,382	\$10,116	\$28,103	\$0	\$434,446

(1) FHWA MPO Planning funds are allocated to the RVMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$276,230; Oregon Match: \$31,616, for a Total of \$307,846 for FY 2018.

(2) FTA Section 5303 funds are provided for metropolitan planning activities. Total 2018 allocation consists of 89.73% federal (\$88,382) and a required 10.27% local share (\$10,116) provided by RVMPO member in-kind contributions (meetings & technical document reviews).

(3) MPO annual dues are paid by MPO member jurisdictions: Ashland, Talent, Jacksonville, Eagle Point, Medford, Central Point, Phoenix, Jackson County.

4) ODOT Region 3 Planning funds

5) RVCOG acting on behalf of the the RVMPO will apply for and otherwise obtain these funds. RVCOG will carry out the tasks described in this UPWP.

Note: The revenues contained in the UPWP represent the best estimates of expected funding and planning priorities at this time. These priorities and funding levels may change over time. Actual ODOT funding commitments are finalized through specific IGAs. The identified dollar amounts may include subcontracted activities.

Table 3: 2016 UPWP Status, 2017-18 Proposed Program Activity

	Total Budget	Activity in 2016-17	Proposed 2018 Budget	Proposed for 2017-18
Work Tasks				
1. Program Management				
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$203,568	Generally, continue tasks from 2016; maintain committee and records. Continue website updates. Anticipate FAST Act rulemaking; track & implement required federal changes. Update Public Involvement Plan.	\$226,923	Generally, continue tasks from 2017; maintain committee and records. Revamp MPO website. Continue to respond to FAST Act rulemaking; track & implement required federal changes. Increase interjurisdictional coordination and communication. Continue with update of Public Involvement Plan.
1.2 UPWP Development & UPWP Progress				
1.3 Public Education and Involvement Program				
1.4 Interagency & Jurisdictional Coordination				
1.5 Grant Writing				
2. Short Range Planning				
2.1 TIP Activities	\$76,654	Maintain current MTIP and fund balances/project tracking. Develop 2018-21 TIP; Solicit for CMAQ & STP funded projects; Develop AQCD for RTP & TIP; Publish Annual Listing of Obligated Projects FFY2017. Coordinate with Sierra Research and agencies on CO LMP and air quality conformity. MOVES modeling for RTP & TIP. Assist jurisdictions as requested on planning.	\$59,375	Maintain current MTIP and fund balances/project tracking. Undertake a second solicitation for CMAQ funds, MOVES modeling and conformity analysis as needed for RTP & TIP. Assist jurisdictions as requested on planning.
2.2 Air Quality Conformity				
2.3 Local Planning Technical Assistance to Jurisdictions				
2.4 STP & CMAQ Project Funds Management				
3. Long Range Planning				
3.1 ITS Operations & Implementation Plan Coordination	\$118,517	Work with ODOT and FHWA on MPO performance measures; continue work on 2017-42 RTP. Maintain Safety Profile, Begin 2015 Alternative Measures benchmark analysis. Continue with ITS plan update.	\$47,822	Work with ODOT and FHWA on MPO performance measures. Maintain Safety Profile.
3.2 RTP Implementation, Safety, RPS Integration				
3.3 2017-2042 RTP Development				
3.4 Alternative Measures Update & 2015 Benchmark Analysis				
4. Data Development/Maintenance				
4.1 Research & Analysis Program	\$44,773	Research & Analysis Continue support for development, improvement of travel demand model, continue work on model update for 2017-42 RTP update. Continue model training by ODOT as available. Continue GIS activities. Update Title 6/EJ Plan.	\$34,573	Research & Analysis Continue support for development, improvement of travel demand model. Continue model training by ODOT as available. Continue GIS activities. Continue with update to Title 6/EJ Plan.
4.2 Data collection/analysis for Title 6 & EJ				
5. Transit				
5.1 RVTD Transit Master Plan	\$61,000	RVTD Master Plan	\$65,753	RVTD Master Plan
Totals				
2016-17 Total	\$443,512	2017-18 Proposed Total	\$434,446	

RVMPO 2017-2042 RTP Project List
February 21, 2017

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Ashland									
120	Laurel St. RR Crossing	R/R X-ing improvements, surface improvements (175-ft, 0.03 Miles)	short	\$ 813,552				Exempt - Table 2 - Safety	PM10
160	Hersey St: N. Main to Oak St Sidewalk	Sidewalk Construction (1,760-ft, 0.33 Miles)	short	\$ 829,000				Exempt - Table 2 - Air Quality	PM10
161	E. Nevada Street Extension	Extend street over Bear Creek to link roadway at Kestrell; sidewalks, bicycle lanes (675-ft, 0.13 Miles)	short	\$ 5,055,500				Non-Exempt	PM10
162	Independent Way	Extend street from Washington St to Tolman Creek Rd; sidewalks, bicycle lanes (715-ft, 0.13 Miles)	short	\$ 1,055,000				Non-Exempt	PM10
166	Chip Seal	project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits. (approx. 5.3 miles)	short	\$ 561,648				Exempt - Table 2 - Safety	PM10
Short Range (2017-2021) Total					\$ 8,314,700	\$ 8,706,000			
163	Intersection Improvements: Ashland-Oak Knoll-E. Main	Realign intersection, install speed-reduction treatments (950-ft, 0.18 Miles)	medium	\$ 1,184,195				Exempt - Table 3	PM10
Medium Range (2022-2030) Total					\$ 1,184,195	\$ 6,499,000	\$ -		
164	Normal Avenue Extension	Extend roadway to East Main; sidewalks, bicycle lanes (2,250-ft, 0.43 Miles)	long	\$ 5,916,032				Non-Exempt	PM10
165	Clear Creek Drive Extension	Extend road to connect with N. Mountain Ave. (2,000-ft, 0.38 Miles)	long	\$ 4,601,359				Non-Exempt	PM10
Long Range (2031-2042) Total					\$ 10,517,391	\$ 12,754,000	\$ -		
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Central Point									
232	Twin Creeks Rail Crossing	Add new at grade crossing and signal, sidewalks at OR99 and Twin Creeks Crossing (1,080 ft)	short	\$ 3,900,000				Non-Exempt	PM10
233	E. Pine Street Downtown Improvement Projects	New Sidewalks, street lights, and new signals at 2nd and 4th Streets. New Pedestrian Crossing at 6th Street (1,600 ft, 0.3 miles)	short	\$ 5,000,000				Exempt-Table 3 - Signalization	PM10
234	W. Pine Street Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded (2,200 ft, 0.42 miles)	short	\$ 4,549,000				Exempt - Table 2 - Safety	PM10
Short Range (2017-2021) Total					\$ 13,449,000	\$ 14,143,000			
215	OR 99: Traffic Calming Unit 3	Traffic Calming (300 ft)	medium	\$ 259,043				Exempt-Table 2 - Safety	PM10
227	W. Pine St., Hanley St. to Haskell St.	Widen to add center turn lane, bike lanes , sidewalks (no new travel lanes) (2,150 ft)	medium	\$ 3,286,685				Exempt-Table 2 - Safety	PM10
Medium Range (2022-2030) Total					\$ 3,545,727	\$ 18,276,000	\$ -		
214	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidewalks (urban upgrade - no new travel lanes) (700 ft)	long	\$ 865,078				Exempt-Table 2 - Safety	PM10
219	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	long	\$ 1,751,803				Exempt-Table 3 - Channelization	PM10
224	Scenic Ave, 10th St. to Scenic Middle School	Widen to add continuous turn lane with bike lanes and sidewalks (no new travel lanes) (700 ft)	long	\$ 1,117,473				Exempt-Table 2 - Safety	PM10
Long Range (2031-2042) Total					\$ 3,734,354	\$ 9,001,000	\$ -		

RVMPO 2017-2042 RTP Project List

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Eagle Point									
330	Stevens Road - East Main Street to Robert Trent Jones	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,450 ft	short	\$ 2,700,000				Exempt - Table 2 - Safety	PM10
340	Linn Rd: OR62 to Buchannan	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 1,400 ft	short	\$ 2,098,000				Exempt - Table 2 - Safety	PM10
329	South Shasta Avenue - Alta Vista Road to Arrowhead Trail (Phase I)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,060 ft	short	\$ 450,000				Exempt - Table 2 - Safety	PM10
345	Stevens Road - Riley Road	Pedestrian Path to EP National Cemetery 1,750	short	\$ 300,000				Exempt - Table 2 - Air Quality	PM10
353	S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgrade to roadway	short	\$ 488,423				Exempt-Table 2 - Other	PM10
Short Range (2017-2021) Total					\$ 6,036,423	\$ 6,626,000			
322	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail 2,500 ft	medium	\$ 150,000				Exempt-Table 2 - Air Quality	PM10
325	Arrowhead Trail - Black Wolf Ln to Pebble Creek Blvd	Extension (Collector) with Bike Lanes and Sidewalks 2,075 ft	medium	\$ 1,800,000				Non-Exempt	PM10
334	South Royal Avenue - OR62 to Loto Street	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,100 ft	medium	\$ 5,100,000				Exempt-Table 2 - Safety	PM10
323	Barton Road - Highway 62 to Havenwood	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,800 ft	medium	\$ 475,000				Exempt-Table 2 - Safety	PM10
327	Havenwood Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 690 ft.	medium	\$ 525,000				Non-Exempt	PM10
308	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 700 ft.	medium	\$ 625,000				Non-Exempt	PM10
Medium Range (2022-2030) Total					\$ 8,675,000	\$ 4,912,000			

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343	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$	575,000				Non-Exempt	PM10
344	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$	750,000				Non-Exempt	PM10
335	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,600 ft	long	\$	1,500,000				Exempt-Table 2 - Safety	PM10
332	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 6,050 ft	long	\$	750,000				Exempt-Table 2 - Safety	PM10
333	North Royal Avenue - Loto Street to Reese Creek Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 3,520 ft	long	\$	1,500,000				Exempt-Table 2 - Safety	PM10
336	Hannon Road - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,000 ft.	long	\$	1,600,000				Exempt-Table 2 - Safety	PM10
337	Nick Young Road - OR 62 to Hannon Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 600 ft.	long	\$	375,000				Exempt-Table 2 - Safety	PM10
339	West Lin Road - OR 62 to Dahlia Terrace	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,880 ft.	long	\$	1,800,000				Exempt-Table 2 - Safety	PM10
341	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,500 ft.	long	\$	550,000				Exempt-Table 2 - Safety	PM10
342	South Shasta Avenue - Highway 62 to Arrowhead Trail (Phase II)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 3,020 ft.	long	\$	1,500,000				Exempt-Table 2 - Safety	PM10
346	Royal Ave/Old Highway 62 Intersection	Intersection Realignment	long	\$	550,000				Exempt-Table 3 - Reconfiguration	PM10
347	Little Butte Park Pedestrian Bridge	New Pedestrian Bridge Near Teakwood	long	\$	2,500,000				Exempt-Table 2 - Air Quality	PM10
348	S. Shasta Ave - Arrowhead Trail to Loto Street	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 4,500 ft.	long	\$	650,000				Exempt-Table 2 - Safety	PM10
349	Cottonwood at Hwy 62	Realign Intersection	long	\$	250,000				Exempt-Table 3 - Reconfiguration	PM10
350	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	\$	120,000				Exempt-Table 3 - Channelization	PM10
351	Onyx St Extension	Extension Collector with Bike Lanes and Sidewalks 1,250 ft.	long	\$	225,000				Non-Exempt	PM10
352	Hwy 62 @ Rolling Hills Dr	Signalization	long	\$	250,000				Exempt-Table 3 - Signalization	PM10
Long Range (2033-2042) Total						\$	15,445,000	\$	8,289,000	

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Jackson County									
809	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector, add roundabout - 0.60 miles	short	\$ 2,500,000				Non-Exempt	PM10
810	Regional Active Transportation Plan	Planning Study	short	\$ 200,000				Exempt-Table 2 - Other	PM10
821	Table Rock Rd: I-5 Crossing to Biddle	Widen to 3 & 5 Lanes, curb, gutter, & Sidewalk + bike lanes - 0.96 miles (no new travel lanes)	short	\$ 7,883,540				Non-Exempt	PM10
858	Foothill Rd., Delta Waters to Dry Creek Rd.	Improve (widen) to rural major collector standards (no new travel lanes) - 6,800 ft, 1.28 miles	short	\$ 2,298,734				Exempt-Table 2 - Safety	PM10
873	Table Rock Rd. at Gregory	New traffic signal	short	\$ 350,000				Exempt-Table 3 - Signalization	PM10
874	Kirtland to Gold Ray	Rogue River Greenway extension - 0.31 miles	short	\$ 400,000				Exempt-Table 2 - Air Quality	PM10
881	Bear Creek Greenway: Hwy 140 Shared-Use Path	Bear Creek Greenway extension - 1.1 miles	short	\$ 588,836				Exempt-Table 2 - Air Quality	PM10
Short Range (2017-2022) Total					\$ 14,221,110	\$ 11,764,304			
859	Foothill Rd., Dry Creek Rd to Vilas Rd	Improve (widen) to rural major collector standards (no new travel lanes) - 1.1 miles	medium	\$ 2,220,366				Exempt-Table 2 - Safety	PM10
875	Gold Ray Rd, Blackwell Rd to Upper River Rd.	Rogue River Greenway extension - 1.6 miles	medium	\$ 2,000,000				Exempt-Table 2 - Air Quality	PM10
860	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards (no new travel lanes) - 1.7 miles	medium	\$ 3,286,685				Exempt-Table 2 - Safety	PM10
Medium Range (2023-2032) Total					\$ 7,507,051	\$ 4,000,000			
861	Table Rock Rd., Mosquito to Antelope	Widen to 2 lane road to 4 lanes (does not go through intersection) - 0.15 miles	long	\$ 2,191,123				Non-Exempt	PM10
870	Beall Ln. at Bursell	New traffic signal	long	\$ 438,225				Exempt-Table 3 - Signalization	PM10
876	Upper River Rd., Gold Ray Rd to RVMPO Boundary	Rogue River Greenway extension - 0.4 miles	long	\$ 1,500,000				Exempt-Table 2 - Air Quality	PM10
878	E. Vilas Rd, Medford city limits to McLouglin	Improve (widen) to rural major collector standards (no new travel lanes) - 0.9 miles	long	\$ 1,815,000				Exempt-Table 2 - Safety	PM10
879	Wilson Rd, Upton to Table Rock	Improve (widen) to rural minor collector standards (no new travel lanes) - 1.25 miles	long	\$ 1,680,000				Exempt-Table 2 - Safety	PM10
880	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility - 1.25 miles	long	\$ 850,000				Exempt-Table 2 - Air Quality	PM10
Long Range (2033-2042) Total					\$ 8,474,348	\$ 6,600,000			
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Jacksonville									
No Short Range Projects Proposed			short	\$ -					
Short Range (2017-2021) Total					\$ -	\$ 215,000	\$ -		
No Medium Range Projects Proposed			medium	\$ -					
Medium Range (2022-2030) Total					\$ -	\$ 485,000	\$ -		
No Medium Range Projects Proposed			long	\$ -					
Long Range (2031-2042) Total					\$ -	\$ 787,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
ODOT									
903	OR 62: I-5 to Dutton Road (Medford), JTA Phase	Right of Way Acquisition and construct phase funded by Oregon Jobs and Transportation Act; 2.76 miles	short	\$ 118,485,000				Non-Exempt	PM10/CO
906	I-5 S. Medford - N. Ashland Paving	Grid/Inlay; 7.64 miles	short	\$ 7,358,000				Exempt - Table 2 - Safety	PM10/CO
907	Antelope Road, White City	CNG Fueling Station	short	\$ 2,213,575				Exempt - Table 2 - Air Quality	PM10
908	Jackson & Josephine Counties	Sign and Delineation Upgrades	short	\$ 729,191				Exempt - Table 2 - Safety	PM10
910	Jackson County	I-5: Barnett Road Overpass Deck Overlay; 0.05 miles	short	\$ 759,600				Exempt - Table 2 - Safety	PM10/CO
912	OR99 Ashland Creek Bridge	Repair Concrete Deterioration, Bridge #0M274; 0.02 miles	short	\$ 660,460				Exempt - Table 2 - Safety	PM10
913	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location; 1 mile	short	\$ 14,715,185				Exempt - Table 2 - Safety	PM10
914	I-5 Southern Oregon	Install cable barriers at various locations; 122.7 miles	short	\$ 2,500,000				Exempt - Table 2 - Safety	PM10
915	I-5 Medford Viaduct Deck Overlay	Overlay deck, 0.5 miles	short	\$ 1,650,000				Exempt - Table 2 - Safety	PM10/CO
916	R-3 ADA Improvement Projects	ADA improvements at various locations	short	\$ 133,800				Exempt - Table 2 - Safety	PM10
917	Hwy 62 & Hwy 140 Intersection Improvements	Relocate signal, modify lane configuration; 1.02 miles	short	\$ 1,622,500				Exempt - Table 2 - Safety	PM10/CO
918	1-5 Exit 33 Off-Ramp improvement Project	Construct 2nd right turn lane on the northbound off-ramp, 900 ft.	short	\$ 967,000				Exempt - Table 2 - Safety	PM10
919	Regionwide Rumble Strips	Install rumble strips at various locations	short	\$ 5,102,153				Exempt - Table 2 - Safety	PM10
920	I-5: Medford Viaduct Protective ROW Purchase	Purchase parcel of land abutting viaduct for protective right-of-way	short	\$ 1,000,000				Exempt - Table 2 - Safety	PM10
921	OR140: Exit 35 Blackwell Rd	Add center turn lane, widen shoulders, add bike path	short	\$ 5,775,000				Exempt - Table 2 - Safety	PM10
945	OR99: Rapp Road to Ashland	Reducing to 3 lanes, consolidating accesses, adding bike/ped improvements; 17 miles	short	\$ 3,341,000				Exempt - Table 2 - Safety	PM10
946	I-5: Bear Creek Bridges NB & SB, Scour Repair	Scour Repair, Bridges 08771N & 08771S; 0.08 miles	short	\$ 1,994,000				Exempt - Table 2 - Safety	PM10
950	I-5 California State Line - Ashland Paving	Grind/Inlay; 11.45 miles	short	\$ 13,631,000				Exempt - Table 2 - Safety	PM10
953	OR99: Laurel Street Signal Upgrade	Upgrade traffic signal; 0.04 miles	short	\$ 620,000				Exempt - Table 2 - Safety	PM10
954	Rogue Valley VMS Replacement Project	Replace boards: I-5/MTN Ave, I-5 Table Rock, Hwy 199	short	\$ 700,000				Exempt - Table 2 - Safety	PM10/CO
955	I-5 Medford Viaduct	Environmental Assessment Study	short	\$ 4,000,000				Exempt - Table 2 - Safety	PM10/CO

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956	OR-99: Coleman Crk to Birch Street	Restripe Highway to add bike lanes. Adds Sidewalks. Adds Bus Signal Prioritization Ashland to Central Point; 0.7 miles	short	\$ 7,300,000				Exempt - Table 2 - Safety	PM10
922	Freeman Rd @ Pine St. Intersection (Central Point)	Improve drainage and install raised island, enhance striping to include bike lane	short	\$ 121,000				Exempt - Table 2 - Safety	PM10
923	OR238: @ W. Main St.	Install roundabout and associated medians	short	\$ 3,800,000				Exempt - Table 2 - Safety	PM10/CO
924	OR140: Atlantic Ave Intersection Improvements	Construct a roundabout and raised median to improve safety	short	\$ 2,208,000				Exempt - Table 2 - Safety	PM10
925	OR99: Ashland Pedestrian Upgrades	Add street lighting at Lithia/3rd and Siskiyou/Morton. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFB @ Siskiyou/Tolman Creek Rd.	short	\$ 1,112,000				Exempt - Table 2 - Safety	PM10
926	OR99: I-5 to Scenic Ave	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	short	\$ 3,262,000				Exempt - Table 2 - Safety	PM10
927	OR140: Bear Creek - Agate Rd	Grind out the existing pavement and replace with new asphalt between MP - 6.70-1.16	short	\$ 4,922,000				Exempt - Table 2 - Safety	PM10
928	I-5: California to Gold Hill	Repair or replace culverts, address scour and road embankment problems near culverts	short	\$ 334,663				Exempt - Table 2 - Safety	PM10/CO
929	OR140: Avenue G - OR62	Structural overlay, deep base repair, add new striping and pavement markers	short	\$ 130,000				Exempt - Table 2 - Safety	PM10
Short Range (2017-2021) Total					\$ 211,147,127	\$ 211,147,127	\$ -		
957	OR-99: Birch Street to Garfield	Add sidewalks and bikelanes; Upgrade Storm Drain; 1.8 miles	Medium	\$ 10,000,000				Exempt-Table 2 - Air Quality	PM10/CO
958	OR-99: Talent to Phoenix	Restripe to 3-lane cross section; Add transit pullouts; 2.6 miles	Medium	\$ 3,000,000				Exempt-Table 3 - Reconfiguration	PM10
959	OR-140 @ Agate and @ Leigh Way	Improve intersections alignments and change thru movement to favor the highway alignment.	Medium	\$ 7,000,000				Exempt-Table 3 - Reconfiguration	PM10
Medium Range (2022-2030) Total					\$ 20,000,000	\$ 20,000,000	\$ -		
951	South Valley View Bridge Replacement	Realign and widen the Bear Creek Bridge over South Valley View Rd, located off Exit 19 near Ashland. It will also widen and add turning lanes to South Valley View Rd from the Interstate to Hwy 99 and connect peds and bikes with the Bear Creek Greenway.;0.5 miles	Long	\$ 15,000,000				Exempt-Table 3 - Reconfiguration	PM10
960	OR-238: West Main to N. Ross Lane	Realign and widen highway; add adequate shoulders and/or bikelanes, add pedestrian improvements in urban areas; 2.8 miles no new travel lanes	Long	\$ 18,000,000				Exempt - Table 2 - Safety	PM10/CO
Long Range (2031-2042) Total					\$ 33,000,000	\$ 33,000,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Medford * does not reflect current need - TSP currently under review - project list may change									
863	Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes (Approx. 5,100 LF)	short	\$ 13,000,000				Non-Exempt	PM10/CO
5012	Columbus Ave, McAndrews to Sage	New roadway section and urban upgrade; 5 lane major arterial	short	\$4,000,000				Non-Exempt	PM10/CO
5014	Delta Waters Rd, Provincial to Foothill	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 1,100 LF) no new travel lanes	short	\$1,200,000				Exempt - Table 2 - Safety	PM10/CO
5015	Springbrook at Spring	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$575,000				Exempt-Table 3 - Signalization	PM10/CO
5016	4th at Riverside	Add NBR lane (City/MURA) (Approx. 250 LF)	short	\$500,000				Exempt - Table 3 - Channelization	PM10/CO
5017	Main St at Barneburg	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$300,000				Exempt-Table 3 - Signalization	PM10/CO
5018	Crater Lake at Jackson	Add left-turn lanes on all approaches and protect movements (Intersection, total length approx. 500 LF)	short	\$2,500,000				Exempt - Table 3 - Channelization	PM10/CO
5020	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications (ITS Project, N/A)	short	\$400,000				Exempt - Table 2 - Safety	PM10/CO
Short Range (2017-2022) Total					\$ 22,475,000	\$ 67,887,000	\$ -		
5024	Barnett at N. Phoenix	Widen and add WBR lane and second EBL lane (Intersection, approx. 500 LF) no new travel lanes	medium	\$500,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5025	Crater Lake at Delta Waters	Add EBL and WBL turn lanes and protect movements. Add EBR lane (Intersection, approx. 500 LF)	medium	\$2,500,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5026	Main at Columbus	Add NBL and SBL lanes and protect movements. Extend second WB lane further west. Add SBR lane. (Intersection, approx. 500 LF)	medium	\$1,500,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5027	Springbrook, Cedar Links to Delta Waters	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 2,500 LF) no new travel lanes	medium	\$3,500,000				Exempt-Table 2 - Safety	PM10/CO
5028	Highland, Siskiyou Blvd to E. Main	Widen to three lanes with bike lanes and sidewalks (Approx. 2,550 LF) no new travel lanes	medium	\$2,500,000				Exempt-Table 2 - Safety	PM10/CO
5029	Arterial or collector locations as needed	2070 signal controller upgrades (ITS, N/A)	medium	\$650,000				Exempt-Table 2 - Safety	PM10/CO
5031	10th Street Bridge at Bear Creek	Repair bridge (assume 80% federal share/20% city share – city share shown) (N/A, repalce bridge)	medium	\$2,000,000				Exempt-Table 2 - Safety	PM10/CO
5032	Garfield, Holly to Kings Highway	Widen to provide curb, gutter, bike lanes and sidewalk (Approx. 2,700 LF) no new travel lanes	medium	\$1,602,000				Exempt-Table 2 - Safety	PM10/CO
Medium Range (2023-2032) Total					\$14,752,000	\$ 52,283,000	\$ -		
5037	Hillcrest at N. Phoenix	Add EBR turn lane and provide signal overlap (Intersection, 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5038	McAndrews at Royal	Add second NBL lane from Royal onto McAndrews (Intersection, approx. 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5039	McAndrews at Springbrook	Add SBR lane (Intersection, approx. 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5040	Black Oak, Hillcrest to Acorn	Widen to two lanes with curb, gutter and sidewalks (Approx 1,500 LF), no new travel lanes	long	\$750,000				Exempt - Table 2 - Safety	PM10/CO
5041	Cherry Lane, N Phoenix Rd to Hillcrest	Widen to three lanes with bike lanes and sidewalks (eastern ¾) (Approx. 5,200 LF), no new travel lanes	long	\$2,500,000				Exempt - Table 2 - Safety	PM10/CO
568	Lear Way, Coker Butte to Vilas	Construct new two lane road with bike lanes and sidewalks (Approx. 4,700 LF)	long	\$2,500,000				Non-Exempt	PM10/CO
5042	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications	long	\$200,000				Exempt - Table 2 - Safety	PM10/CO
5043	Foothill Rd, McAndrews to Delta Waters	Widen to three lanes with bike lanes and sidewalks (Approx. 7,000 LF), no new travel lanes	long	\$22,000,000				Exempt - Table 2 - Safety	PM10/CO
5044	Kings Hwy, South Stage Rd to Stewart Ave	Widen to three lanes with bike lanes and sidewalks (Approx. 7,400 LF), no new travel lanes	long	\$4,000,000				Exempt - Table 2 - Safety	PM10/CO
Long Range (2033-2042) Total					\$34,200,000	\$ 125,574,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Phoenix									
627	N. Church: W. 1st to w. 6th & N. Pine W. 1st to W. 5th	Asphalt overlay, roadway widening to City standards, curb, gutter, sidewalks and storm drainage, AC waterline replacement, sharrows - Church St: lenght: .323 miles; Pine St: length: .238 miles	short	\$ 749,000				Exempt - Table 2 - Safety	PM10
634	North Couplet Pedestrian Crossing	Ped crossings & connection to Bear Creek Greenway with RRFB at 4th St & Main St and Bear Creek Drive (approx. 400 ft).	short	\$ 100,000				Exempt - Table 2 - Safety	PM10
Short Range (2017-2021) Total					\$ 849,000	\$ 776,000			
628	Urban Reserve Areas PH-5, PH-10	Construct new street network - length: approx. 5.841 miles	Medium	\$20,000,000				Non-Exempt	PM10
629	Rose St, Oak to 1st	Install sideawalks - length: .218 miles	Medium	\$346,500				Exempt-Table 2 - Air Quality	PM10
630	Camp Baker Road, Hilsinger to Colver	new or improved sidewalks on both sides - length: .258 miles	Medium	\$445,000				Exempt-Table 2 - Air Quality	PM10
631	Oak St. Rose to Main	Install sideawalks - length: .216 miles	Medium	\$363,000				Exempt-Table 2 - Air Quality	PM10
611	Colver Rd., First St. to 4th	Widen and construct sidewalks, bike lanes (no new travel lanes) .209 miles	Medium	\$ 595,000				Exempt-Table 2 - Air Quality	PM10
632	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side - length: .410 miles	Medium	\$ 250,000				Exempt-Table 2 - Air Quality	PM10
Medium Range (2022-2030) Total					\$ 21,999,500	\$ 2,307,000			
633	Hilsinger, Colver Road to UGB Boundary	Total reconstruct with addition of bike lanes and sidewalks, stormwater management facilities (no new travel lanes) .450 miles	long	\$ 770,000				Exempt - Table 2 - Safety	PM10
Long Range (2031-2042) Total					\$ 770,000	\$ 3,236,000	\$ -		
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Talent									
No Short Range Projects Proposed			short	\$ -					
Short Range (2017-2021) Total					\$ -	\$ 1,793,000	\$ -		
717	Rapp Rd.: 150' South of Graham Way to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicycle lanes, sidewalks) - no new travel lanes, approximately 3,500 feet	medium	\$ 3,430,000				Exempt-Table 2 - Safety	PM10
728	Wagner St.: Talent Ave to West Valley View Rd.	Construct new collector street (50 feet), approximately 525 feet	medium	\$ 730,000				Non-Exempt	PM10
729	Wagner Creek Greenway Path: West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway (install new creek crossing), approximately 995 feet	medium	\$ 880,000				Exempt-Table 2 - Air Quality	PM10
Medium Range (2022-2030) Total					\$ 5,040,000	\$ 2,607,000			
720	Railroad District Collector: Belmont Rd. to Rapp Rd.	Construct new railroad district collector street, approximately 5,135 feet	long	\$ 4,100,000				Non-Exempt	PM10
730	Belmont Rd.: Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hill Top) - no new travel lanes, approximately 400 feet	long	\$ 800,000				Exempt - Table 2 - Safety	PM10
731	Westside Bypass: Wagner Creek Rd/Rapp Rd to Colver Rd.	Construct new collector street west of city in Urban Reserve area TA-1, approximately 4,415 feet	long	\$ 2,730,000				Non-Exempt	PM10
Long Range (2031-2042) Total					\$ 7,630,000	\$ 3,881,000			

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PROJECT NUMBER	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Rogue Valley Transportation District (RVTD)								
1085	Urban Operations Support, FFY2019	short	\$ 6,300,000				Exempt - Table 2 - Mass Transit	PM10/CO
1086	Urban Operations Support, FFY2020	short	\$ 6,600,000				Exempt - Table 2 - Mass Transit	PM10/CO
1087	Urban Operations Support, FFY2021	short	\$ 6,900,000				Exempt - Table 2 - Mass Transit	PM10/CO
1059	Urban Operations Support, FFY2017	short	\$ 5,100,000				Exempt - Table 2 - Mass Transit	PM10/CO
1060	Urban Operations Support, FFY2018	short	\$ 6,000,000				Exempt - Table 2 - Mass Transit	PM10/CO
1066	Capitalization of Maintenance (MPO STP Transfer, FFY2017)	short	\$ 1,049,214				Exempt - Table 2 - Mass Transit	PM10/CO
1067	Capitalization of Maintenance (MPO STP Transfer FFY2018)	short	\$ 1,063,903				Exempt - Table 2 - Mass Transit	PM10/CO
1093	Capitalization of Maintenance (MPO STP Transfer, FFY2019)	short	\$ 1,078,584				Exempt - Table 2 - Mass Transit	PM10/CO
1094	Capitalization of Maintenance (MPO STP Transfer, FFY2020)	short	\$ 1,093,468				Exempt - Table 2 - Mass Transit	PM10/CO
1095	Capitalization of Maintenance (MPO STP Transfer, FFY2021)	short	\$ 1,108,557				Exempt - Table 2 - Mass Transit	PM10/CO
1073	Valley Feeder	short	\$ 111,445				Exempt - Table 2 - Mass Transit	PM10/CO
1077	Drive Less Connect Outreach	short	\$ 149,000				Exempt - Table 2 - Mass Transit	PM10/CO
1084	Farebox Replacement System	short	\$ 764,516				Exempt - Table 2 - Mass Transit	PM10/CO
1081	Category A Vehicle Replacement	short	\$ 475,001				Exempt - Table 2 - Mass Transit	PM10/CO
1082	Vehicle Replacement	short	\$ 950,000				Exempt - Table 2 - Mass Transit	PM10/CO
1083	Mobility Management, Purchase Service	short	\$ 502,232				Exempt - Table 2 - Mass Transit	PM10/CO
1088	TDM Rideshare in 2017	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1089	TDM Rideshare in 2018	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1090	TDM Rideshare in 2019	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1091	TDM Rideshare in 2020	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1092	TDM Rideshare in 2021	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
Short Range (2017-2021) Total				\$ 39,965,920	\$ 39,965,920	\$ -		
Medium Range Projects, Funding in Finacial Chapter								
Medium Range (2022-2030) Total				\$ 117,648,000	\$ 117,648,000	\$ -		
Long Range Projects, Funding in Finacial Chapter								
Long Range (2031-2042) Total				\$ 213,749,000	\$ 213,749,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
RVCOG									
1010	N/A	Planning and Research in 2017	short	\$293,523				Exempt-Table 2 - Other	
1011	N/A	Support Transit Planning through RTP & TIP in 2017	short	\$93,322				Exempt-Table 2 - Other	
1012	N/A	Planning and Research in 2018	short	\$293,523				Exempt-Table 2 - Other	
1013	N/A	Support Transit Planning through RTP & TIP in 2018	short	\$93,322				Exempt-Table 2 - Other	
1014	N/A	Planning and Research in 2019	short	\$293,523				Exempt-Table 2 - Other	
1015	N/A	Support Transit Planning through RTP & TIP in 2019	short	\$93,322				Exempt-Table 2 - Other	
1016	N/A	Planning and Research in 2020	short	\$293,523				Exempt-Table 2 - Other	
1017	N/A	Support Transit Planning through RTP & TIP in 2020	short	\$93,322				Exempt-Table 2 - Other	
1018	N/A	Planning and Research in 2021	short	\$293,523				Exempt-Table 2 - Other	
1019	N/A	Support Transit Planning through RTP & TIP in 2021	short	\$93,322				Exempt-Table 2 - Other	
		Short Range (2017-2021) Total			\$1,934,225	\$1,934,225	\$ -		
No Long Range Projects Proposed			medium	\$ -					
Medium Range (2022-2030) Total					\$ -	\$ -	\$ -		
No Long Range Projects Proposed			long	\$ -					
Long Range (2031-2042) Total					\$ -	\$ -	\$ -		
Total 2017 - 2042 RVMPO RTP Projects					\$830,819,072	\$1,002,556,576	\$48,370,447	Federal Discretionary Funds Needed	

\$879,189,519 \$123,367,057

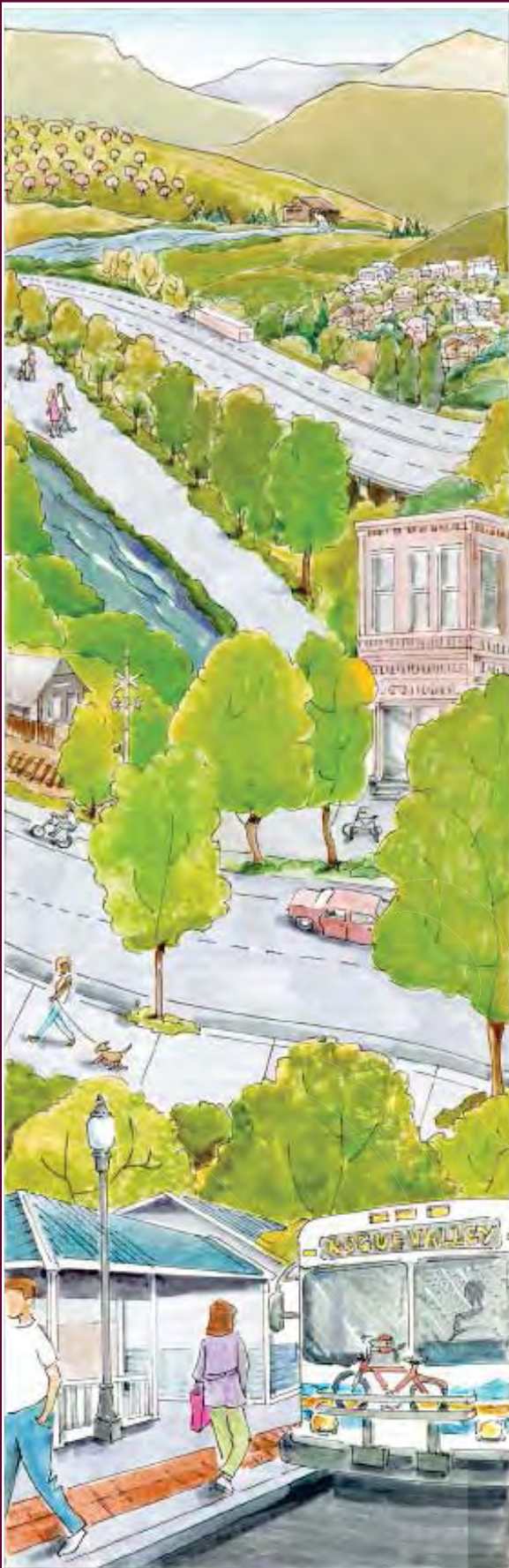
2017 - 2042 RVMPO Tier 2 Project List			
PROJECT NUMBER	LOCATION	DESCRIPTION	COST
Ashland			
AT2-1	Normal Ave., from current terminus to E. Main St.	Extend street	\$1,479,064
			\$ 1,479,064
PROJECT NUMBER	LOCATION	DESCRIPTION	COST
Central Point			
CT2-1	E-W Hamrick Rd. Extension (S. of E. Pine St.)	Extend to intersect with Penninger Dr.	\$1,200,000
CT2-2	Penninger Rd. Extension South	Extend Penninger Rd. from E. Pine St. south across B/C to Hamrick	\$145,800
CT2-3	Penninger Rd. Extension North	Extend from E. Pine St. to Beebe Rd.	\$10,566,108
			\$ 11,911,908
PROJECT NUMBER	LOCATION	DESCRIPTION	COST
Eagle Point			
ET2-1	N. Shasta Ave. to Teakwood Ave.	Add bridge connecting Teakwood Ave. and Shasta Ave.	\$3,950,000
ET2-2	Lava Street to Stevens Rd. Arterial extension	Extend Lava St. to Stevens Rd.	\$2,610,600
ET2-3	Rolling Hills Drive east of Reese Creek Road	Extend Rolling Hill Drive east of Reese Creek Road (collector)	\$1,780,000
ET2-4	Barton Road east of Reese Creek Road	Extend Barton Road east of Reese Creek Road (collector)	\$670,000
ET2-5	Stevens Road East of Riley Rd	Upgrade Stevens Road to collector east of Riley Road	\$1,357,000
ET2-6	Alta Vista Rd from Shasta Ave. to Bigham Brown	Upgrade Alta Vista to arterial from Shasta Avenue to Bigham Brown Road	\$1,974,000
ET2-7	Shasta Avenue from Main to Alta Vista	Upgrade Shasta Avenue to arterial from Main Street to Alta Vista	\$2,451,000
ET2-8	Alta Vista Road from Robert Trent Jones to Bigham Brown	Upgrade Alta Vista from Robert Trent Jones to Bigham Brown	\$932,000
ET2-9	Riley Road from Stevens Road to Alta Vista Road	Upgrade Riley Road from Stevens Road to Alta Vista Road	\$2,492,000
			\$18,216,600
PROJECT NUMBER	LOCATION	DESCRIPTION	COST
Jacksonville			
JT2-1	Pair-a-Dice Ranch Rd., OR 238 to city limits	Construct two lane truck route connection (city share w/ in UGB)	\$7,032,000
			\$7,032,000
PROJECT NUMBER	LOCATION	DESCRIPTION	COST
Medford			
MT2-1	Manzanita St. to Spring St. connection, crossing with I-5	Construct new grade-separated crossing	\$24,360,000
MT2-2	Lone Pine Rd., Foothill Rd. to Cherry Ln.	Construct new three lane street with bike lanes and sidewalks	\$13,316,800
MT2-3	Tamarack Rd., Mc Andrews Rd. to Lone Pine Rd. extension	Construct new two lane street with bike lanes and sidewalks	\$9,500,400
MT2-4	Bellinger-Cunningham, Hull Rd. to Orchard Home Rd.	Construct new three lane street with bike lanes and sidewalks	\$5,326,720
MT2-5	Springbrook Rd., Blackthorn Way to Coker Butte Rd.	Construct new three lane street with bike lanes and sidewalks	\$4,660,880
MT2-6	Ross Ln., Jacksonville Highway to McAndrews Rd.	Widen to five lanes with bike lanes and sidewalks	\$4,157,440
MT2-7	Manzanita St., extension from Riverside Rd. to Spring St.	Construct new five lane street with bike lanes and sidewalks	\$4,060,000
MT2-8	Diamond St., Orchard Home Dr. to Peach St.	Construct new two lane street with bike lanes and sidewalks	\$3,800,160
MT2-9	McAndrews Rd., Ross Ln. to Jackson St.	Widen to five lanes with bike lanes and sidewalks	\$2,598,400
MT2-10	Cherry Ln., Hillcrest St. to Lone Pine Rd.	Construct new two lane street with bike lanes and sidewalks	\$2,533,440
MT2-11	Cunningham Rd., Orchard Home Dr. to Columbus Ave.	Widen to five lanes with bike lanes and sidewalks	\$2,078,720
MT2-12	Stewart Ave., Lozier Ln. to Dixie St.	Widen to five lanes with bike lanes and sidewalks	\$1,559,040
MT2-13	South Stage Rd., OR 99 to east of I-5	Construct three lane street and overpass (city share w/ in UGB)	\$45,000,000
			\$122,952,000
Phoenix			
PT2-1	Oak St., OR 99 to Fern Valley Rd.	Extension of Oak St., including I-5 overcrossing	\$23,440,000
			\$23,440,000
Talent			
TT2-1	Belmont R/R X-ing	Construct new R/R X-ing w/ gates, new collector street	\$879,000
			\$879,000
PROJECT NUMBER	LOCATION	DESCRIPTION	COST
Jackson County			
JCT2-1	Beall Ln., Highway 99 to Merriman	Upgrade to 3 lane urban standard (no new travel lanes) 0.75 miles	\$ 6,573,369
JCT2-2	Kings Highway, S Stage to Medford UGB	Upgrade to 3 lane urban standard (no new travel lanes) - 0.44 miles	\$ 3,286,685
JCT2-3	Old Stage Rd., Winterbrook to Taylor	Improve (widen) to rural major collector standards (no new travel lanes) - 0.8 miles	\$ 3,286,685
JCT2-4	Old Stage Rd, Taylor to RVMPO Boundary	Improve (widen) to rural major collector standards (no new travel lanes) - 2.35 miles	\$ 3,000,000
JCT2-5	E Vilas Road from McIoughlin Drive to Foothill Road	Improve to 2-lane rural major collector standard	\$1,780,000
JCT2-6	w Main Street from Renault Avenue to Hanley Road (OR 238)	Install enhanced bike and pedestrian facilities	\$1,815,000
JCT2-7	Antelope Road from Kershaw Road to Bigham Brown Road	Improve to 2-lane rural major collector standard	\$430,000
JCT2-8	Stewart Avenue from Hull Road to Oak Grove Road	Install 5-foot shoulders consistent with rural minor collector standards	\$190,000
JCT2-9	Eagle Mlii Road from S Valley View Road to Oak Street	Install 5-foot shoulders consistent with rural minor collector standards	\$2,290,000
JCT2-10	Hull Road from Stewart Avenue to S Stage Road	Improve to 2-lane rural major collector standard	\$1,195,000
JCT2-11	Table Rock Road from Gregory Road to Elmhurst Street	Widen to 5-lane rural arterial standard	\$1,550,000
JCT2-12	Bigham Brown Road from Antelope Road to Alta Vista Road	Install 6-foot shoulders consistent with rural major collector standards	\$2,665,000
JCT2-13	Table Rock Road from north Medford City limits to Gregory Road	Widen to 5-lane rural arterial standard	\$4,635,000
JCT2-14	Table Rock Road from Elmhurst Street to Mosquito Lane	Widen to 5-lane rural arterial standard	\$2,480,000

JCT2-15	Atlantic Avenue from Cole Drive to East Dutton Road	New 3-lane urban major collector	\$1,295,000
JCT2-16	S Valley View Road from 1-5 to West Valley View Road	Install 6-foot shoulders consistent with rural major collector standards	\$530,000
JCT2-17	Griffin Creek Road from S Stage Road to Pioneer Road	Install 6-foot shoulders consistent with rural major collector standards	\$1,150,000
JCT2-18	N Phoenix Road from Phoenix City limits to Medford City Limits	Install 7-foot shoulders consistent with rural arterial standard	\$1,865,000
JCT2-19	Hanley Road from Beall Lane to Rossanley Drive (OR 238)	Install 6-foot shoulders consistent with rural major collector standards	\$1,375,000
JCT2-20	Table Rock Road from Kirtland Road to Wheeler Road	Install 6-foot shoulders consistent with rural major collector standards	\$3,915,000
JCT2-21	Upton Road from Peninger Road to Old Upton Road	Install enhanced bike and pedestrian facilities	\$335,000
JCT2-22	Peninger Road from Pine Street to Expo Park	Widen to 2-lane urban minor collector standard	\$1,105,000
JCT2-23	S Stage Road at Orchard Home Road	Install a separate left-turn lane at the southbound approach	\$215,000
JCT2-24	Airport Road from Table Rock Road to Federal Way	New 2-lane urban minor collector	\$1,340,000
JCT2-25	Hillcrest Road from Cherry Lane to Medford City limits	Install sidewalks consistent with urban local standards	\$890,000
JCT2-26	Peninger Road from Expo Park to Upton Road	Install 5-foot shoulders consistent with rural minor collector standards	\$1,140,000
JCT2-27	Old Stage Road from Jacksonville City limits to Ross Lane	Install 4-foot shoulders consistent with the Old Stage Road Corridor Plan	\$1,470,000
JCT2-28	West Valley View Road from Suncrest to S Valley View Road	Install 5-foot shoulders consistent with rural minor collector standards	\$2,305,000
JCT2-29	Taylor Road from Old Stage Road to Grant Road	Install 6-foot shoulders consistent with rural major collector standards	\$1,475,000
JCT2-30	Fern Valley Road from N Phoenix Road to Phoenix City Limits	Install bike lanes and sidewalks consistent with urban major collector standards	\$1,075,000
JCT2-31	Upton Road from Old Upton Road to Gibbon Road	Install 6-foot shoulders consistent with rural major collector standards	\$2,385,000
JCT2-32	Nick Young Road from Agate Road to Eagle Point City limits	Improve to 2-lane rural major collector standard	\$3,575,000
JCT2-33	Suncrest Road from Bear Creek Greenway (west) to Bear Creek Greenway (east)	Install enhanced bike and pedestrian facilities	\$80,000
JCT2-34	Table Rock Road from Antelope Road to Kirtland Road	Install enhanced bike and pedestrian facilities	\$360,000
JCT2-35	Talent Avenue from Alpine Way to OR 99	Install enhanced bike and pedestrian facilities	\$855,000
JCT2-36	Crowson Boulevard to Road OR from 66 Siskiyou Boulevard to OR 66	Install enhanced bike and pedestrian facilities	\$1,990,000
JCT2-37	Colver Road from west Talent City limits to OR 99	Install enhanced bike and pedestrian facilities	\$410,000
JCT2-38	E Pine Street from 10th Street to Hamrick Road	Install enhanced bike and pedestrian facilities	\$1,875,000
			\$68,186,739
ODOT			
OT2-1	Valley View Dr., Realignment	Realign Valley View Dr @ OR-99 and replace bridge	\$20,000,000
OT2-2	I-5: Interchange 35 Unit 2	Add additional ramp, local street network, access control	\$15,000,000
OT2-3	OR 140 Freight Extension Unit 2	Lane and shoulder widening for freight movements	\$30,000,000
OT2-4	OR 238 Unit 2 - Hanley Rd.and Rossanley Dr.	Widen to add center turn lane (w/ bike lanes and sidewalks on R	\$14,650,000
OT2-5	OR 99, Rapp Rd. to southern city limits (Talent)	Widen to add center turn lane, with urban upgrade and consolidated access	\$4,500,000
			\$84,150,000
Tier 2 Total			\$338,247,311

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
March 28, 2017

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155 N. First Street
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(541) 664-6674
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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

**Technical Advisory
Committee**

Ashland	Maria Harris: Planning
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.

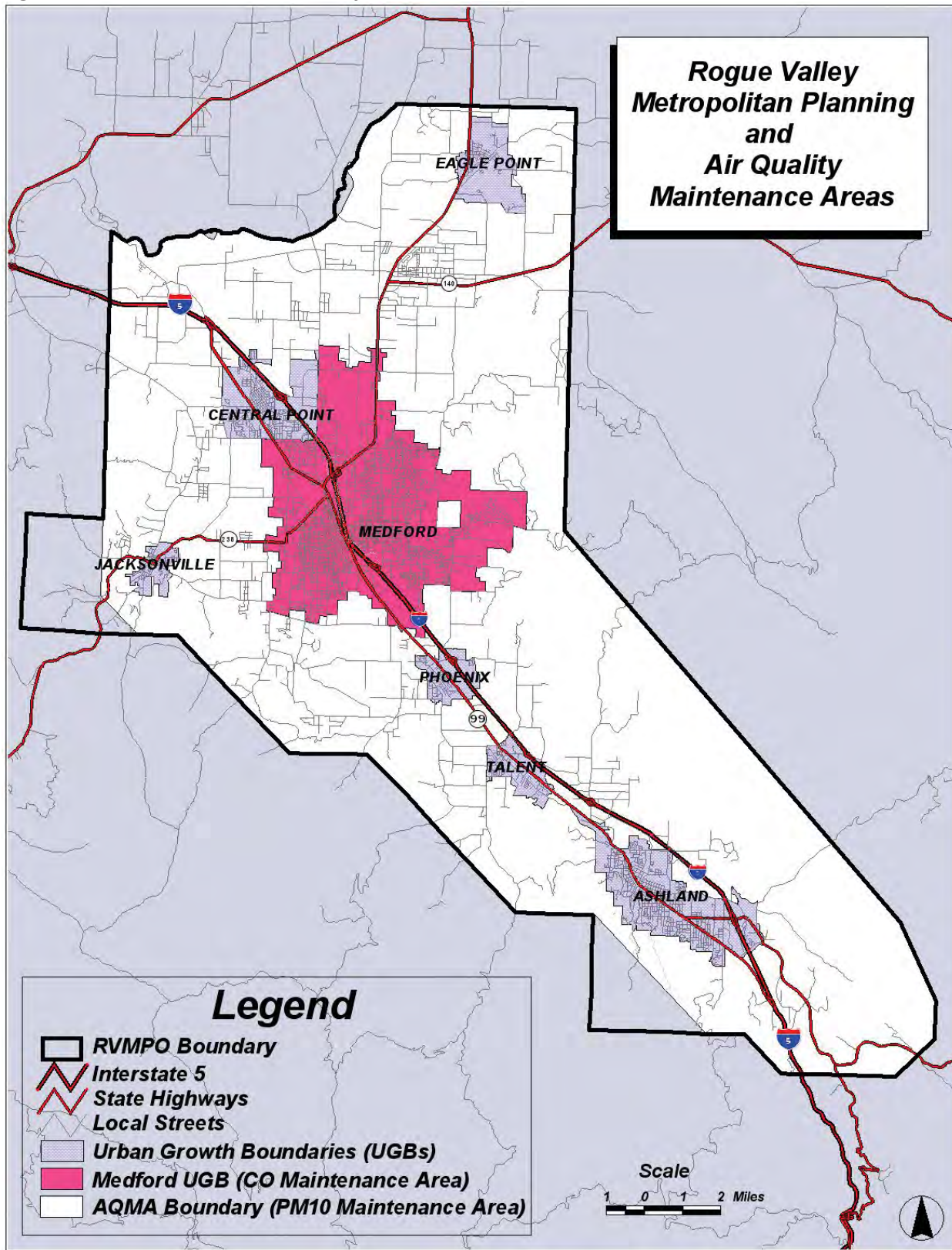
The projects listed in this document are “financially constrained,” meaning that funds required for completion are identified and expected to be available as indicated. As the amount of federal funds coming into the region may vary as the result of Congressional action, the revenues anticipated in the 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 (PM₁₀). 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 (PM₁₀) 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 with 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.rvmopo.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.rvmopo.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.rvmppo.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.rvmppo.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

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Ashland																
Hersey St: N. Main to Oak St Sidewalk	Sidewalk Construction	160	Exempt (Table 2) Safety, pavement resurfacing			Planning					\$ -					
				18250	FFY2017	Design	\$ 227,914	CMAQ (L400)	\$ 26,086	Ashland	\$ 254,000	\$ 16,000	Local	\$ 270,000		
				18250	FFY2017	Land Purchase	\$ 18,843	CMAQ (L400)	\$ 102,157	Ashland	\$ 121,000			\$ 121,000		
						Utility Relocate					\$ -					
				18250	FFY2018	Construction	\$ 284,243	CMAQ (L400)	\$ 153,757	Ashland	\$ 438,000			\$ 438,000		
						Other					\$ -					
Total FFY18-21							\$ 531,000	\$ 282,000	\$ 813,000	\$ 16,000		\$ 829,000				
Washington Street Extension	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access	162	Non-Exempt			Planning					\$ -					
				19365	FFY2017	Design					\$ 105,000	Ashland	\$ 105,000			
						Land Purchase							\$ -			
						Utility Relocate							\$ -			
				19365	FFY2018	Construction				\$ 950,000	Ashland	\$ 950,000				
						Other							\$ -			
Total FFY18-21							\$ -	\$ -	\$ 1,055,000			\$ 1,055,000				
Chip Seal	The project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits.	166	Exempt (Table 2) Pavement resurfacing			Planning					\$ -					
						Design							\$ -			
						Land Purchase							\$ -			
						Utility Relocate							\$ -			
				New	FFY2020	Construction	\$ 468,244	CMAQ (L400)	\$ 93,404	Ashland	\$ 561,648			\$ 561,648		
						Other							\$ -			
Total FFY18-21							\$ 468,244	\$ 93,404	\$ 561,648	\$ -		\$ 561,648				
Subtotal Ashland Projects							\$ 999,244	\$ 375,404	\$ 1,374,648	\$ 1,071,000		\$ 2,445,648				
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Central Point																
Twin Creeks Rail Crossing	Construct new two-lane road, with bicycle lanes, sidewalks, extending Twin Creeks Crossing from Boulder Ridge St. to Hwy 99. Install signal at new Hwy 99 intersection.	232	Non-Exempt			Planning					\$ -	\$ -		\$ -		
				18972	FFY2015	Design						\$ -	\$ 148,000	Other	\$ 148,000	
				18972	FFY2016	Land Purchase						\$ -	\$ 15,000	Other	\$ 15,000	
				18972	FFY2017	Utility Relocate						\$ -	\$ 10,000	Other	\$ 10,000	
				18972	FFY2018	Construction	\$ 2,670,000	Enhance-it	\$ 305,593	Central Point	\$ 2,975,593	\$ 821,407	Other	\$ 3,797,000		
						Other						\$ -	\$ -		\$ -	
Total FFY18-21							\$ 2,670,000	\$ 305,593	\$ 2,975,593	\$ 994,407		\$ 3,970,000				
West Pine St. Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded	234	Exempt (Table 2) Safety			Planning					\$ -	\$ -		\$ -		
				New	FFY2019	Design	\$ 517,385	CMAQ (L400)	\$ 344,923	Central Point	\$ 862,308		Other	\$ 862,308		
				New	FFY2019	Land Purchase			\$ 50,000	Central Point	\$ 50,000		Other	\$ 50,000		
				New	FFY2020	Construction	\$ 1,000,000	CMAQ (L400)	\$ 1,449,230	Central Point	\$ 2,449,230		Other	\$ 2,449,230		
				New	FFY2020	Construction	\$ 1,000,000	STBG (L)	\$ -	Central Point	\$ 1,000,000		Other	\$ 1,000,000		
				New	FFY2020	Other	\$ 187,462	STBG (L)	\$ -		\$ 187,462	\$ -		\$ 187,462		
Total FFY18-21							\$ 2,704,847	\$ 1,844,153	\$ 4,549,000	\$ -		\$ 4,549,000				
Subtotal Central Point Projects							\$ 2,704,847	\$ 1,844,153	\$ 4,549,000	\$ -		\$ 8,519,000				
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Eagle Point																
Stevens Road - East Main Street to Robert Trent Jones Blvd	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	330	Exempt (Table 2) Safety			Planning	\$ -									
				19230	FFY2016	Design	\$ 69,521	STP-L (L200)	\$ 7,957	Eagle Point	\$ 77,478			\$ 77,478		
				19230	FFY2016	Design	\$ 208,564	CMAQ (L400)	\$ 23,871	Eagle Point	\$ 232,435			\$ 232,435		
				19230	FFY2017	Land Purchase	\$ 10,000	CMAQ (L400)	\$ 1,145	Eagle Point	\$ 11,145			\$ 11,145		
						Utility Relocate	\$ -							\$ -		
				19230	FFY2018	Construction	\$ 1,026,565	STP-L (L200)	\$ 117,495	Eagle Point	\$ 1,144,059			\$ 1,144,059		
Linn Road: OR62 to Buchanan	Widen Road, Add Bike and Ped facilities with Illumination	340	Exempt (Table 2) Safety	19230	FFY2018	Construction	\$ 1,088,917	CMAQ (L400)	\$ 124,631	Eagle Point	\$ 1,213,548			\$ 1,213,548		
				19230	FFY2018	Construction						\$ 36,748	Eagle Point	\$ 36,748		
				Total FFY18-21							\$ 2,403,566	\$ 275,099	\$ 2,678,665	\$ 36,748		\$ 2,715,413
				18973	FFY2016	Design	\$ 125,622	Enhance-it	\$ 14,378	Eagle Point	\$ 140,000			\$ 140,000		
				18973	FFY2017	Land Purchase	\$ 14,357	Enhance-it	\$ 1,643	Eagle Point	\$ 16,000			\$ 16,000		
				18973	FFY2017	Utility Relocation	\$ 9,870	Enhance-it	\$ 1,130	Eagle Point	\$ 11,000			\$ 11,000		
S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgrade of roadway	353	Exempt (Table 2) Safety			18973	FFY2018	Construction	\$ 1,733,048	Enhance-it	\$ 198,355	Eagle Point	\$ 1,931,403		\$ 1,931,403	
				Total FFY18-21							\$ 1,882,897	\$ 215,506	\$ 2,098,403	\$ -		\$ 2,098,403
				New	FFY2019	Design	\$ 406,854	STBG (L)	\$ 47,000	Eagle Point	\$ 453,420			\$ 453,420		
				New	FFY2019	Land Purchase	\$ 31,049	STBG (L)	\$ 14,000	Eagle Point	\$ 34,603			\$ 34,603		
						Utility Relocation				\$ -			\$ -			
						Construction				\$ 0			\$ -			
Total FFY18-21							\$ 437,903	\$ 61,000	\$ 488,023	\$ -		\$ 488,023				
Subtotal Eagle Point Projects							\$ 2,841,469	\$ 336,099	\$ 3,166,688	\$ 36,748		\$ 5,301,839				

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Jacksonville														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
					Total FFY18-21									
Subtotal Jacksonville Projects									\$ -	\$ -	\$ -	\$ -		\$ -
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Medford														
Columbus Avenue Extension	New road section and urban upgrader, 5 lane major arterial	5012	Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2015 Conformity Determination)			Planning								
					FFY2018	Design	\$ -		\$ -		\$ -	\$ -		
					FFY2018	Land Purchase	\$ -		\$ -		\$ -	\$ -		
					FFY2019	Utility Relocate	\$ -		\$ -		\$ -	\$ -		
				19365	FFY2020	Construction	\$ -		\$ -		\$ -	\$ 4,000,000	Medford	\$ 4,000,000
						Other								
					Total FFY18-21		\$ -	\$ -	\$ -	\$ 4,000,000		\$ 4,000,000		
Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes - Add signals	863	Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2015 Conformity Determination)			Planning								
					FFY2015	Design	\$ 165,103.20	CMAQ	\$ 18,896.80	Medford	\$ 184,000.00	\$ 616,000.00	Medford	\$ 800,000.00
					FFY2016	Land Purchase	\$ 193,816.80	CMAQ	\$ 22,183.20	Medford	\$ 216,000.00	\$ 384,000.00	Medford	\$ 600,000.00
					FFY2018	Utility Relocate	\$ 12,921.12	CMAQ	\$ 1,478.88	Medford	\$ 14,400.00	\$ 25,600.00	Medford	\$ 40,000.00
				19231	FFY2018	Construction	\$ 2,628,158.88	CMAQ	\$ 300,804.54	Medford	\$ 2,928,963.42	\$ 8,733,636.58	Medford	\$ 11,662,600.00
						Other								
					Total FFY18-21		\$ 3,000,000	\$ 343,363	\$ 3,343,363	\$ 9,759,237		\$ 13,102,600		
Subtotal Medford Projects								\$ 3,000,000	\$ 343,363	\$ 3,343,363	\$ 13,759,237		\$ 17,102,600	
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Phoenix														
North Couplet Pedestrian Crossing	Ped crossings & connection to Bear Creek Greenway with RRFB at 4th St & Main St and Bear Creek Drive,	634	Exempt (Table 2) Safety			Planning					\$ -			
						Design				\$ -				
						Other				\$ -				
						Other				\$ -				
				New	FFY2019	Construction	\$ 73,000	STBG (L)	\$ 27,000	Phoenix	\$ 100,000.00		\$ 100,000.00	
						Other				\$ -			\$ -	
						Total FFY18-21		\$ 73,000	\$ 27,000	\$ 100,000	\$ -	\$ 100,000		
Subtotal Phoenix Projects								\$ 73,000	\$ 27,000	\$ 100,000	\$ -	\$ 100,000		
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Talent														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
					Total FFY18-21		\$ -	\$ -	\$ -	\$ -		\$ -		
Subtotal Talent Projects								\$ -	\$ -	\$ -	\$ -		\$ -	

Table 3: Program of 2018-2021 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req 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			Design								
						Land Purchase								
						Utility Relocate								
				New	FFY2018	Construction					\$ 1,800,000	Local	\$ 1,800,000	
						Other								
						Total FFY18-21						\$ 1,800,000		\$ 1,800,000
Regional Active Transportation Plan	Active Transportation Plan for RVMPO area.	810	Exempt (Table 2) Safety	19232	FFY2018	Planning	\$ 179,460	STP	\$ 20,540	Local & ODOT	\$ 200,000			\$ 200,000
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Total FFY18-21	\$ 179,460	\$ 20,540		\$ 200,000	-		\$ 200,000	
Table Rock Rd., I-5 Crossing to Biddle	Widen to 3 & 5 lanes, curb, gutter, sidewalk and bike lanes	821	Non-Exempt	18974	FFY2015	Design	\$ 379,733	CMAQ	\$ 43,462	County	\$ 423,195			\$ 423,195
				18974	FFY2015	Design	\$ 299,155	Enhance	\$ 34,240	ODOT	\$ 333,395			\$ 333,395
				18974	FFY2016	Land Purchase	\$ 698,817	CMAQ	\$ 79,983	County	\$ 778,800			\$ 778,800
				18974	FFY2016	Land Purchase	\$ 465,878	Enhance	\$ 53,322	ODOT	\$ 519,200			\$ 519,200
				18974	FFY2016	Utility Relocate	\$ 5,384	CMAQ	\$ 616	County	\$ 6,000			\$ 6,000
				18974	FFY2016	Utility Relocate	\$ 3,589	Enhance	\$ 411	ODOT	\$ 4,000			\$ 4,000
				18974	FFY2018	Construction	\$ 2,414,966	CMAQ	\$ 276,404	County	\$ 2,691,370			\$ 2,691,370
				18974	FFY2018	Construction	\$ 2,806,378	Enhance	\$ 321,203	ODOT	\$ 3,127,581			\$ 3,127,581
				18974	FFY2018	Construction			\$ 33,825		\$ 33,825			\$ 33,825
						Total FFY18-21	\$ 7,073,900	\$ 843,465		\$ 7,917,365	\$ -		\$ 7,917,365	
Foothill Rd., Delta Waters to Dry Creek	Wden to add shoulders and turn lanes at intersections, minor alignment changes	858	Exempt (Table 2) Safety			FFY2019	Design	\$ 141,082	STBG (L)	\$ 16,147	County	\$ 157,229		\$ 157,229
						FFY2019	Design	\$ 105,792	CMAQ (L400)	\$ 16,147	County	\$ 121,939		\$ 121,939
						FFY2020	Land Purchase	\$ 134,595	STBG (L)	\$ 15,405	County	\$ 150,000		\$ 150,000
						FFY2020	Land Purchase	\$ 105,791	CMAQ (L400)	\$ 15,405	County	\$ 121,196		\$ 121,196
						FFY2021	Construction	\$ 979,975	STBG (L)	\$ 112,163	County	\$ 1,092,138		\$ 1,092,138
				New	FFY2021	Construction	\$ 544,069	CMAQ (L400)	\$ 112,163	County	\$ 656,232			\$ 656,232
						Total FFY18-21	\$ 2,011,304	\$ 287,430		\$ 2,298,734	\$ -		\$ 2,298,734	
Bear Creek Greenway: Hwy 140 Shared-use Path	10'-wide, 1.1-mile paved SUP along Hwy 140: Dean Creek Rd to tunnel under Hwy 140 at Blackwell Road.	881	Exempt (Table 2) Safety			Planning					\$ -			\$ -
						Design								
						Land Purchase								
						Utility Relocate								
						FFY2019	Construction	\$ 500,000	CMAQ (L400)	\$ 88,836	County	\$ 588,836		
						Total FFY18-21	\$ 500,000	\$ 88,836		\$ 588,836	-		\$ 588,836	
Subtotal Jackson County Projects											\$ 10,416,099	\$ 1,800,000		\$ 12,804,935
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Oregon Department of Transportation (ODOT)														
I-5 California State Line - Ashland Paving	Grind/Inlay	950	Exempt (Table 2) Safety	18873	FFY2015	Planning					\$ -			\$ -
				18873	FFY2017	Design	\$ 624,521	NHPP	\$ 71,479		\$ 696,000			\$ 696,000
				18873	FFY2017	Land Purchase						\$ 5,000	ODOT	\$ 5,000
				18873	FFY2017	Utility Relocate					\$ -	\$ 5,000	ODOT	\$ 5,000
				18873	FFY2018	Construction	\$ 11,597,603	NHPP	\$ 1,327,398		\$ 12,925,001			\$ 12,925,001
				18873	FFY2018	Construction	\$ 1,234,985				\$ 1,234,985			\$ 1,234,985
						Total FFY18-21	\$ 13,457,109	\$ 1,398,877		\$ 14,855,986	\$ 10,000		\$ 14,865,986	
I-5 Barnett Road Overpass Deck Overlay	Deck Overlay, Bridge #08676B	910	Exempt (Table 2) Safety	19538	FFY2015	Planning					\$ -			\$ -
				19538	FFY2015	Design	\$ 101,933	STP-FLX	\$ 11,667	ODOT	\$ 113,600			\$ 113,600
						Land Purchase								\$ -
						Utility Relocate					\$ -			\$ -
				19538	FFY2018	Construction	\$ 579,656	STP-FLX	\$ 66,344	ODOT	\$ 646,000			\$ 646,000
						Other	\$ -				\$ -			\$ -
						Total FFY18-21	\$ 681,589	\$ 78,011		\$ 759,600	\$ -		\$ 759,600	
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	FFY2017	Planning					\$ -			\$ -
				19789	FFY2017	Design	\$ 109,471	STP-FLX	\$ 12,529	ODOT	\$ 122,000			\$ 122,000
				19789	FFY2017	Land Purchase	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
				19789	FFY2017	Utility Relocate	\$ 4,486	STP-FLX	\$ 513	ODOT	\$ 5,000			\$ 5,000
				19789	FFY2018	Construction	\$ 296,109	STP-FLX	\$ 33,891	ODOT	\$ 330,000	\$ 500,000	City / Costco	\$ 830,000
						Other	\$ -				\$ -			\$ -
						Total FFY18-21	\$ 419,039	\$ 47,961		\$ 467,000	\$ 500,000		\$ 967,000	
OR 99: Laurel Street Signal Upgrade	Upgrade traffic signal	953	Exempt (Table 2) Safety	18897	FFY2016	Planning					\$ -			\$ -
				18897	FFY2016	Design	\$ 70,887	STP-FLX	\$ 8,113		\$ 79,000			\$ 79,000
				18897	FFY2017	Land Purchase						\$ 7,000	ODOT	\$ 7,000
				18897	FFY2017	Utility Relocate					\$ -	\$ 6,000	ODOT	\$ 6,000
				18897	FFY2018	Construction	\$ 473,774	STP-FLX	\$ 54,226		\$ 528,000			\$ 528,000
						Other	\$ -				\$ -			\$ -
						Total FFY18-21	\$ 544,661	\$ 62,339		\$ 607,000	\$ 13,000		\$ 620,000	

Table 3: Program of 2018-2021 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources				
							\$	Source	\$	Source		\$	Source					
Oregon Department of Transportation (ODOT), continued																		
I-5/Medford Viaduct Deck Overlay	Repair Deck Deterioration, Bridge #08332	915	Exempt (Table 2- Bridge Repair)	19540	FFY2016	Planning					\$ -							
						Design	\$	134,595	NHPP	\$	15,405	ODOT	\$	150,000		\$	150,000	
						Land Purchase							\$	-		\$	-	
						Utility Relocate							\$	-		\$	-	
				19540	FFY2018	Construction	\$	1,345,950	NHPP	\$	154,050	ODOT	\$	1,500,000		\$	1,500,000	
						Other							\$	-				
		Total FFY18-21		\$	1,480,545		\$	169,455		\$	1,650,000	\$	-	\$	1,650,000			
OR99:Ashland Creek Bridge Rehabilitation	Repair Concrete Deterioration, Bridge #0M274	912	Exempt (Table 2) Safety			Planning					\$ -							
				19656	FFY2016	Design	\$	158,732	NHPP	\$	18,168	ODOT	\$	176,900		\$	176,900	
				19656	FFY2017	Land Purchase	\$	71,784	NHPP	\$	8,216	ODOT	\$	80,000		\$	80,000	
						Utility Relocate							\$	-				
				19656	FFY2018	Construction	\$	362,114	NHPP		\$41,446	ODOT	\$	403,560		\$	403,560	
						Other							\$	-				
		Total FFY18-21		\$	592,630		\$	67,830		\$	660,460	\$	-	\$	660,460			
FREEMAN ROAD @ PINE ST. INTERSECTION (CENTRAL POINT)	Improve drainage and install raised island, enhance striping to include bike lane	922	Exempt (Table 2) Safety			Planning					\$ -			\$	-			
				20249	FFY2019	Design	\$	19,367	HSIP	\$	1,633	LOCAL	\$	21,000			\$	21,000
						Land Purchase							\$	-		\$	-	
				20249	FFY2019	Utility Relocate	\$	4,611	HSIP	\$	389	LOCAL	\$	5,000	\$	-	\$	5,000
				20249	FFY2019	Construction	\$	87,609	HSIP	\$	7,391	LOCAL	\$	95,000			\$	95,000
						Other							\$	-			\$	-
		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			Planning					\$ -			\$	-			
				20218	FFY2018	Design	\$	425,000	HSIP	\$	-		\$	425,000			\$	425,000
				20218	FFY2019	Land Purchase	\$	54,000	HSIP				\$	54,000			\$	54,000
				20218	FFY2019	Utility Relocate	\$	25,000	HSIP				\$	25,000			\$	25,000
				20218	FFY2021	Construction	\$	3,296,000	HSIP				\$	3,296,000			\$	3,296,000
					FFY2017	Construction							\$	-			\$	-
		Total FFY18-21		\$	3,800,000		\$	-		\$	3,800,000	\$	-	\$	3,800,000			
OR140: ATLANTIC AVE. INTERSECTION IMPROVEMENTS	Construct a roundabout and raised median to improve safety	924	Exempt (Table 2) Safety			Planning					\$ -			\$	-			
				20192	FFY2018	Design	\$	249,000	HSIP				\$	249,000			\$	249,000
				20192	FFY2018	Land Purchase	\$	34,000	HSIP				\$	34,000			\$	34,000
				20192	FFY2018	Utility Relocate	\$	58,000	HSIP				\$	58,000			\$	58,000
				20192	FFY2019	Construction	\$	1,867,000	HSIP				\$	1,867,000			\$	1,867,000
						Other	\$	-					\$	-			\$	-
		Total FFY18-21		\$	2,208,000		\$	-		\$	2,208,000	\$	-	\$	2,208,000			

Table 3: Program of 2018-2021 Transportation Projects

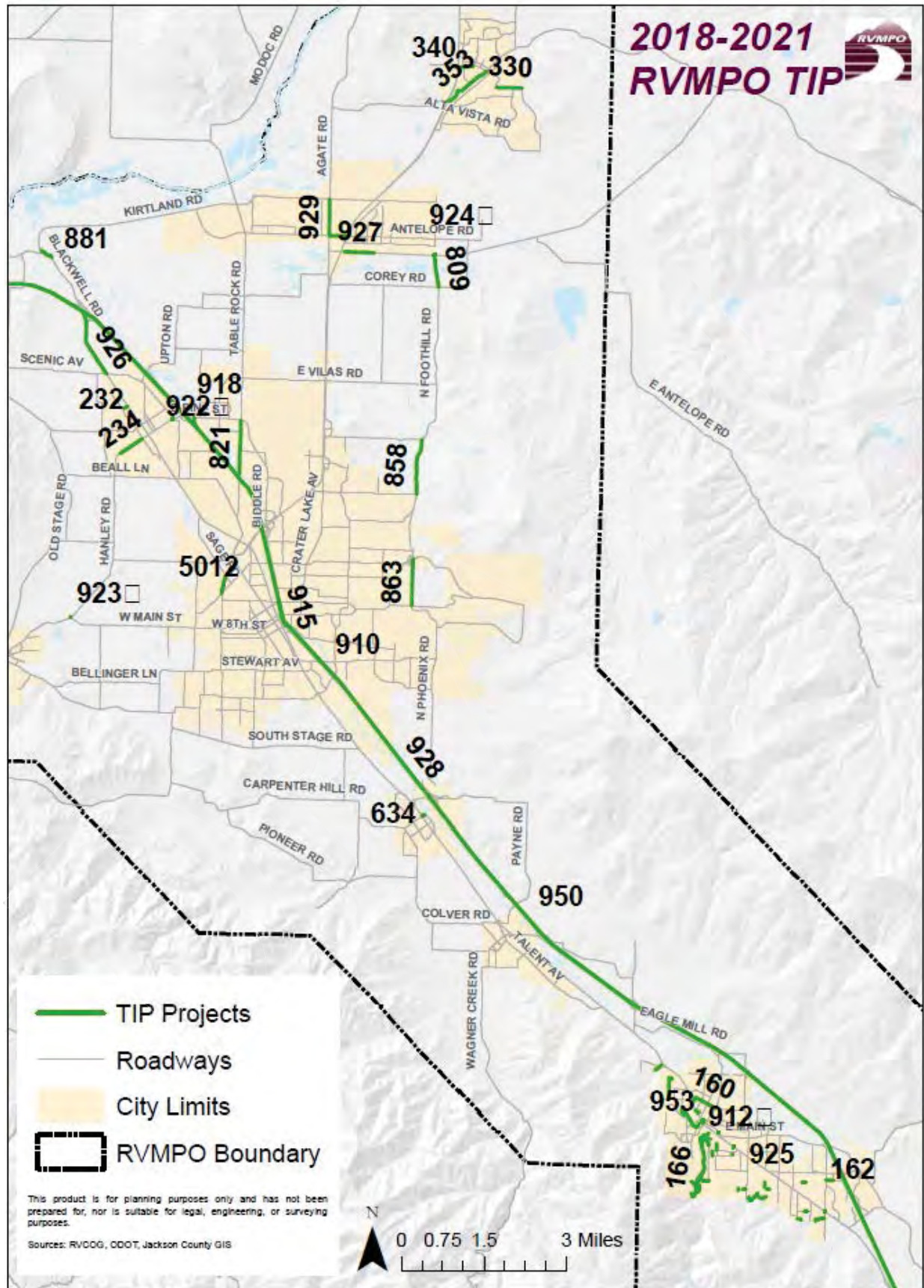
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Oregon Department of Transportation (ODOT), continued														
OR99: ASHLAND PEDESTRIAN UPGRADES	Add street lighting at Lithia/3rd and Siskiyou/Morton. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFB @ Siskiyou/Tolman Creek Rd.	925	Exempt (Table 3) Safety			Planning					\$ -			\$ -
				20186	FFY2018	Design	\$ 116,000	HSIP			\$ 116,000			\$ 116,000
				20186	FFY2019	Land Purchase	\$ 71,000	HSIP			\$ 71,000			\$ 71,000
				20186	FFY2019	Utility Relocate	\$ 55,000	HSIP			\$ 55,000			\$ 55,000
				20186	FFY2020	Construction	\$ 870,000	HSIP			\$ 870,000			\$ 870,000
						Other	\$ -				\$ -			\$ -
					Total FFY18-21		\$ 1,112,000		\$ -		\$ 1,112,000	\$ -		\$ 1,112,000
OR99: I-5 TO SCENIC AVE.	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	926	Exempt (Table 3) Safety			Planning					\$ -			\$ -
				20185	FFY2018	Design	\$ 373,000	HSIP			\$ 373,000			\$ 373,000
				20185	FFY2019	Land Purchase	\$ 11,000	HSIP			\$ 11,000			\$ 11,000
						Utility Relocate					\$ -			\$ -
				20185	FFY2020	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			Planning					\$ -			\$ -
				20135	FFY2018	Design	\$ 223,428	STP-FLX	\$ 25,572	ODOT	\$ 249,000			\$ 249,000
				20135	FFY2018	Land Purchase	\$ 4,487	STP-FLX	\$ 514	ODOT	\$ 5,000			\$ 5,000
				20135	FFY2018	Utility Relocate	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
				20135	FFY2019	Construction	\$ 4,179,623	STP-FLX	\$ 478,377	ODOT	\$ 4,658,000			\$ 4,658,000
						Other	\$ -				\$ -			\$ -
					Total FFY18-21		\$ 4,416,511		\$ 505,489		\$ 4,922,000	\$ -		\$ 4,922,000
I-5: CALIFORNIA - GOLD HILL	Repair or replace culverts, address scour and road embankment problems near culverts	928	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				20133	FFY2016	Design	\$ 300,293	STP-FLX	\$ 34,370	ODOT	\$ 334,663			\$ 334,663
						Land Purchase			\$ -		\$ -			\$ -
						Utility Relocate			\$ -		\$ -			\$ -
						Construction			\$ -		\$ -			\$ -
						Other	\$ -				\$ -			\$ -
					Total FFY18-21		\$ 300,293		\$ 34,370		\$ 334,663	\$ -		\$ 334,663
OR140: AVENUE G - OR62	Structural overlay, deep base repair, add new striping and pavement markers	929	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				20100	FFY2019	Design	\$ 107,676	STP-FLX	\$ 12,324	ODOT	\$ 120,000			\$ 120,000
				20100	FFY2020	Land Purchase	\$ 4,487	STP-FLX	\$ 514	ODOT	\$ 5,000			\$ 5,000
				20100	FFY2020	Utility Relocate	\$ 4,487	STP-FLX	\$ 514	ODOT	\$ 5,000			\$ 5,000
						Construction			\$ -		\$ -			\$ -
						Other	\$ -				\$ -			\$ -
					Total FFY18-21		\$ 116,649		\$ 13,351		\$ 130,000	\$ -		\$ 130,000
Subtotal ODOT Projects							\$ 32,502,613		\$ 2,387,096		\$ 34,889,709	\$ 523,000		\$ 35,412,709

Table 3: Program of 2018-2021 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Transportation District (RVTD)														
Valley Feeder Pilot Project		1073	Exempt (Table 2) - Operating assistance to transit agencies	19378	FFY2018	Other	\$ 100,000	CMAQ (L400)	\$ 11,445	RVTD	\$ 111,445			\$ 111,445
Urban Operations Support		1060	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2018	Other	\$ 3,000,000	FTA 5307	\$ 3,000,000	RVTD	\$ 6,000,000			\$ 6,000,000
Urban Operations Support		1085	Exempt (Table 2) - Operating assistance to transit agencies	New	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	New	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	New	FFY2021	Other	\$ 3,450,000	FTA 5307	\$ 3,450,000	RVTD	\$ 6,900,000			\$ 6,900,000
Capitalization of Maintenance (MPO STP Transfer)		1067	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY 2018	Other	\$ 954,641	MPO STP	\$ 109,263	RVTD	\$ 792,000			\$ 792,000
Capitalization of Maintenance (MPO STP Transfer)		1093	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY 2019	Other	\$ 995,000	MPO STP	\$ 113,882	RVTD	\$ 1,108,882			\$ 1,108,882
Capitalization of Maintenance (MPO STP Transfer)		1094	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY2020	Other	\$ 1,018,000	MPO STP	\$ 116,515	RVTD	\$ 1,134,515			\$ 1,134,515
Capitalization of Maintenance (MPO STP Transfer)		1095	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY2021	Other	\$ 1,041,000	MPO STP	\$ 119,147	RVTD	\$ 1,160,147			\$ 1,160,147
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1089	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY 2018	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		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: Transportation Demand Management program operated by Rogue Valley Transportation District		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: Transportation Demand Management program operated by Rogue Valley Transportation District		1092	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2021	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
Subtotal RVTD Projects							\$ 17,525,485		\$ 13,429,407		\$ 30,682,989			\$ 30,682,989

Table 3: Program of 2018-2021 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Council of Governments														
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1012	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2018	Other	\$ 83,738	FTA 5303	\$9,584	RVMPO	\$ 93,322			
		Total FFY18-21		\$ 83,738		\$ 9,584		\$ 93,322			\$ 93,322			
RVMPO Planning (FFY 2018)	Planning and Reasearch	1013	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2018	Other	\$ 263,378	PL	\$30,145	ODOT	\$ 293,523			
		Total FFY18-21		\$ 263,378		\$ 30,145		\$ 293,523			\$ 293,523			
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1014	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
					FFY2019	Other	\$ 83,738	FTA 5303	\$9,584	RVMPO	\$ 93,322			
		Total FFY18-21		\$ 83,738		\$ 9,584		\$ 93,322			\$ 93,322			
RVMPO Planning (FFY 2019)	Planning and Reasearch	1015	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2019	Other	\$ 263,378	PL	\$30,145	ODOT	\$ 293,523			
		Total FFY18-21		\$ 263,378		\$ 30,145		\$ 293,523			\$ 293,523			
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1016	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2020	Other	\$ 83,738	FTA 5303	\$9,584	RVMPO	\$ 93,322			
		Total FFY18-21		\$ 83,738		\$ 9,584		\$ 93,322			\$ 93,322			
RVMPO Planning (FFY 2020)	Planning and Reasearch	1017	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2020	Other	\$ 263,378	PL	\$30,145	ODOT	\$ 293,523			
		Total FFY18-21		\$ 263,378		\$ 30,145		\$ 293,523			\$ 293,523			
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1018	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2021	Other	\$ 83,738	FTA 5303	\$9,584	RVMPO	\$ 93,322			
		Total FFY18-21		\$ 83,738		\$ 9,584		\$ 93,322			\$ 93,322			
RVMPO Planning (FFY 2021)	Planning and Reasearch	1019	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2021	Other	\$ 263,378	PL	\$30,145	ODOT	\$ 293,523			
		Total FFY18-21		\$ 263,378		\$ 30,145		\$ 293,523			\$ 293,523			
Subtotal RVCOG Projects							\$ 1,388,464		\$ 158,916		\$ 1,547,380			\$ 1,547,380
Total RVMPO 2018-2021 RVMPO TIP Projects														\$ 113,917,099



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	\$113,917,099
	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	\$113,917,099
	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	\$2,445,648	Projects completed
Central Point	\$3,052,140	\$5,931,000	\$8,519,000	New projects added
Eagle Point	\$100,000	\$4,888,413	\$5,301,839	New projects added
Jackson Co.	\$6,753,720	\$10,386,000	\$12,804,935	Slipped one project and added several new
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	\$35,412,709	Projects completed
Phoenix	\$0	\$618,000	\$100,000	Safety project
RVTD	\$28,985,879	\$22,707,712	\$30,682,989	Some funding increases
Talent	\$0	\$0	\$0	No projects
RVCOG	\$472,590	\$2,792,823	\$1,547,380	Planning funds
Total	\$238,166,214	\$244,549,859	\$113,917,100	

**Resolution Number 2017-1
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 28th day of March 2017.

Michael G. Quilty
RVMPO Policy Committee Chair

Appendix B: Transportation Project Funding Sources

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 pays 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

Appendix B: Transportation Project Funding Sources

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

Appendix B: Transportation Project Funding Sources

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

Appendix B: Transportation Project Funding Sources

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

Appendix B: Transportation Project Funding Sources

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.

Appendix B: Transportation Project Funding Sources

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.

Appendix C: Transportation Planning Acronyms and Terms

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CMAQ:	Congestion Mitigation & Air Quality
CO:	Carbon Monoxide
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

Appendix C: Transportation Planning Acronyms and Terms

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.

Appendix C: Transportation Planning Acronyms and Terms

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;

Appendix C: Transportation Planning Acronyms and Terms

- (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.

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Ashland															
Walker Avenue: Ashland St. to East Main	Sidewalk Construction, west side Walker Ave. between Ashland and I-5; includes improvements at railroad crossing.	122	Exempt (Table 2) Safety, pavement resurfacing			Planning						\$ -			
				17249	FFY2011	Design	Completed	\$ 179,660	CMAQ (L400)	\$ 5,340	Ashland	\$ 185,000			\$ 185,000
						Utility Relocate						\$ -			
				17429	FFY2014	Land Purchase	Completed	\$ 34,995	CMAQ (L400)	\$ 4,005	Ashland	\$ 39,000			\$ 39,000
				17249	FFY 2015	Construction	Completed	\$ 246,310	CMAQ (L400)	\$ 28,191	Ashland	\$ 274,501	\$ 45,499	Ashland	\$ 320,000
				17249	FFY2014	Other	Completed	\$ 206,038	CMAQ (L400)	\$ 23,582	Ashland	\$ 229,620	\$ 154,380	Ashland	\$ 384,000
				Total FFY15-18				\$ 667,003		\$ 61,119		\$ 728,122	\$ 199,879		\$ 928,000
Hersey St: N. Main to Oak St Sidewalk	Sidewalk Construction	160	Exempt (Table 2) Safety, pavement resurfacing			Planning						\$ -			
				18250	FFY2013	Design	Slip to 2021 TIP	\$ 254,000	CMAQ (L400)	\$ 16,000	Ashland	\$ 270,000			\$ 270,000
				18250	FFY2016	Land Purchase	Slip to 2021 TIP	\$ 18,843	CMAQ (L400)	\$ 102,157	Ashland	\$ 121,000			\$ 121,000
						Utility Relocate						\$ -			
				18250	FFY 2017	Construction	Slip to 2021 TIP	\$ 284,243	CMAQ (L400)	\$ 153,757	Ashland	\$ 438,000			\$ 438,000
						Other				\$ -		\$ -			
				Total FFY15-18				\$ 557,086		\$ 271,914		\$ 829,000			\$ 829,000
Laurel St. RR Crossing	R/R X-ing improvements, surface improvements	120	Exempt (Table 2) Safety, railroad crossing			Planning						\$ -			
				17251	FFY2012	Design	Completed	\$ 20,000	STP-L (L200)	\$ 2,289	Ashland	\$ 22,289			\$ 22,289
						Land Purchase						\$ -			
						Utility Relocate						\$ -			
				17251	FFY2015	Construction	Completed	\$ 710,000	STP-L (L200)	\$ 81,263	Ashland	\$ 791,263			\$ 791,263
						Other						\$ -			
				Total FFY15-18				\$ 730,000		\$ 83,552		\$ 813,552			\$ 813,552
East Nevada Street Extension	Extend street over Bear Creek to link roadway at Kestrel; sidewalks and bike lanes	161	Non-Exempt			Planning						\$ -			\$ -
				Fund X	FFY2016	Design	Slip to 2021 TIP	\$ 606,086	STP - Exchange	\$ 69,369		\$ 675,455			\$ 675,455
				Fund X	FFY2017	Land Purchase	Slip to 2021 TIP	\$ 470,730	STP - Exchange	\$ 53,877		\$ 524,607			\$ 524,607
						Utility Relocate				\$ -		\$ -			\$ -
				Fund X	FFY2018	Construction	Slip to 2021 TIP	\$ 451,284	STP - Exchange	\$ 51,651		\$ 502,935	\$ 3,352,502	Ashland	\$ 3,855,438
						Other				\$ -		\$ -			\$ -
				Total FFY15-18				\$ 1,528,100		\$ 174,898		\$ 1,702,998	\$ 3,352,502		\$ 5,055,500
Washington Street Extension	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access	162	Non-Exempt			Planning						\$ -			
				19365	FFY2017	Design	Slip to 2021 TIP					\$ -	\$ 105,000	Ashland	\$ 105,000
						Land Purchase						\$ -			\$ -
						Utility Relocate						\$ -			\$ -
				19365	FFY2018	Construction	Slip to 2021 TIP					\$ -	\$ 950,000	Ashland	\$ 950,000
						Other						\$ -			\$ -
				Total FFY15-18				\$ -		\$ -		\$ 1,055,000		\$ 1,055,000	
Subtotal Ashland Projects								\$ 3,482,189		\$ 591,482		\$ 4,073,671	\$ 4,607,381		\$ 8,681,052

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
								\$	Source	\$	Source		\$	Source			
Central Point																	
Twin Creeks Rail Crossing	Construct new two-lane road, with bicycle lanes, sidewalks, extending Twin Creeks Crossing from Boulder Ridge St. to Hwy 99. Install signal at new Hwy 99 intersection.	232	Non-Exempt			Planning						\$ -	\$ -		\$ -		
				18972	FFY2015	Design	Completed					\$ -	\$ 148,000	Other	\$ 148,000		
				18972	FFY2016	Land Purchase	Completed					\$ -	\$ 15,000	Other	\$ 15,000		
				18972	FFY2016	Utility Relocate	Completed					\$ -	\$ 10,000	Other	\$ 10,000		
				18972	FFY2017	Construction	Slip to 2021 TIP	\$2,670,000	Enhance-It	\$305,593	Central Point	\$ 2,975,593	\$ 821,407	Other	\$ 3,797,000		
						Other						\$ -	\$ -		\$ -		
					Total FFY15-18			\$ 2,670,000		\$ 305,593		\$ 2,975,593	\$ 994,407		\$ 3,970,000		
Subtotal Central Point Projects										\$ 2,670,000		\$ 305,593		\$ 2,975,593	\$ 994,407		\$ 3,970,000
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
								\$	Source	\$	Source		\$	Source			
Eagle Point																	
Stevens Road - East Main Street to Robert Trent Jones Blvd	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	330	Exempt (Table 2) Safety			Planning		\$ -									
				19230	FFY2016	Design	Completed	\$ 69,521	STP-L (L200)	\$ 7,957	Eagle Point	\$ 77,478			\$ 77,478		
				19230	FFY2016	Design	Completed	\$ 208,564	CMAQ (L400)	\$ 23,871	Eagle Point	\$ 232,435			\$ 232,435		
				19230	FFY2017	Land Purchase	Completed	\$ 10,000	CMAQ (L400)	\$ 1,145	Eagle Point	\$ 11,145			\$ 11,145		
						Utility Relocate		\$ -							\$ -		
				19230	FFY2018	Construction	Slip to 2021 TIP	\$ 1,026,565	STP-L (L200)	\$ 117,495	Eagle Point	\$ 1,144,059			\$ 1,144,059		
				19230	FFY2018	Construction	Slip to 2021 TIP	\$ 1,088,917	CMAQ (L400)	\$ 124,631	Eagle Point	\$ 1,213,548			\$ 1,213,548		
				19230	FFY2018	Construction	Slip to 2021 TIP						\$ 36,748	Eagle Point	\$ 36,748		
					Total FFY15-18			\$ 2,403,566		\$ 275,099		\$ 2,678,665	\$ 36,748		\$ 2,715,413		
Linn Road: OR62 to Buchanan	Widen Road, Add Bike and Ped facilities with Illumination	340	Exempt (Table 2) Safety	18973	FFY2016	Design	Completed	\$ 125,622	Enhance-It	\$ 14,378	Eagle Point	\$ 140,000			\$ 140,000		
				18973	FFY2017	Land Purchase	Completed	\$ 14,357	Enhance-It	\$ 1,643	Eagle Point	\$ 16,000			\$ 16,000		
				18973	FFY2017	Utility Relocation	Completed	\$ 9,870	Enhance-It	\$ 1,130	Eagle Point	\$ 11,000			\$ 11,000		
															\$ -		
				18973	FFY2018	Construction	Slip to 2021 TIP	\$ 1,733,048	Enhance-It	\$198,355	Eagle Point	\$ 1,931,403			\$ 1,931,403		
						Total FFY15-18		\$ 1,882,897		\$ 215,506		\$ 2,098,403	\$ -		\$ 2,098,403		
Subtotal Eagle Point Projects										\$ 4,286,463		\$ 490,605		\$ 4,777,068	\$ 36,748		\$ 4,813,816
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
								\$	Source	\$	Source		\$	Source			
Jacksonville																	
No Projects						Planning											
						Design											
						Land Purchase											
						Utility Relocate											
						Construction											
						Other											
					Total FFY15-18												
Subtotal Jacksonville Projects										\$ -		\$ -		\$ -	\$ -		\$ -

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Medford															
Jackson St. & McAndrews Signal Upgrades	Design & Install Signal Upgrades to Improve Safety	5013	Exempt - Table 2, Safety			Planning									
				19563	FFY2017	Design	Slip to 2021 TIP	\$ 46,110	HSIP	\$ 3,890	ODOT	\$ 50,000	\$ -		\$ 50,000
					FFY2015	Land Purchase		\$ -		\$ -		\$ -	\$ -		
					FFY2016	Utility Relocate		\$ -		\$ -		\$ -	\$ -		
				19563	FFY2017	Construction	Slip to 2021 TIP	\$ 430,667		\$ 36,333	ODOT	\$ 467,000	\$ -		\$ 467,000
						Other									
				Total FFY15-18				\$ 476,777		\$ 40,223		\$ 517,000	\$ -		\$ 517,000
Lozier Extension to Cunningham	New road section, urban collector, 3 lanes with bike lanes and sidewalks	5011	Non-Exempt Non-Regionally-Significant			Planning									
					FFY2016	Design		\$ -		\$ -		\$ -	\$ -		
					FFY2016	Land Purchase		\$ -		\$ -		\$ -	\$ -		
					FFY2017	Utility Relocate		\$ -		\$ -		\$ -	\$ -		
				19396	FFY2017	Construction	Completed	\$ -		\$ -		\$ -	\$ 500,000	Medford	\$ 500,000
						Other									
				Total FFY15-18				\$ -		\$ -		\$ -	\$ 500,000		\$ 500,000
Columbus Avenue Extension	New road section and urban upgrader, 5 lane major arterial	5012	Non-Exempt Non-Regionally-Significant			Planning									
					FFY2016	Design		\$ -		\$ -		\$ -	\$ -		
					FFY2016	Land Purchase		\$ -		\$ -		\$ -	\$ -		
					FFY2017	Utility Relocate		\$ -		\$ -		\$ -	\$ -		
				19365	FFY2018	Construction	Slip to 2021 TIP	\$ -		\$ -		\$ -	\$ 4,000,000	Medford	\$ 4,000,000
						Other									
				Total FFY15-18				\$ -		\$ -		\$ -	\$ 4,000,000		\$ 4,000,000
Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes	863	Non-Exempt Non-Regionally-Significant			Planning									
					FFY2015	Design	Completed	\$ 165,103.20	CMAQ	\$ 18,896.80	Medford	\$ 184,000.00	\$ 616,000.00	Medford	\$ 800,000.00
					FFY2016	Land Purchase	Completed	\$ 193,816.80	CMAQ	\$ 22,183.20	Medford	\$ 216,000.00	\$ 384,000.00	Medford	\$ 600,000.00
					FFY2017	Utility Relocate	Slip to 2021 TIP	\$ 12,921.12	CMAQ	\$ 1,478.88	Medford	\$ 14,400.00	\$ 25,600.00	Medford	\$ 40,000.00
				19231	FFY2017	Construction	Slip to 2021 TIP	\$ 2,628,158.88	CMAQ	\$ 300,804.54	Medford	\$ 2,928,963.42	\$ 8,733,636.58	Medford	\$ 11,662,600.00
						Other									
				Total FFY15-18				\$ 3,000,000		\$ 343,363		\$ 3,343,363	\$ 9,759,237		\$ 13,102,600
Lozier Lane Improvements	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	5009	Exempt (Table 2) bicycle and pedestrian facilities; Safety Improvements			Planning									
				17388	FFY2013	Design	Completed	\$ 725,916	CMAQ (L400)	\$ 83,084	JaCo/Medford	\$ 809,000			\$ 809,000
				17388	FFY2015	Land Purchase	Completed	\$ 1,924,709	CMAQ (L400)	\$ 220,292	JaCo/Medford	\$ 2,145,001			\$ 2,145,001
						Utility Relocate				\$ -		\$ -			
				17388	FFY2016	Construction	Completed	\$ 2,351,288	CMAQ (L400)	\$ 269,115	JaCo/Medford	\$ 2,620,403			\$ 2,620,403
				17388	FFY2016	Construction	Completed	\$ 941,043	STP-L	\$107,707	JaCo/Medford	\$ 1,048,750			\$ 1,048,750
				17388	FFY2016	Construction	Completed	\$ 787,000	Enhance	\$90,076		\$ 877,076			\$ 877,076
						Other		\$ -		\$ -		\$ 0			\$ -
				Total FFY15-18				\$ 6,729,956		\$ 770,274		\$ 7,500,229		\$ 7,500,229	
Subtotal Medford Projects								\$ 10,206,733		\$ 1,153,860		\$ 11,360,593	\$ 14,259,237		\$ 25,619,829

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
								\$	Source	\$	Source		\$	Source		
Phoenix																
OR99 @ Oak St: Sidewalk & Ped Crossing (Phoenix)	Sidewalks & Ped crossing w/ped activated crossing signals	616	Exempt (Table 2) Safety			Planning						\$ -				
						Design						\$ -				
				18336	FFY2015	Other	Completed					\$ -	\$ 147,000	S080	\$ 147,000	
				18336	FFY2015	Other	Completed					\$ -	\$ 162,050	Phoenix	\$ 162,050	
				18336	FFY2015	Other	Completed					\$ -	\$ 147,000	S080	\$ 147,000	
				18336	FFY2015	Other	Completed					\$ -	\$ 162,050	Phoenix	\$ 162,050	
				Total FFY15-18			\$ -		\$ -		\$ -	\$ 618,100		\$ 618,100		
Subtotal Phoenix Projects								\$ -		\$ -		\$ -		\$ 618,100		\$ 618,100
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
								\$	Source	\$	Source		\$	Source		
Talent																
No Projects						Planning										
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
						Other										
				Total FFY15-18												
Subtotal Talent Projects															\$ -	
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req 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			Design										
						Land Purchase										
				New	FFY2017	Construction	Slip to 2021 TIP					\$ 1,800,000	Local	\$ 1,800,000		
								Other								
				Total FFY15-18							\$ 1,800,000		\$ 1,800,000			
Regional Active Transportation Plan	Active Transportation Plan for RVMPO area.	868	Exempt (Table 2) Safety	19232	FFY2016	Planning	Slip to 2021 TIP	\$ 179,460	STP	\$ 20,540	Local & ODOT	\$ 200,000			\$ 200,000	
						Design										
						Land Purchase										
						Utility Relocate										
								Construction								
				Total FFY15-18			\$ 179,460		\$ 20,540		\$ 200,000	-		\$ 200,000		
Table Rock Rd., I-5 Crossing to Biddle	Widen to 3 & 5 lanes, curb, gutter, sidewalk and bike lanes	821	Non-Exempt	18974	FFY2015	Design	Completed	\$ 379,733	CMAQ	\$ 43,462	County	\$ 423,195			\$ 423,195	
				18974	FFY2015	Design	Completed	\$ 299,155	Enhance	\$ 34,240	ODOT	\$ 333,395			\$ 333,395	
				18974	FFY2016	Land Purchase	Completed	\$ 698,817	CMAQ	\$ 79,983	County	\$ 778,800			\$ 778,800	
				18974	FFY2016	Land Purchase	Completed	\$ 465,878	Enhance	\$ 53,322	ODOT	\$ 519,200			\$ 519,200	
				18974	FFY2016	Utility Relocate	Completed	\$ 5,384	CMAQ	\$ 616	County	\$ 6,000			\$ 6,000	
				18974	FFY2016	Utility Relocate	Completed	\$ 3,589	Enhance	\$ 411	ODOT	\$ 4,000			\$ 4,000	
				18974	FFY2017	Construction	Slip to 2021 TIP	\$ 2,414,966	CMAQ	\$ 276,404	County	\$ 2,691,370			\$ 2,691,370	
				18974	FFY2017	Construction	Slip to 2021 TIP	\$ 2,806,378	Enhance	\$ 321,203	ODOT	\$ 3,127,581			\$ 3,127,581	
				18974	FFY2017	Construction	Slip to 2021 TIP			\$ 33,825		\$ 33,825			\$ 33,825	
								Total FFY15-18		\$ 7,073,900		\$ 843,465		\$ 7,917,365	\$ -	
Subtotal Jackson County Projects								\$ 7,253,360		\$ 864,005		\$ 8,117,365		\$ 1,800,000	\$ 9,917,365	

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
Oregon Department of Transportation (ODOT)															
								\$	Source	\$	Source		\$	Source	
Jackson & Josephine Sigh and Delineation Upgrades	Enhanced Curve Signage, Pavement Markings, and Alignment Delineation	908	Exempt (Table 2) Safety			Planning						\$ -			\$ -
				19564	FFY2016	Design	Completed	\$ 71,691	HSIP			\$ 71,691			\$ 71,691
						Land Purchase							\$ -		\$ -
				19564	FFY2017	Utility Relocate	Completed	\$ 1,000	HSIP			\$ 1,000	\$ -		\$ 1,000
				19564	FFY2017	Construction	Completed	\$ 656,500	STP Exchange			\$ 656,500			\$ 656,500
						Other						\$ -			\$ -
					Total FFY15-18			\$ 729,191		\$ -		\$ 729,191	\$ -		\$ 729,191
I-5 California State Line - Ashland Paving	Grind/Inlay	950	Exempt (Table 2) Safety			Planning						\$ -			\$ -
				18873	FFY2015	Design	Completed	\$ 624,521	NHPP	\$ 71,479		\$ 696,000			\$ 696,000
				18873	FFY2016	Land Purchase						\$ 5,000	ODOT	\$ 5,000	
				18873	FFY2016	Utility Relocate						\$ 5,000	ODOT	\$ 5,000	
				18873	FFY2017	Construction	Slip to 2021 TIP	\$ 11,597,603	NHPP	\$ 1,327,398		\$ 12,925,001			\$ 12,925,001
					FFY2017	Construction	Slip to 2021 TIP	\$ 1,234,985				\$ 1,234,985			\$ 1,234,985
					Total FFY15-18			\$ 13,457,109		\$ 1,398,877		\$ 14,855,986	\$ 10,000		\$ 14,865,986
I-5 S. Medford - N. Ashland Paving	Grind/Inlay	906	Exempt (Table 2) Safety			Planning						\$ -			\$ -
				18874	FFY2014	Design	Completed	\$ 337,385	NHPP	\$ 38,615		\$ 376,000			\$ 376,000
				18874	FFY2015	Land Purchase						\$ 5,000	ODOT	\$ 5,000	
				18874	FFY2015	Utility Relocate						\$ 5,000	ODOT	\$ 5,000	
				18874	FFY2017	Construction	Completed	\$ 7,597,376	NHPP	\$ 716,024		\$ 8,313,400			\$ 8,313,400
						Other		\$ -				\$ -			\$ -
					Total FFY15-18			\$ 7,934,761		\$ 754,639		\$ 8,689,400	\$ 10,000		\$ 8,699,400
I-5 Barnett Road Overpass Deck Overlay	Deck Overlay, Bridge #08676B	910	Exempt (Table 2) Safety			Planning						\$ -			\$ -
				19538	FFY2015	Design	Completed	\$ 101,933	STP-FLX	\$ 11,667	ODOT	\$ 113,600			\$ 113,600
						Land Purchase						\$ -			\$ -
						Utility Relocate						\$ -			\$ -
				19538	FFY2017	Construction	Slip to 2021 TIP	\$ 579,656	STP-FLX	\$ 66,344	ODOT	\$ 646,000			\$ 646,000
						Other		\$ -				\$ -			\$ -
					Total FFY15-17			\$ 681,589		\$ 78,011		\$ 759,600	\$ -		\$ 759,600
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			Planning						\$ -			\$ -
				19789	FFY2016	Design	Completed	\$ 109,471	STP-FLX	\$ 12,529	ODOT	\$ 122,000			\$ 122,000
				19789	FFY2016	Land Purchase	Completed	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
				19789	FFY2017	Utility Relocate	Completed	\$ 4,486	STP-FLX	\$ 513	ODOT	\$ 5,000			\$ 5,000
				19789	FFY2017	Construction	Slip to 2021 TIP	\$ 296,109	STP-FLX	\$ 33,891	ODOT	\$ 330,000	\$ 500,000	City / Costco	\$ 830,000
						Other		\$ -				\$ -			\$ -
					Total FFY16-17			\$ 419,039		\$ 47,961		\$ 467,000	\$ 500,000		\$ 967,000
OR 99: Laurel Street Signal Upgrade	Upgrade traffic signal	953	Exempt (Table 2) Safety			Planning						\$ -			\$ -
				18897	FFY2016	Design	Completed	\$ 70,887	STP-FLX	\$ 8,113		\$ 79,000			\$ 79,000
				18897	FFY2017	Land Purchase						\$ 7,000	ODOT	\$ 7,000	
				18897	FFY2017	Utility Relocate						\$ 6,000	ODOT	\$ 6,000	
				18897	FFY2018	Construction	Slip to 2021 TIP	\$ 473,774	STP-FLX	\$ 54,226		\$ 528,000			\$ 528,000
						Other		\$ -				\$ -			\$ -
					Total FFY15-18			\$ 544,661		\$ 62,339		\$ 607,000	\$ 13,000		\$ 620,000
Rogue Valley VMS Replacement Project	Replace boards: I-5/MTN Ave, I-5/Table Rock, Hwy 199	954	Exempt (Table 2) Safety			Planning						\$ -			\$ -
				18905	FFY2016	Design	Completed	\$ 89,730	STP-FLX	\$ 10,270		\$ 100,000			\$ 100,000
						Land Purchase						\$ -			\$ -
						Utility Relocate						\$ -			\$ -
				18905	FFY2016	Construction	Completed	\$ 302,272	STP-FLX	\$ 34,596		\$ 336,868			\$ 336,868
				18905	FFY2016	Other	Completed	\$ 236,108	STP-FLX	\$ 27,024		\$ 263,132			\$ 263,132
					Total FFY15-18			\$ 628,110		\$ 71,890		\$ 700,000	\$ -		\$ 700,000
I-5 Medford Viaduct Environmental Study	Environmental Assessment Study	955	Exempt (Table 2) Planning and Technical Studies			Planning						\$ -			\$ -
				19063	FFY2016	Design	Completed	\$ 3,589,200	STP-FLX	\$ 410,800		\$ 4,000,000			\$ 4,000,000
						Land Purchase						\$ -			\$ -
						Utility Relocate						\$ -			\$ -
						Construction			\$ -			\$ -			\$ -
						Other		\$ -				\$ -			\$ -
					Total FFY15-18			\$ 3,589,200		\$ 410,800		\$ 4,000,000	\$ -		\$ 4,000,000

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Oregon Department of Transportation (ODOT), continued															
Hwy 62: Corridor Solutions Unit 2 (Medford)	JTA Expressway to Relieve Congestion.	903	Non-Exempt			Planning						\$ -			
				13994	FFY2011	Design	Completed					\$ 5,947,000	B3A2	\$ 5,947,000	
				13994	FFY2014	Land Purchase	Completed					\$ 23,850,000	B3A2	\$ 23,850,000	
					FFY2012	Land Purchase					\$ -			\$ -	
					FFY2012	Utility Relocate	Completed				\$ -	\$ 1,600,000	B4A0	\$ 1,600,000	
				13994	FFY2015	Construction	Completed					\$ 39,654,595	B4A0	\$ 39,654,595	
					FFY 2014	Other						\$ 950,000	B4A0	\$ 950,000	
		Total FFY15-18			\$ -		\$ -		\$ -	\$ 72,001,595		\$ 72,001,595			
FFO-OR62: Corridor Solutions Unit 2, Phase 2 (Medford)	JTA Expressway to Relieve Congestion.	903	Non-Exempt			Planning						\$ -			
					FFY2011	Design	Completed	\$ 345,000	L240			\$ 3,077,000	JTABond	\$ 3,422,000	
				17188	FFY2014	Land Purchase	Completed	\$ 476,040	L240	\$ 93,970	\$ 570,010	\$ 10,116,000	JTABond	\$ 10,686,010	
				17188	FFY2015	Utility Relocate					\$ -	\$ 500,000	JTABond	\$ 500,000	
				17188	FFY2016	Construction					\$ -	\$ 33,258,405	JTABond	\$ 33,258,405	
						Other						\$ -		\$ -	
						Total FFY15-18		\$ 821,040		\$ 93,970	\$ 570,010	\$ 46,951,405		\$ 47,866,415	
Interstate 5 Bear Creek Bridges	Scour repair on Interstate 5 bridges north- and south-bound	946	Exempt (Table 2- Bridge Repair)			Planning						\$ -			
				17529	FFY2013	Design	Completed	\$ 201,893	STP	\$ 23,107	\$ 225,000		\$ 225,000		
				17529	FFY2015	Land Purchase	Completed	\$ 2,692	STP	\$ 308	\$ 3,000		\$ 3,000		
						Utility Relocate					\$ -		\$ -		
				17529	FFY2015	Construction	Completed	\$ 1,584,632	STP	\$ 181,368	\$ 1,766,000		\$ 1,766,000		
						Other					\$ -		\$ -		
						Total FFY15-18		\$ 1,789,217		\$ 204,783	\$ 1,994,000	\$ -		\$ 1,994,000	
I-5: Siskiyou Rest Area, Phase 1 (Ashland)	Relocate rest area at new location	913	Exempt (Table 3) Safety, roadside rest area			Planning						\$ -			
				09436	FFY2002	Design	Completed	\$ 1,686,229	Q050, L00E	\$ 1,603,082	S010, L05E	\$ 3,289,311		\$ 3,289,311	
						Design						\$ -		\$ -	
				09436	FFY1997	Land Purchase			\$ 620,686	S010	\$ 620,686		\$ 620,686		
				09436		Land Purchase						\$ -		\$ -	
				09436	FFY2015	Utility Relocate			\$ 20,000	S010	\$ 20,000		\$ 20,000		
				09436	FFY2015	Construction	Completed	\$ 1,291,584	M001	\$147,908	\$ 1,439,492		\$ 1,439,492		
				09436	FFY2015	Construction	Completed	\$ 4,734,155	M240	\$541,845	\$ 5,276,000		\$ 5,276,000		
				09436	FFY2015	Construction	Completed	\$ 1,345,875	M240	\$154,125	\$ 1,500,000		\$ 1,500,000		
09436	FFY2014	Other	Completed	\$ 224,313	M240	\$25,688	\$ 250,000		\$ 250,000						
		Total FFY15-18		\$ 9,282,156		\$ 1,510,251	\$ 12,395,489	\$ -		\$ 12,395,489					
I-5: Siskiyou Rest Area, Phase II (Ashland)	Relocate rest area at new location	913	Exempt (Table 3) Safety, roadside rest area			Planning						\$ -			
				19140	FFY2014	Design	Completed			\$ 511,000	S010	\$ 511,000		\$ 511,000	
						Land Purchase						\$ -		\$ -	
						Utility Relocate						\$ -		\$ -	
				19140	FFY2016	Construction	Completed	\$ 3,427,828	M001	\$392,330	\$ 3,820,158		\$ 3,820,158		
								\$ -		\$ -					
		Total FFY15-18		\$ 3,427,828		\$ 903,330		\$ 4,331,158	\$ -		\$ 4,331,158				
OR99: Rapp Road to Talent City Limits	Reducing to 3 lanes, consolidating accesses, adding bike/ped improvements	945	Exempt (Table 2) Safety			Planning						\$ -			
				17478	FFY2013	Design	Completed	\$ 159,909	HSIP	\$ 13,491	ODOT	\$ 173,400		\$ 173,400	
				17478	FFY2013	Design	Completed	\$ 219,839	STP-FLX	\$ 25,162	ODOT	\$ 245,000		\$ 245,000	
				17478	FFY2013	Design	Completed	\$ 119,822	NHS	\$ 11,778	ODOT	\$ 131,600		\$ 131,600	
				17478	FFY2016	Land Purchase					\$ 75,000	STATE		\$ 75,000	
				17478	FFY2016	Utility Relocate	Completed	\$ 44,865	STP-FLX	\$ 5,135	ODOT	\$ 50,000		\$ 50,000	
				17478	FFY2017	Construction	Completed	\$ 822,717	HSIP	\$ 124,023	Local	\$ 946,740		\$ 946,740	
				17478	FFY2017	Construction	Completed	\$ 1,486,199	STP	\$ 224,041	Local	\$ 1,710,240		\$ 1,710,240	
				17478	FFY2017	Construction	Completed	\$ 207,495	HSIP	\$ 17,505	ODOT	\$ 225,000		\$ 225,000	
				17478	FFY2017	Construction		\$ 1,424,015	STP-FLX	\$ 162,985	ODOT	\$ 1,587,000		\$ 1,587,000	
				17478	FFY2017	Construction	Completed	\$ -		\$ -	\$ -	\$ 397,020	Local	\$ 397,020	
						Other						\$ -		\$ -	
						Total FFY15-18		\$ 4,484,861		\$ 584,120	\$ 5,068,980	\$ 472,020		\$ 5,541,000	

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Oregon Department of Transportation (ODOT), continued															
Hwy. 62 & 140 Intersection Improvements	Relocate signal, modify lane configuration	917	Exempt (Table 2) Safety		FFY2012	PrelimEngineer	Completed	\$ 88,920	L680	\$ 10,177		\$ 99,097			
					FFY2012	PrelimEngineer	Completed	\$ 124,500	HSIP	\$10,503		\$ 135,003			
				17471	FFY2013	Land Purchase						\$ 8,400	S010		
						Utility Relocate						\$ -			
				17471	FFY2015	Construction	Completed	\$ 1,272,636	HSIP		\$ 1,272,636	\$ 107,364	State		
						Other					\$ -				
Region 3 ADA Improvement Projects	Splitting pooled funds to cities of Ashland(\$88,950) and Phoenix(\$44850) for ADA projects	916	Exempt (Table 2- Bridge Repair)		Total FFY12-15			\$ 1,486,056		\$ 20,680		\$ 1,506,736	\$ 115,764		\$ 1,622,500
						Planning				\$ -					
						Design				\$ -				\$ -	
						Land Purchase				\$ -				\$ -	
						Utility Relocate				\$ -				\$ -	
				19440	FFY2016	Other	Completed			\$ -	\$ 44,850	ODOT	\$ 44,850		
				19440	FFY2016	Other	Completed			\$ -	\$ 88,950	ODOT	\$ 88,950		
					Total FFY15-16			\$ -		\$ -	\$ -	\$ 133,800		\$ 133,800	
I-5 Medford Viaduct Deck Overlay	Repair Deck Deterioration, Bridge #08332	915	Exempt (Table 2- Bridge Repair)			Planning					\$ -				
				19540	FFY2016	Design	Completed	\$ 134,595	NHPP	\$ 15,405	ODOT	\$ 150,000		\$ 150,000	
						Land Purchase					\$ -			\$ -	
						Utility Relocate					\$ -			\$ -	
				19540	FFY2018	Construction	Slip to 2021 TIP	\$ 1,345,950	NHPP	\$ 154,050	ODOT	\$ 1,500,000		\$ 1,500,000	
						Other					\$ -			\$ -	
OR99: Ashland Creek Bridge Rehabilitation	Repair Concrete Deterioration, Bridge #0M274	912	Exempt (Table 2) Safety		Total FFY16-18			\$ 1,480,545		\$ 169,455		\$ 1,650,000	\$ -		\$ 1,650,000
						Planning					\$ -			\$ -	
				19656	FFY2016	Design	Completed	\$ 158,732	NHPP	\$18,168	ODOT	\$ 176,900		\$ 176,900	
				19656	FFY2017	Land Purchase	Completed	\$ 71,784	NHPP	\$ 8,216	ODOT	\$ 80,000		\$ 80,000	
						Utility Relocate					\$ -			\$ -	
				19656	FFY2018	Construction	Slip to 2021 TIP	\$ 362,114	NHPP	\$41,446	ODOT	\$ 403,560		\$ 403,560	
I-5 Cable Barrier - Southern Oregon	Install Cable Barrier in 16 Segments of I-5 in Southern Oregon Between MP 30.80 and 153.50	914	Exempt (Table 2- Bridge Repair)		Total FFY15-18			\$ 592,630		\$ 67,830		\$ 660,460	\$ -		\$ 660,460
						Planning					\$ -			\$ -	
				19659	FFY2015	Design	Completed	\$ 345,825	HSIP	\$ 29,175	ODOT	\$ 375,000		\$ 375,000	
						Land Purchase					\$ -			\$ -	
						Utility Relocate					\$ -			\$ -	
				19659	FFY2016	Construction	Completed	\$ 1,959,675	HSIP	\$ 165,325	ODOT	\$ 2,125,000		\$ 2,125,000	
Antelope Road CNG Fueling Station	Construct CNG fueling station	907	Exempt (Table 2)		Total FFY15-16			\$ 2,305,500		\$ 194,500		\$ 2,500,000	\$ -		\$ 2,500,000
						PrelimEngineer					\$ -			\$ -	
						PrelimEngineer					\$ -			\$ -	
						Land Purchase					\$ -			\$ -	
						Utility Relocate					\$ -			\$ -	
				19503	FFY2015	Construction				\$ -			\$ -		
Subtotal ODOT Projects															
								\$ 53,847,277		\$ 6,595,615		\$ 61,700,974	\$ 121,104,395		\$ 183,150,369

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Rogue Valley Transportation District (RVTD)															
Valley Feeder Pilot Project		1073	Exempt (Table 2) - Operating assistance to transit agencies	19378	FFY2016	Other	Slip to 2021 TIP	\$ 100,000	CMAQ (L400)	\$ 11,445	RVTD	\$ 111,445			\$ 111,445
Urban Operations Support		1057	Exempt (Table 2) - Operating assistance to transit agencies	17998	FFY2016	Other	Completed	\$ 2,450,000	FTA 5307	\$ 2,450,000	RVTD	\$ 4,900,000			\$ 4,900,000
Urban Operations Support		1058	Exempt (Table 2) - Operating assistance to transit agencies	19382	FFY2016	Other	Completed	\$ 2,500,000	FTA 5307	\$ 2,500,000	RVTD	\$ 5,000,000			\$ 5,000,000
Urban Operations Support		1059	Exempt (Table 2) - Operating assistance to transit agencies	19384	FFY2017	Other	Completed	\$ 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	Slip to 2021 TIP	\$ 2,600,000	FTA 5307	\$ 2,600,000	RVTD	\$ 5,200,000			\$ 5,200,000
Capitalization of Maintenance (MPO STP Transfer)		1041	Exempt (Table 2) - Rehabilitation of transit vehicles	17262	FFY 2013	Other	Completed	\$ 838,505	MPO STP	\$ 95,971	RVTD	\$ 934,476			\$ 934,476
Capitalization of Maintenance (MPO STP Transfer)		1063	Exempt (Table 2) - Rehabilitation of transit vehicles	17975	FFY2014	Other	Completed	\$ 887,953	MPO STP	\$ 101,630	RVTD	\$ 989,583			\$ 989,583
Capitalization of Maintenance (MPO STP Transfer)		1064	Exempt (Table 2) - Rehabilitation of transit vehicles	17978	FFY2016	Other	Completed	\$ 940,163	MPO STP	\$ 107,606	RVTD	\$ 1,047,769			\$ 1,047,769
Capitalization of Maintenance (MPO STP Transfer)		1065	Exempt (Table 2) - Rehabilitation of transit vehicles	19386	FFY2016	Other	Completed	\$ 928,460	MPO STP	\$ 106,266	RVTD	\$ 1,034,726			\$ 1,034,726
Expanded Transit Service: Extending transit service to week nights and Saturdays		1061	Exempt (Table 2) - Operating assistance to transit agencies	17168	FFY2016	Other	Completed	\$ 1,081,756	CMAQ (L400)	\$ 867,347	RVTD	\$ 1,949,103			\$ 1,949,103
Drive Less Connect Outreach Program		1077	Exempt (Table 2)	NEW	FFY2015	Other	Completed	\$ 129,000	TO	\$ 14,765	RVTD	\$ 143,765			\$ 143,765
5339 - Mass Transit Vehicle Replacement		1079	Exempt (Table 2) - Rehabilitation of transit vehicles	19074	FFY2016	Other	Completed	\$ 637,084	FTA 5339	\$ 72,917	RVTD	\$ 710,001			\$ 710,001

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources			
								\$	Source	\$	Source		\$	Source				
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	RVTD	\$	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	RVTD	\$	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	RVTD	\$	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	RVTD	\$	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	RVTD	\$	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	RVTD	\$	144,000		\$	150,000
Purchase New Transit Buses		1072	Exempt (Table 2) - Operating assistance to transit agencies	18144	FFY2015	Other	Completed	\$	1,093,600	FTA State of Good Repair	\$	273,400	RVTD	\$	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	RVTD	\$	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	RVTD	\$	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	RVTD	\$	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	RVTD	\$	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	RVTD	\$	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	RVTD	\$	233,042		\$	233,042
5310 Enhanced Mobility E & D		1080	Exempt (Table 2) - Operating assistance to transit agencies	19580	FFY2016	Other	Completed	\$	209,109	STP FLEX	\$	23,933	RVTD	\$	233,042		\$	233,042
RVTD Passenger Fare Collection		1078	Exempt (Table 2) - Operating assistance to transit agencies	18978	FFY2015	Other	Completed	\$	686,000	STP FLEX	\$	700,000	RVTD	\$	1,386,000		\$	1,386,000
Subtotal RVTD Projects								\$	22,995,879		\$	13,147,444		\$	36,143,323		\$	36,161,324

Appendix D: Status of Previously Approved (2015-2018) TIP Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
								\$	Source	\$	Source		\$	Source	
Rogue Valley Council of Governments															
RVMPO PL	Planning and Research	1010	Exempt (Table 2) Air Quality			Planning						\$ -			
						Design						\$ -			
						Land Purchase						\$ -			
						Utility Relocate						\$ -			
						Construction						\$ -			
				19734	FFY2017	Other	Completed	\$ 263,378	PL	\$ 30,145	ODOT	\$ 293,523			\$ 293,523
		Total FFY15-18			\$ 263,378		\$ 30,145		\$ 293,523			\$ 293,523			
FTA 5303	Support Transit Planning through RTP & TIP	1011	Exempt (Table 2) Air Quality			Planning						\$ -			
						Design						\$ -			
						Land Purchase						\$ -			
						Utility Relocate						\$ -			
						Construction						\$ -			
				18954	FFY2017	Other	Completed	\$ 83,738	FTA 5303	\$ 9,584	Local	\$ 93,322			\$ 93,322
		Total FFY15-18			\$ 83,738		\$ 9,584		\$ 93,322			\$ 93,322			
CMAQ - RVMPO 2015	Allocation of FFY2014 Congestion Mitigation and Air Quality funds for allocation within Medford-Ashland Air Quality Maintenance Area	1006	Exempt (Table 2) Air Quality			Planning						\$ -			
						Design						\$ -			
						Land Purchase						\$ -			
						Utility Relocate						\$ -			
						Construction						\$ -			
				18297	FFY2015	Other	Completed	\$ 2,451,000	CMAQ (L400)	\$ 280,528	local	\$ 2,731,528			\$ 2,731,528
		Total FFY15-18			\$ 2,451,000		\$ 280,528		\$ 2,731,528			\$ 2,731,528			
Subtotal RVCOG Projects							\$ 2,451,000		\$ 280,528		\$ 2,731,528			\$ 3,118,373	
Total RVMPO 2015-2018 RVMPO TIP Projects															\$ 276,050,228

Appendix E: Public Comments and Responses on the TIP

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

Appendix F: Agency Comments and Responses on the TIP

#	Comment Received	RVMPO Response
1		
2		
3		

DRAFT

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Ashland														
Hersey St: N. Main to Oak St Sidewalk	Sidewalk Construction	160	Exempt (Table 2) Safety, pavement resurfacing			Planning					\$ -			
				18250	FFY2017	Design	\$ 227,914	CMAQ (L400)	\$ 26,086	Ashland	\$ 254,000	\$16,000	Local	\$ 270,000
				18250	FFY2017	Land Purchase	\$ 18,843	CMAQ (L400)	\$ 102,157	Ashland	\$ 121,000			\$ 121,000
						Utility Relocate					\$ -			
				18250	FFY2018	Construction	\$ 284,243	CMAQ (L400)	\$ 153,757	Ashland	\$ 438,000			\$ 438,000
						Other			\$ -		\$ -			
				Total FFY18-21		\$ 531,000		\$ 282,000		\$ 813,000	\$ 16,000		\$ 829,000	
Washington Street Extension	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access	162	Non-Exempt			Planning					\$ -			
				19365	FFY2017	Design					\$ -	\$ 105,000	Ashland	\$ 105,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				19365	FFY2018	Construction				\$ -	\$ 950,000	Ashland	\$ 950,000	
						Other				\$ -				
				Total FFY18-21		\$ -		\$ -		\$ -	\$ 1,055,000		\$ 1,055,000	
Chip Seal	The project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits.	166	Exempt (Table 2) Pavement resurfacing			Planning					\$ -			
						Design					\$ -			\$ -
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				New	FFY2020	Construction	\$ 468,244	CMAQ (L400)	\$ 93,404	Ashland	\$ 561,648			\$ 561,648
						Other					\$ -			
				Total FFY18-21		\$ 468,244		\$ 93,404		\$ 561,648	\$ -		\$ 561,648	
Subtotal Ashland Projects							\$ 999,244		\$ 375,404		\$ 1,374,648	\$ 1,071,000		\$ 2,445,648
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Central Point														
Twin Creeks Rail Crossing	Construct new two-lane road, with bicycle lanes, sidewalks, extending Twin Creeks Crossing from Boulder Ridge St. to Hwy 99. Install signal at new Hwy 99 intersection.	232	Non-Exempt			Planning					\$ -	\$ -		\$ -
				18972	FFY2015	Design					\$ -	\$ 148,000	Other	\$ 148,000
				18972	FFY2016	Land Purchase					\$ -	\$ 15,000	Other	\$ 15,000
				18972	FFY2017	Utility Relocate					\$ -	\$ 10,000	Other	\$ 10,000
				18972	FFY2018	Construction	\$2,670,000	Enhance-it	\$305,593	Central Point	\$ 2,975,593	\$ 821,407	Other	\$ 3,797,000
						Other					\$ -	\$ -		\$ -
				Total FFY18-21		\$ 2,670,000		\$ 305,593		\$ 2,975,593	\$ 994,407		\$ 3,970,000	
West Pine St. Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded	234	Exempt (Table 2) Safety			Planning					\$ -	\$ -		\$ -
				New	FFY2019	Design	\$ 517,385	CMAQ (L400)	\$ 344,923	Central Point	\$ 862,308		Other	\$ 862,308
				New	FFY2019	Land Purchase			\$ 50,000	Central Point	\$ 50,000		Other	\$ 50,000
				New	FFY2020	Construction	\$ 1,000,000	CMAQ (L400)	\$ 1,449,230	Central Point	\$ 2,449,230		Other	\$ 2,449,230
				New	FFY2020	Construction	\$ 1,000,000	STBG (L)	\$ -	Central Point	\$ 1,000,000		Other	\$ 1,000,000
				New	FFY2020	Other	\$ 187,462	STBG (L)	\$ -		\$ 187,462	\$ -		\$ 187,462
				Total FFY18-21		\$ 2,704,847		\$ 1,844,153		\$ 4,549,000	\$ -		\$ 4,549,000	
Subtotal Central Point Projects							\$ 2,704,847		\$ 1,844,153		\$ 4,549,000	\$ -		\$ 8,519,000
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Eagle Point														
Stevens Road - East Main Street to Robert Trent Jones Blvd	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	330	Exempt (Table 2) Safety			Planning	\$ -							
				19230	FFY2016	Design	\$ 69,521	STP-L (L200)	\$ 7,957	Eagle Point	\$ 77,478			\$ 77,478
				19230	FFY2016	Design	\$ 208,564	CMAQ (L400)	\$ 23,871	Eagle Point	\$ 232,435			\$ 232,435
				19230	FFY2017	Land Purchase	\$ 10,000	CMAQ (L400)	\$ 1,145	Eagle Point	\$ 11,145			\$ 11,145
						Utility Relocate	\$ -							\$ -
				19230	FFY2018	Construction	\$ 1,026,565	STP-L (L200)	\$ 117,495	Eagle Point	\$ 1,144,059			\$ 1,144,059
				19230	FFY2018	Construction	\$ 1,088,917	CMAQ (L400)	\$ 124,631	Eagle Point	\$ 1,213,548			\$ 1,213,548
				19230	FFY2018	Construction						\$ 36,748	Eagle Point	\$ 36,748
				Total FFY18-21		\$ 2,403,566		\$ 275,099		\$ 2,678,665	\$ 36,748		\$ 2,715,413	
Linn Road: OR62 to Buchannan	Widen Road, Add Bike and Ped facilities with Illumination	340	Exempt (Table 2) Safety	18973	FFY2016	Design	\$ 125,622	Enhance-it	\$ 14,378	Eagle Point	\$ 140,000			\$ 140,000
				18973	FFY2017	Land Purchase	\$ 14,357	Enhance-it	\$ 1,643	Eagle Point	\$ 16,000			\$ 16,000
				18973	FFY2017	Utility Relocation	\$ 9,870	Enhance-it	\$ 1,130	Eagle Point	\$ 11,000			\$ 11,000
														\$ -
				18973	FFY2018	Construction	\$ 1,733,048	Enhance-it	\$198,355	Eagle Point	\$ 1,931,403			\$ 1,931,403
				Total FFY18-21		\$ 1,882,897		\$ 215,506		\$ 2,098,403	\$ -		\$ 2,098,403	
S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgdgrade of roadway	353	Exempt (Table 2) Safety	New	FFY2019	Design	\$ 406,854	STBG (L)	\$ 47,000	Eagle Point	\$ 453,420			\$ 453,420
				New	FFY2019	Land Purchase	\$ 31,049	STBG (L)	\$ 14,000	Eagle Point	\$ 34,603			\$ 34,603
						Utility Relocation			\$ -		\$ -			\$ -
											\$ -			\$ -
						Construction			\$0		\$ -			\$ -
				Total FFY18-21		\$ 437,903		\$ 61,000		\$ 488,023	\$ -		\$ 488,023	
Subtotal Eagle Point Projects							\$ 2,841,469		\$ 336,099		\$ 3,166,688	\$ 36,748		\$ 5,301,839

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources					
							\$	Source	\$	Source		\$	Source						
Jacksonville																			
No Projects						Planning													
						Design													
						Land Purchase													
						Utility Relocate													
						Construction													
						Other													
					Total FFY18-21														
Subtotal Jacksonville Projects							\$	-	\$	-	\$	-	\$	-					
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources					
							\$	Source	\$	Source		\$	Source						
Medford																			
Columbus Avenue Extension	New road section and urban upgrader, 5 lane major arterial	5012	Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2015 Conformity Determination)			Planning													
					FFY2018	Design	\$	-		\$	-	\$	-	\$	-				
					FFY2018	Land Purchase	\$	-		\$	-	\$	-	\$	-				
					FFY2019	Utility Relocate	\$	-		\$	-	\$	-	\$	-				
				19365	FFY2020	Construction	\$	-		\$	-	\$	-	\$	4,000,000	Medford	\$	4,000,000	
						Other													
					Total FFY18-21		\$	-	\$	-	\$	-	\$	4,000,000		\$	4,000,000		
Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes - Add signals	863	Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2015 Conformity Determination)			Planning													
					FFY2015	Design	\$	165,103.20	CMAQ	\$	18,896.80	Medford	\$	184,000.00	\$	616,000.00	Medford	\$	800,000.00
					FFY2016	Land Purchase	\$	193,816.80	CMAQ	\$	22,183.20	Medford	\$	216,000.00	\$	384,000.00	Medford	\$	600,000.00
					FFY2018	Utility Relocate	\$	12,921.12	CMAQ	\$	1,478.88	Medford	\$	14,400.00	\$	25,600.00	Medford	\$	40,000.00
				19231	FFY2018	Construction	\$	2,628,158.88	CMAQ	\$	300,804.54	Medford	\$	2,928,963.42	\$	8,733,636.58	Medford	\$	11,662,600.00
						Other													
					Total FFY18-21		\$	3,000,000		\$	343,363		\$	3,343,363	\$	9,759,237		\$	13,102,600
Subtotal Medford Projects							\$	3,000,000		\$	343,363		\$	3,343,363	\$	13,759,237		\$	17,102,600
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources					
							\$	Source	\$	Source		\$	Source						
Phoenix																			
North Couplet Pedestrian Crossing	Ped crossings & connection to Bear Creek Greenway with RRFB at 4th St & Main St and Bear Creek Drive,	634	Exempt (Table 2) Safety			Planning					\$	-							
						Design					\$	-							
						Other					\$	-			\$	-			
						Other					\$	-			\$	-			
				New	FFY2019	Construction	\$	73,000	STBG (L)	\$27,000	Phoenix	\$	100,000.00		\$	100,000.00			
						Other					\$	-			\$	-			
					Total FFY18-21		\$	73,000		\$	27,000		\$	100,000	\$	-		\$	100,000
Subtotal Phoenix Projects							\$	73,000		\$	27,000		\$	100,000	\$	-		\$	100,000
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources					
							\$	Source	\$	Source		\$	Source						
Talent																			
No Projects						Planning													
						Design													
						Land Purchase													
						Utility Relocate													
						Construction													
						Other													
					Total FFY18-21		\$	-		\$	-		\$	-		\$	-		
Subtotal Talent Projects							\$	-		\$	-		\$	-		\$	-		

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req 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			Design								
						Land Purchase								
						Utility Relocate								
				New	FFY2018	Construction					\$ 1,800,000	Local	\$ 1,800,000	
						Other								
				Total FFY18-21							\$ 1,800,000		\$ 1,800,000	
Regional Active Transportation Plan	Active Transportation Plan for RVMPO area.	810	Exempt (Table 2) Safety	19232	FFY2018	Planning	\$ 179,460	STP	\$ 20,540	Local & ODOT	\$ 200,000			\$ 200,000
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
				Total FFY18-21		\$ 179,460		\$ 20,540		\$ 200,000	-		\$ 200,000	
Table Rock Rd., I-5 Crossing to Biddle	Widen to 3 & 5 lanes, curb, gutter, sidewalk and bike lanes	821	Non-Exempt	18974	FFY2015	Design	\$ 379,733	CMAQ	\$ 43,462	County	\$ 423,195			\$ 423,195
				18974	FFY2015	Design	\$ 299,155	Enhance	\$ 34,240	ODOT	\$ 333,395			\$ 333,395
				18974	FFY2016	Land Purchase	\$ 698,817	CMAQ	\$ 79,983	County	\$ 778,800			\$ 778,800
				18974	FFY2016	Land Purchase	\$ 465,878	Enhance	\$ 53,322	ODOT	\$ 519,200			\$ 519,200
				18974	FFY2016	Utility Relocate	\$ 5,384	CMAQ	\$ 616	County	\$ 6,000			\$ 6,000
				18974	FFY2016	Utility Relocate	\$ 3,589	Enhance	\$ 411	ODOT	\$ 4,000			\$ 4,000
				18974	FFY2018	Construction	\$ 2,414,966	CMAQ	\$ 276,404	County	\$ 2,691,370			\$ 2,691,370
				18974	FFY2018	Construction	\$ 2,806,378	Enhance	\$ 321,203	ODOT	\$ 3,127,581			\$ 3,127,581
				18974	FFY2018	Construction			\$ 33,825		\$ 33,825			\$ 33,825
						Total FFY18-21		\$ 7,073,900		\$ 843,465		\$ 7,917,365	\$ -	
Foothill Rd., Delta Waters to Dry Creek	Wden to add shoulders and turn lanes at intersections, minor alignment changes	858	Exempt (Table 2) Safety		FFY2019	Design	\$ 141,082	STBG (L)	\$ 16,147	County	\$ 157,229			\$ 157,229
					FFY2019	Design	\$ 105,792	CMAQ (L400)	\$ 16,147	County	\$ 121,939			\$ 121,939
					FFY2020	Land Purchase	\$ 134,595	STBG (L)	\$15,405	County	\$ 150,000			\$ 150,000
					FFY2020	Land Purchase	\$ 105,791	CMAQ (L400)	\$15,405	County	\$ 121,196			\$ 121,196
					FFY2021	Construction	\$ 979,975	STBG (L)	\$ 112,163	County	\$ 1,092,138			\$ 1,092,138
				New	FFY2021	Construction	\$ 544,069	CMAQ (L400)	\$112,163	County	\$ 656,232			\$ 656,232
						Total FFY18-21		\$ 2,011,304		\$ 287,430		\$ 2,298,734	\$ -	
Bear Creek Greenway: Hwy 140 Shared-use Path	10'-wide, 1.1-mile paved SUP along Hwy 140: Dean Creek Rd to tunnel under Hwy 140 at Blackwell Road.	881	Exempt (Table 2) Safety			Planning					\$ -			\$ -
						Design								
						Land Purchase								
						Utility Relocate								
					FFY2019	Construction	\$ 500,000	CMAQ (L400)	\$88,836	County	\$ 588,836			\$ 588,836
		Total FFY18-21		\$ 500,000		\$ 88,836		\$ 588,836	-		\$ 588,836			
Subtotal Jackson County Projects							\$ 9,264,664		\$ 1,151,435		\$ 10,416,099	\$ 1,800,000		\$ 12,804,935
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Oregon Department of Transportation (ODOT)														
I-5 California State Line - Ashland Paving	Grind/Inlay	950	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				18873	FFY2015	Design	\$ 624,521	NHPP	\$ 71,479		\$ 696,000			\$ 696,000
				18873	FFY2017	Land Purchase						\$ 5,000	ODOT	\$ 5,000
				18873	FFY2017	Utility Relocate					\$ -	\$ 5,000	ODOT	\$ 5,000
				18873	FFY2018	Construction	\$ 11,597,603	NHPP	\$ 1,327,398		\$ 12,925,001			\$ 12,925,001
					FFY2018	Construction	\$ 1,234,985				\$ 1,234,985			\$ 1,234,985
				Total FFY18-21		\$ 13,457,109		\$ 1,398,877		\$ 14,855,986	\$ 10,000		\$ 14,865,986	
I-5 Barnett Road Overpass Deck Overlay	Deck Overlay, Bridge #08676B	910	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				19538	FFY2015	Design	\$ 101,933	STP-FLX	\$ 11,667	ODOT	\$ 113,600			\$ 113,600
						Land Purchase								\$ -
						Utility Relocate					\$ -			\$ -
				19538	FFY2018	Construction	\$ 579,656	STP-FLX	\$ 66,344	ODOT	\$ 646,000			\$ 646,000
						Other	\$ -				\$ -			\$ -
				Total FFY18-21		\$ 681,589		\$ 78,011		\$ 759,600	\$ -		\$ 759,600	
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			Planning					\$ -			\$ -
				19789	FFY2017	Design	\$ 109,471	STP-FLX	\$ 12,529	ODOT	\$ 122,000			\$ 122,000
				19789	FFY2017	Land Purchase	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
				19789	FFY2017	Utility Relocate	\$ 4,486	STP-FLX	\$ 513	ODOT	\$ 5,000			\$ 5,000
				19789	FFY2018	Construction	\$ 296,109	STP-FLX	\$ 33,891	ODOT	\$ 330,000	\$ 500,000	City / Costco	\$ 830,000
						Other	\$ -				\$ -			\$ -
				Total FFY18-21		\$ 419,039		\$ 47,961		\$ 467,000	\$ 500,000		\$ 967,000	
OR 99: Laurel Street Signal Upgrade	Upgrade traffic signal	953	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				18897	FFY2016	Design	\$ 70,887	STP-FLX	\$ 8,113		\$ 79,000			\$ 79,000
				18897	FFY2017	Land Purchase					\$ 7,000	ODOT	\$ 7,000	
				18897	FFY2017	Utility Relocate					\$ -	\$ 6,000	ODOT	\$ 6,000
				18897	FFY2018	Construction	\$ 473,774	STP-FLX	\$ 54,226		\$ 528,000			\$ 528,000
						Other	\$ -				\$ -			\$ -
				Total FFY18-21		\$ 544,661		\$ 62,339		\$ 607,000	\$ 13,000		\$ 620,000	

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Oregon Department of Transportation (ODOT), continued														
I-5:Medford Viaduct Deck Overlay	Repair Deck Deterioration, Bridge #08332	915	Exempt (Table 2- Bridge Repair)			Planning					\$ -			
				19540	FFY2016	Design	\$ 134,595	NHPP	\$ 15,405	ODOT	\$ 150,000			\$ 150,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				19540	FFY2018	Construction	\$ 1,345,950	NHPP	\$ 154,050	ODOT	\$ 1,500,000			\$ 1,500,000
						Other					\$ -			
		Total FFY18-21		\$ 1,480,545		\$ 169,455		\$ 1,650,000	\$ -		\$ 1,650,000			
OR99:Ashland Creek Bridge Rehabilitation	Repair Concrete Deterioration, Bridge #0M274	912	Exempt (Table 2) Safety			Planning					\$ -			
				19656	FFY2016	Design	\$ 158,732	NHPP	\$18,168	ODOT	\$ 176,900			\$ 176,900
				19656	FFY2017	Land Purchase	\$ 71,784	NHPP	\$ 8,216	ODOT	\$ 80,000			\$ 80,000
						Utility Relocate					\$ -			
				19656	FFY2018	Construction	\$ 362,114	NHPP	\$41,446	ODOT	\$ 403,560			\$ 403,560
						Other					\$ -			
		Total FFY18-21		\$ 592,630		\$ 67,830		\$ 660,460	\$ -		\$ 660,460			
FREEMAN ROAD @ PINE ST. INTERSECTION (CENTRAL POINT)	Improve drainage and install raised island, enhance striping to include bike lane	922	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				20249	FFY2019	Design	\$ 19,367	HSIP	\$ 1,633	LOCAL	\$ 21,000			\$ 21,000
						Land Purchase					\$ -			\$ -
				20249	FFY2019	Utility Relocate	\$ 4,611	HSIP	\$ 389	LOCAL	\$ 5,000	\$ -		\$ 5,000
				20249	FFY2019	Construction	\$ 87,609	HSIP	\$ 7,391	LOCAL	\$ 95,000			\$ 95,000
						Other					\$ -			\$ -
		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			Planning					\$ -			\$ -
				20218	FFY2018	Design	\$ 425,000	HSIP	\$ -		\$ 425,000			\$ 425,000
				20218	FFY2019	Land Purchase	\$ 54,000	HSIP			\$ 54,000			\$ 54,000
				20218	FFY2019	Utility Relocate	\$ 25,000	HSIP			\$ 25,000			\$ 25,000
				20218	FFY2021	Construction	\$ 3,296,000	HSIP			\$ 3,296,000			\$ 3,296,000
					FFY2017	Construction					\$ -			\$ -
		Total FFY18-21		\$ 3,800,000		\$ -		\$ 3,800,000	\$ -		\$ 3,800,000			
OR140: ATLANTIC AVE. INTERSECTION IMPROVEMENTS	Construct a roundabout and raised median to improve safety	924	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				20192	FFY2018	Design	\$ 249,000	HSIP			\$ 249,000			\$ 249,000
				20192	FFY2018	Land Purchase	\$ 34,000	HSIP			\$ 34,000			\$ 34,000
				20192	FFY2018	Utility Relocate	\$ 58,000	HSIP			\$ 58,000			\$ 58,000
				20192	FFY2019	Construction	\$ 1,867,000	HSIP			\$ 1,867,000			\$ 1,867,000
						Other	\$ -				\$ -			\$ -
		Total FFY18-21		\$ 2,208,000		\$ -		\$ 2,208,000	\$ -		\$ 2,208,000			

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Oregon Department of Transportation (ODOT), continued														
OR99: ASHLAND PEDESTRIAN UPGRADES	Add street lighting at Lithia/3rd and Siskiyou/Morton. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFB @ Siskiyou/Tolman Creek Rd.	925	Exempt (Table 3) Safety			Planning					\$ -			\$ -
				20186	FFY2018	Design	\$ 116,000	HSIP			\$ 116,000			\$ 116,000
				20186	FFY2019	Land Purchase	\$ 71,000	HSIP			\$ 71,000			\$ 71,000
				20186	FFY2019	Utility Relocate	\$ 55,000	HSIP			\$ 55,000			\$ 55,000
				20186	FFY2020	Construction	\$ 870,000	HSIP			\$ 870,000			\$ 870,000
						Other	\$ -				\$ -			\$ -
					Total FFY18-21		\$ 1,112,000		\$ -		\$ 1,112,000	\$ -		\$ 1,112,000
OR99: I-5 TO SCENIC AVE.	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	926	Exempt (Table 3) Safety			Planning					\$ -			\$ -
				20185	FFY2018	Design	\$ 373,000	HSIP			\$ 373,000			\$ 373,000
				20185	FFY2019	Land Purchase	\$ 11,000	HSIP			\$ 11,000			\$ 11,000
						Utility Relocate				\$ -			\$ -	
				20185	FFY2020	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			Planning					\$ -			\$ -
				20135	FFY2018	Design	\$ 223,428	STP-FLX	\$ 25,572	ODOT	\$ 249,000			\$ 249,000
				20135	FFY2018	Land Purchase	\$ 4,487	STP-FLX	\$ 514	ODOT	\$ 5,000			\$ 5,000
				20135	FFY2018	Utility Relocate	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
				20135	FFY2019	Construction	\$ 4,179,623	STP-FLX	\$ 478,377	ODOT	\$ 4,658,000			
						Other	\$ -				\$ -			\$ -
					Total FFY18-21		\$ 4,416,511		\$ 505,489		\$ 4,922,000	\$ -		\$ 4,922,000
I-5: CALIFORNIA - GOLD HILL	Repair or replace culverts, address scour and road embankment problems near culverts	928	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				20133	FFY2016	Design	\$ 300,293	STP-FLX	\$ 34,370	ODOT	\$ 334,663			\$ 334,663
						Land Purchase			\$ -		\$ -			\$ -
						Utility Relocate			\$ -		\$ -			\$ -
						Construction			\$ -		\$ -			\$ -
						Other	\$ -				\$ -			\$ -
					Total FFY18-21		\$ 300,293		\$ 34,370		\$ 334,663	\$ -		\$ 334,663
OR140: AVENUE G - OR62	Structural overlay, deep base repair, add new striping and pavement markers	929	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				20100	FFY2019	Design	\$ 107,676	STP-FLX	\$ 12,324	ODOT	\$ 120,000			\$ 120,000
				20100	FFY2020	Land Purchase	\$ 4,487	STP-FLX	\$ 514	ODOT	\$ 5,000			\$ 5,000
				20100	FFY2020	Utility Relocate	\$ 4,487	STP-FLX	\$ 514	ODOT	\$ 5,000			\$ 5,000
						Construction			\$ -		\$ -			\$ -
						Other	\$ -				\$ -			\$ -
					Total FFY18-21		\$ 116,649		\$ 13,351		\$ 130,000	\$ -		\$ 130,000
Subtotal ODOT Projects							\$ 32,502,613		\$ 2,387,096		\$ 34,889,709	\$ 523,000		\$ 35,412,709

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Transportation District (RVTD)														
Valley Feeder Pilot Project		1073	Exempt (Table 2) - Operating assistance to transit agencies	19378	FFY2018	Other	\$ 100,000	CMAQ (L400)	\$ 11,445	RVTD	\$ 111,445			\$ 111,445
Urban Operations Support		1060	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2018	Other	\$ 3,000,000	FTA 5307	\$ 3,000,000	RVTD	\$ 6,000,000			\$ 6,000,000
Urban Operations Support		1085	Exempt (Table 2) - Operating assistance to transit agencies	New	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	New	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	New	FFY2021	Other	\$ 3,450,000	FTA 5307	\$ 3,450,000	RVTD	\$ 6,900,000			\$ 6,900,000
Capitalization of Maintenance (MPO STP Transfer)		1067	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY 2018	Other	\$ 954,641	MPO STP	\$ 109,263	RVTD	\$ 792,000			\$ 792,000
Capitalization of Maintenance (MPO STP Transfer)		1093	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY 2019	Other	\$ 995,000	MPO STP	\$ 113,882	RVTD	\$ 1,108,882			\$ 1,108,882
Capitalization of Maintenance (MPO STP Transfer)		1094	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY2020	Other	\$ 1,018,000	MPO STP	\$ 116,515	RVTD	\$ 1,134,515			\$ 1,134,515
Capitalization of Maintenance (MPO STP Transfer)		1095	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY2021	Other	\$ 1,041,000	MPO STP	\$ 119,147	RVTD	\$ 1,160,147			\$ 1,160,147
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1089	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY 2018	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		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: Transportation Demand Management program operated by Rogue Valley Transportation District		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: Transportation Demand Management program operated by Rogue Valley Transportation District		1092	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2021	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
Subtotal RVTD Projects							\$ 17,525,485		\$ 13,429,407		\$ 30,682,989			\$ 30,682,989

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Council of Governments														
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1012	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2018	Other	\$ 83,738	FTA 5303	\$9,584	RVMPO	\$ 93,322			
					Total FFY18-21		\$ 83,738		\$ 9,584		\$ 93,322			\$ 93,322
RVMPO Planning (FFY 2018)	Planning and Reasearch	1013	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2018	Other	\$ 263,378	PL	\$30,145	ODOT	\$ 293,523			
					Total FFY18-21		\$ 263,378		\$ 30,145		\$ 293,523			\$ 293,523
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1014	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
					FFY2019	Other	\$ 83,738	FTA 5303	\$9,584	RVMPO	\$ 93,322			
					Total FFY18-21		\$ 83,738		\$ 9,584		\$ 93,322			\$ 93,322
RVMPO Planning (FFY 2019)	Planning and Reasearch	1015	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2019	Other	\$ 263,378	PL	\$30,145	ODOT	\$ 293,523			
					Total FFY18-21		\$ 263,378		\$ 30,145		\$ 293,523			\$ 293,523
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1016	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2020	Other	\$ 83,738	FTA 5303	\$9,584	RVMPO	\$ 93,322			
					Total FFY18-21		\$ 83,738		\$ 9,584		\$ 93,322			\$ 93,322
RVMPO Planning (FFY 2020)	Planning and Reasearch	1017	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2020	Other	\$ 263,378	PL	\$30,145	ODOT	\$ 293,523			
					Total FFY18-21		\$ 263,378		\$ 30,145		\$ 293,523			\$ 293,523
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1018	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2021	Other	\$ 83,738	FTA 5303	\$9,584	RVMPO	\$ 93,322			
					Total FFY18-21		\$ 83,738		\$ 9,584		\$ 93,322			\$ 93,322
RVMPO Planning (FFY 2021)	Planning and Reasearch	1019	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				New	FFY2021	Other	\$ 263,378	PL	\$30,145	ODOT	\$ 293,523			
					Total FFY18-21		\$ 263,378		\$ 30,145		\$ 293,523			\$ 293,523
Subtotal RVMCOG Projects						\$ 1,388,464		\$ 158,916		\$ 1,547,380			\$ 1,547,380	
Total RVMPO 2018-2021 RVMPO TIP Projects														\$ 113,917,099