
AGENDA

Rogue Valley Metropolitan Planning Organization Technical Advisory Committee



Date: Wednesday, March 11, 2015
Time: 1:30 p.m.
Location: Jefferson Conference Room, RVCOG 155 N. 1st Street, Central Point
Transit: served by RVTD Route #40
Phone: Sue Casavan, RVCOG, 541-423-1360
RVMPO website : www.rvmpos.org

- 1. Call to Order/Introductions/Review AgendaMike Kuntz, Chair**
- 2. Review/Approve Summary Minutes (Attachment #1).....Chair**
- 3. Public Comment (Items not on the Agenda).....Chair**

Action Items:

- 4. Annual Listing of Obligated Projects 2014..... Andrea Napoli**

Background: Every year the MPO publishes a list of federal funds obligated to projects in the prior federal fiscal year. The draft report and list has been prepared for review.

Attachment: #2 – Memo, #3 - Annual Listing of Obligated Projects Report

Action Requested: Review, comment/adjust, and forward recommendation to Policy Committee for adoption.

Discussion Item:

- 5. Talent Conceptual Land Use & Transportation Plan (TA-4 / TA-5).....Dick Converse**

Background: Talent is continuing to develop conceptual plans for TA-4 and TA-5, and the latest efforts have concentrated on locating collectors for both employment and residential uses. Existing land uses and a barrier in South Pacific Highway near its intersection with Suncrest Road are creating street design challenges in TA-5, and staff seeks reaction to several access alternatives.

Attachment: #4 – Scenario maps

Action Requested: No formal action is required at this point. The purpose of the discussion is to solicit

advice on a preferred street pattern prior to conducting in-depth analysis, the next stage of the project.

6. MPO Planning UpdateDan Moore

7. Public Comment..... Chair

8. Other Business / Local Business Chair

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

9. Adjournment Chair

- The next regularly scheduled RVMPO TAC Committee meeting: Wednesday, April 8, at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
 - The next RVMPO Policy Committee meeting is scheduled for March 24, at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
 - The next RVMPO PAC meeting is scheduled for Tuesday, March 17, at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. 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 Metropolitan Planning Organization
Technical Advisory Committee*

February 11, 2015

The following people were in attendance:

RVMPO Technical Advisory Committee

Voting Members in Attendance:

Alex Georgevitch	City of Medford
Desmond Mc Gough	City of Medford
Ian Foster	City of Jacksonville
Jon Sullivan	RVTD
Josh LeBombard	DLCD
Kelly Madding	Jackson County
Kelli Sparkman	ODOT
Mike Kuntz	Jackson County
Mike Upston	City of Eagle Point
Paige Townsend	RVTD
Tom Humphrey	City of Central Point
Robert Miller	City of Eagle Point

Others Present:

Mike Montero

RVCOG Staff

Dan Moore, Andrea Napoli, Bunny Lincoln

1. Call to Order / Introductions

Mike Kuntz called the meeting to order at 1:35 p.m. Those present introduced themselves.

Item #6 (proposed MPO/ODOT/Transit Provider Agreement) was dropped from the agenda.

2. Review / Approve Minutes

Chairman Kuntz asked committee members if there were any additions or corrections to the January meeting minutes.

On a motion by Tom Humphrey, seconded by Kelly Madding, the minutes were approved as presented by unanimous voice vote.

3. Public Comment

No public comment was forthcoming.

4. Elect Chair and Vice Chair

On a motion by Tom Humphrey, seconded by Alex Georgevitch, Mike Kuntz was nominated to serve as TAC Chairman for the coming year. The nomination was unanimously approved by voice vote.

On a motion by Tom Humphrey, seconded Robert Miller, Jon Sullivan was nominated to serve as TAC Vice Chairman for the coming year. The nomination was unanimously approved by voice vote.

5. Proposed MPO Dues/Review Draft Work Plan 2015-16

Dan Moore presented the 2015 Dues Recommendation (February 4, 2015 memo). The calculation remains at the \$.16/capita approved by the Policy Committee for the previous fiscal year, creating a revenue of \$27,532 for FY 2015-16. Illustrative memo tables included:

- #1 - Proposed dues by jurisdiction and estimated population rates
- #2 - Anticipated dues expenditures (Policy Committee dues and travel, plus UPWP work activities support)

White City is an urban renewal district with an allocated population. The dues are paid by Jackson County. The members held a brief discussion on the methodology used to make the calculations, with Alex Georgevitch questioning whether it might be appropriate to increase the dues. The dues are calculated identically for the MRMPO, and were actually raised in 2013. Shortfalls were an expressed concern. Dan Moore shared that there was a \$20,000+ dues carryover from the last fiscal year. The predominance of those funds went toward modeling costs. There is not a carryover for the coming fiscal budget. \$12,500 is budgeted for OMPOC and Staff related travel. Staff is comfortable with the proposed per capita rate. Preplanning for the ensuing fiscal year 2016-17 can be implemented if shortfalls become an issue.

On a motion by Tom Humphrey, seconded by Mike Upston, the dues schedule was unanimously recommended as presented, by voice vote, to the Policy Committee for approval.

Moore next presented UPWP Budget tables #3 and #4 (included in the 2/4/15 memo) representing:

- **#3 - Proposed FY 2016 Budget** - Transportation Planning Funds by Source/Activity (same funding amounts as current FY, but the amount could change, based on upcoming discussions at the State level) Major and subtasks include the next round of the RTP development, 2017-42, and solicitations for STP and CMAQ funded projects.
- **#4 - Proposed Program Activity** - outlining work tasks for program management, short/long range planning, data development/maintenance and transit. The main focus is RTP development. Additional State/federal funding will be sought for the State mandated Alternative Measures. State and federal funding is combined for staffing efficiency. Staffing costs are reflected across the entire budget. It is hoped that additional Staff work may be forthcoming from ODOT Region 3 for some traffic counts and planning projects.

The Regional Plan is the focus for the upcoming year, as well as maintaining the TIP amendments. There will be no Air Quality Conformity.

RVTD questioned how it is working to share the Staff work load with the MRMPO. Dan Moore said that the only additional staffing was to bring Bunny Lincoln on board as a contract Recorder for

the various MPO meetings, thereby freeing Sue Casavan to focus on more important planning and GIS work. Therefore, there has been no issue keeping up with the deadlines and work of both MPOs.

Paige Townsend, RVTD, also asked about the regional RVITS Plan. Dick Converse is working with ODOT to secure funding to hire a consultant to update the ITS Plan. If a contract consultant cannot be funded by the end of the fiscal year, the work will be carried over into the following fiscal year. Ms. Townsend said that all the jurisdictions have a stake in the project, and that the Plan update, or amendments to the current, ten year old Plan, are vital to RVTD. Dan Moore will convey these RTVD concerns to Dick Converse.

The UPWP will be brought back to the TAC in April for additional review/approval.

6. Recommend approval of MPO/ODOT/Transit Provider Agreement

This item was deleted from the agenda. No questions were raised by the membership.

7. Central Point Conceptual Land Use & Transportation Plan (CP-1B)

Tom Humphrey gave a Power Point overview, accompanied by display maps, of the Concept Plan for Central Point's CP-1B RPS planning area (Tolo), reiterating that it is simply conceptual at this point, and not a land use plan.

Subjects covered in the presentation included:

- Compliance with RPS conditions and performance indicators for future URA concept planning (land use and transportation)
- Specific Performance Indicators – Plan adoptions, management agreements, density standards, Transportation/Land Use Plans, URA conditions, ag buffering, land preservation strategies, housing strategies, UGB amendment, land division restrictions, Rural Residential Rule, population allocation, RVMPO/RVCOG coordination, Conceptual Transportation Plan, the EXPO, ag taskforce, parkland and buildable lands definition
- Visual overviews of Urban Reserve CP-1B – flood hazard & current/proposed zoning breakdown @ 541 total acres, utilities, irrigated land, existing infrastructure (sewer, water, storm drainage, streets and irrigation district, Concept Plan and use (open space, business park, commercial, light industrial, general industrial)
- CP-1B URA Concept Plan Recommendation – Regional Plan Conditions, Performance Measures, Findings, Recommendation for approval with/without reservations
- Access Management Measures, Local Street Network Enhancements and I-5 Interchange 35 (Seven Oaks) Interchange Area management Plan

Membership comments and discussion covered:

- I-5 interchange proximity and existing traffic
- Transit provision and inherent problems associated with same, and the potential for managements agreements or cooperative efforts with JTC
- Alternative transportation strategies
- Area will be exclusively employment based
- Small commercial component designed to serve only the businesses located in the area
- Accessory commercial uses

- Railroad and trucking opportunities
- Environmental concerns, buffering and open space
- Existing residential uses to be designed as legal non-conformities
- Development potential spanning the Jackson/Josephine County lines

On a motion by Paige Townsend, seconded by Kelli Sparkman, the Committee approved an MPO Letter of Support on behalf of the proposed Central Point (CP-1B) Conceptual Plan, including alternative transportation strategies and accessory commercial uses.

Alex Georgevitch expressed concern that the TAC was becoming involved in land use planning. Mike Kuntz said that the MPO was required to comment on consistency with regional transportation plans.

The motion was unanimously approved by voice vote.

8. Alternative Measures Analysis Report

Dan Moore presented the revised draft memo for Committee consideration:

- **Measure 1** was revised to make it easier to see the mode share percentages. The mode share table was updated. Definitions were provided for the various sub categories in a new table (Table 1.3). Observations and Recommendations were added. Staff is working with TPAU on this.
- **Measure 2** remained unchanged.
- **Measure 3** remained unchanged.
- **Measure 4** was changed from counting sidewalks in TODs to counting activity centers with sidewalks, thereby creating larger analysis areas. DLCD will provide recommendations on this method.
- **Measure 5** recommends using activity centers and taking out mixed use designations, and developing a new way to measure densities.
- **Measure 6** proposes a change to use activity centers rather than mixed use areas.
- **Measure 7** was grouped by benchmark time frames. The RVTD recommendation was used.

The final report will be prepared for the April TAC meeting, and then move on to the PAC, Policy Committee and the State.

The members engaged in a discussion of the benchmarks and how to properly document the increases in transit usage, as well as reduction of VMTs and the relationship to measurements of children being taken to school. Omitting the “Auto” section was mentioned, and the fact that it does not accurately reflect carpools. In general, it was felt that the entire process was extremely complex and confusing. Staff will remove the sub categories. Josh Le Bombard lauded the process so far, adding that it was time to refine the Recommendations section, acknowledging that the modeling data is not a reliable benchmarks indication at this time, and move forward with additional monitoring and analysis follow up. Alex Georgevitch reiterated that he did not feel the benchmarks demonstrating regression in VMT reduction were showing an accurate picture of actual conditions. Paige Townsend said that it shouldn’t be assumed that RVTD ridership had increased (with new passengers) to an extent that it reduced the auto share, and impacted citizens who could choose to use transit. She did not want to see the process further convoluted by repeatedly reworking the data, feeling that a simpler method of securing accurate information was preferable.

Mike Upston suggested moving forward with this issue by adding recommendation comments that the model and data are confusing, perhaps not accurately reflecting statistics on counting passengers, driving with passengers or pulling out sections that should be placed the Transit column instead.

The Chairman thanked Staff for all the work they had done on the entire Alternative Measures project.

9. MPO Planning Update

- Jonathan David continues to recover from his illness, and is expected to return to work in March.
- Staff is continuing to work on the Alternative Measures.

10. Public Comment

None received.

11. Other Business / Local Business

- Paige Townsend - RVTB has postponed potential service reductions until March 23rd to concur with college class scheduling.
- Tom Humphrey – Central Point is holding an Open House in the Gebhardt Road concept plan.
- Mike Kuntz – Jackson County is working on its TSP update.

12. Adjournment

The meeting was adjourned at 4:00 p.m.



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: **March 3, 2015**
TO: **Technical Advisory Committee**
FROM: **Andrea Napoli, Associate Planner**
SUBJECT: **Annual Listing of Obligated Projects**

Federal law requires MPOs to publish annually a list of projects for which federal funds have been obligated in the preceding federal fiscal year. The attached draft report includes a list of projects obligated federal funds in FFY 2014 and includes information on the distribution of those funds by jurisdiction, agency, and project type.

All obligated dollar amounts contained in this document were provided by ODOT and RVTD.

Please review your projects on the attached pages and inform COG staff if there is anything to be corrected.

The purpose of the Annual Listing of Obligated Projects is to provide transparency in federal transportation planning, and to serve as a reference to track consistency in the year project funds are obligated versus the year they were programmed.

Following TAC approval, the list will be presented to the Policy Committee and posted to the RVMPO website at the end of the month. The obligation timeframe is Oct. 1, 2013 to Sept. 30, 2014.



Annual Listing of Obligated Projects – 2014



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

Annual Listing of Obligated Projects - 2014

A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2014 federal fiscal year, Oct. 1, 2013, through Sept. 30, 2014

Rogue Valley Metropolitan Planning Organization fulfills federal requirements for comprehensive, cooperative and continuing transportation planning in the Medford, Ore., metropolitan area. The governor in 1982 designated the Rogue Valley Council of Governments as the area's metropolitan planning organization. RVCOG is a voluntary association of local governments in Jackson and Josephine counties. The RVCOG board delegated responsibility for MPO policy functions to the RVMPO Policy Committee, which consists of elected and appointed officials from the following RVMPO-member jurisdictions and agencies: Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, Eagle Point, Jackson County, Rogue Valley Transportation District and Oregon Department of Transportation.

RVCOG Mission To be a catalyst to promote quality of life, effective and efficient services, and leadership in regional communication, cooperation, planning and action in Southern Oregon.

RVMPO Mission To be a strong and unifying leader for the creation of sustainable, livable communities through regional cooperation and integrated land use and transportation planning.

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Rogue Valley Council of Governments
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Table of Contents



Introduction.....	1
Federal Requirements	1
Federal Funding Sources.....	2
Other Funding Sources –	3
Distribution of Funds by Jurisdiction and Agency	3
Distribution of Funds by Project Type.....	4
Project Delivery, Phasing.....	5
List of Obligated Projects	6
Obligated Projects Map.....	10
Appendix A Federal Regulations.....	11

Annual Listing of Obligated Projects – 2014

Introduction

Federal funds obligated for transportation projects in the Rogue Valley Metropolitan Planning Organization (RVMPO) area totaled nearly \$14.2 million in the 2014 federal fiscal year. This report provides information about the projects and distributions of federal funds across jurisdictions and modes. The time span covered is Oct. 1, 2013 through Sept. 30, 2014.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The action signifies the federal agency's commitment to provide a specific amount of money for a particular project. Obligation is an agreement to pay a portion of a project's cost; it does not necessarily equal the amount actually received by a jurisdiction or agency within the timeframe. The amounts received are determined by the amount of project work completed.

Money for projects funded through FTA is obligated at the time the FTA grant is awarded. Money for projects funded through FHWA is obligated when a project agreement is executed and the state or grantee requests that the funds be obligated.

Typically, obligation covers a particular phase of a project, such as the preliminary engineering or purchase of rights-of-way for a highway project. Therefore, projects listed in this report indicate the phase or portion of work for which the federal funds have been secured. Projects that can be linked to a specific location are shown on a map of the RVMPO area on Page 11.

Projects listed here originally were approved by the RVMPO Policy Committee through adoption of the RVMPO Metropolitan Transportation Improvement Program (MTIP). At the time of adoption or amendment, the MTIP has demonstrated air quality conformity for carbon monoxide (CO) and particulate matter up to 10 microns (PM₁₀). The MTIP signifies local approval of transportation projects receiving federal funds. This report indicates progress on those projects and federal agency commitments to their delivery.

Federal Requirements

The U.S. Congress, through adoption of the transportation act, MAP-21 (Moving Ahead for Progress in the 21st Century), requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation. Prior to the signing of MAP-21 on July 6, 2012, provisions of the previous act (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) were in force through continuing resolutions of Congress.

Generally, federal law requires MPOs to publish for public review an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year. Specific statutory requirements are shown in Appendix A.

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. FTA, Oregon Department of Transportation (ODOT),

Rogue Valley Transportation District (RVTD), Jackson County and RVMPO cities provided information and feedback to the RVMPO for this report.

Federal Funding Sources

Funds authorized by Congress, largely from the Highway Trust Fund (with revenues generated by a tax on vehicle-fuel sales), flow to the region through several funding sources. Those program sources reflect certain national transportation goals and priorities. Specific funds coming into the RVMPO area and their federal purpose or use restrictions are described below. Projects must meet the eligibility requirements before the federal agency will obligate money. All projects listed in this report include a fund source.

Federal funds rarely cover a project's full cost. Most projects, especially large projects, will require funds from more than one source over several years. Most federal programs require a local match, typically 10.27 percent of the total project cost. Details about federal programs that fund projects within the RVMPO planning area are described below.

- **Surface Transportation Program (STP):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible. STP has several sub-programs, including safety and enhancements (TE). A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The RVMPO allocates the share for cities within the Medford metropolitan area, known as STP-L funds, and amount to about \$1.8 million annually. To simplify access to these funds, RVMPO jurisdictions can utilize ODOT's STP fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the jurisdiction receives state roadway funds at a 94% exchange rate. Additionally, each state must set aside 10% of its base STP funds for safety programs. The match rate for safety projects is 80% federal/ 20% state/local.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ funds are dedicated for projects that address on-road vehicle emissions and relieving congestion problems that are harming air quality. The entire RVMPO planning area qualifies for CMAQ funds to address particulate and carbon dioxide emissions. The CMAQ Program requires a local match of 10.27% of the total project cost.
- **National Highway Performance Program:** Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **Interstate Maintenance (IM):** Funds reserved for interstate highway projects that do not add capacity; generally funds construction or reconstruction of bridges, interchanges and overcrossings on existing interstate routes.
- **Metropolitan Planning (MPO):** A 1.25 percent portion of certain Highway Trust Fund programs set aside by Congress to support metropolitan planning activities in urban areas

with a population of 50,000 or more. This fund supplies most of the revenue for RVMPO activities.

- **Federal Transit Administration (FTA):** Supports public transportation activities through several activity-specific programs. Rogue Valley Transportation District receives funds from FTA Section 5307, which is distributed on a formula basis for capital, planning and certain operating activities. Publicly owned transit systems are eligible. When used for operating costs, funds must be matched 50 percent with local funds. For planning and other activities the match required is 20 percent. Additionally, RVTB receives FTA Section 5310 funds for transit improvements serving the elderly, disabled, and low-income populations.

Other Funding Sources

State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds. Local match funds are not included in the obligated amounts shown in this report.

Distribution of Funds by Jurisdiction and Agency

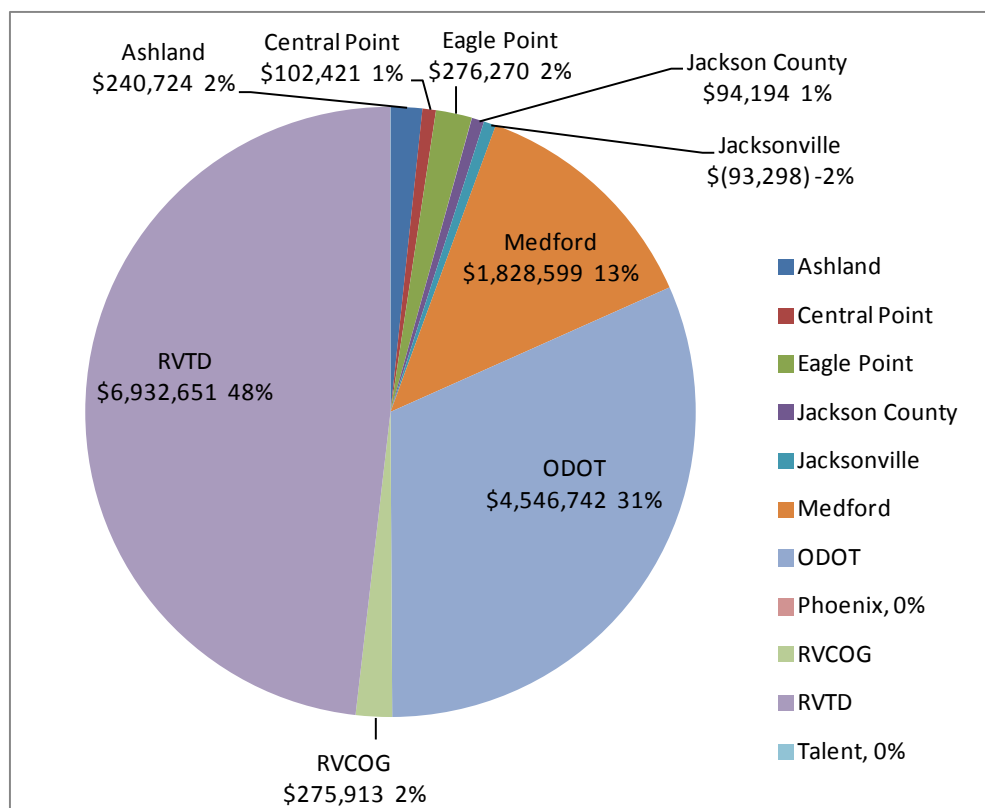


Chart 1: Distribution of Obligated Federal Funds & STP-L Fund Exchange for State Funds by Jurisdiction, 2014

Projects set to receive federal funds are programmed, or approved, by the RVMPO Policy Committee through adoption and amendments of the MTIP. Amendments are common, and reflect changing conditions and demands fund recipients face as they move forward with project implementation.

For two federal funding sources, STP-L and CMAQ, the RVMPO solicits and evaluates applications and selects projects. The region receives roughly \$1.8 million a year in STP-L funds and \$2.2 million a year in CMAQ funds.

The chart on Page 3 shows the distribution of federal funds (and STP-L federal funds exchanged for state dollars) within the RVMPO by jurisdiction and agency. Federal funds obligated in 2014 totaled \$14,204,217. It is important to note that this also includes deobligated federal funds in 2014. Deobligated funds are shown as negative amounts in the List of Obligated Projects beginning on Page 7 and are reflected in Charts 1 and 2. Deobligations occur when a project phase has been closed and funding is returned.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 7.

Distribution of Funds by Project Type

Federal funds were used for a variety of transportation projects in the 2014 federal fiscal year, from planning, to transit service to modernizing two interstate interchanges. This section addresses the distribution of funds among four major activity categories:

- **Roadway** – encompassing projects that improve and preserve facilities for vehicle use.
- **Transit** – support for services provided by RVTD.
- **Planning** – consisting of RVMPO activities in FFY2013, although in past years other planning projects and funding occurred.
- **Alternative Mode (Alt. Mode)** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks. This category includes RVTD's Transportation Demand Management Program, which focuses on changing travel behavior to reduce use of single-occupant vehicles.

Transportation funding is addressed in this way to be consistent with federal guidelines that direct MPOs to identify expenditures for bicycle and pedestrian projects. Given available data, the funding for these facilities (Alt. Mode) can only be estimated due to the way contracts were written and work performed for certain projects. While most bicycle-pedestrian projects have clearly identified costs, some of the roadway improvement projects included construction of sidewalks and bike lanes. *In those cases where a project can be identified as both Roadway and Alt. Mode, the total federal share of the project was divided evenly between the two categories.* The amounts shown in Chart 2 on the following page reflect this adjustment.

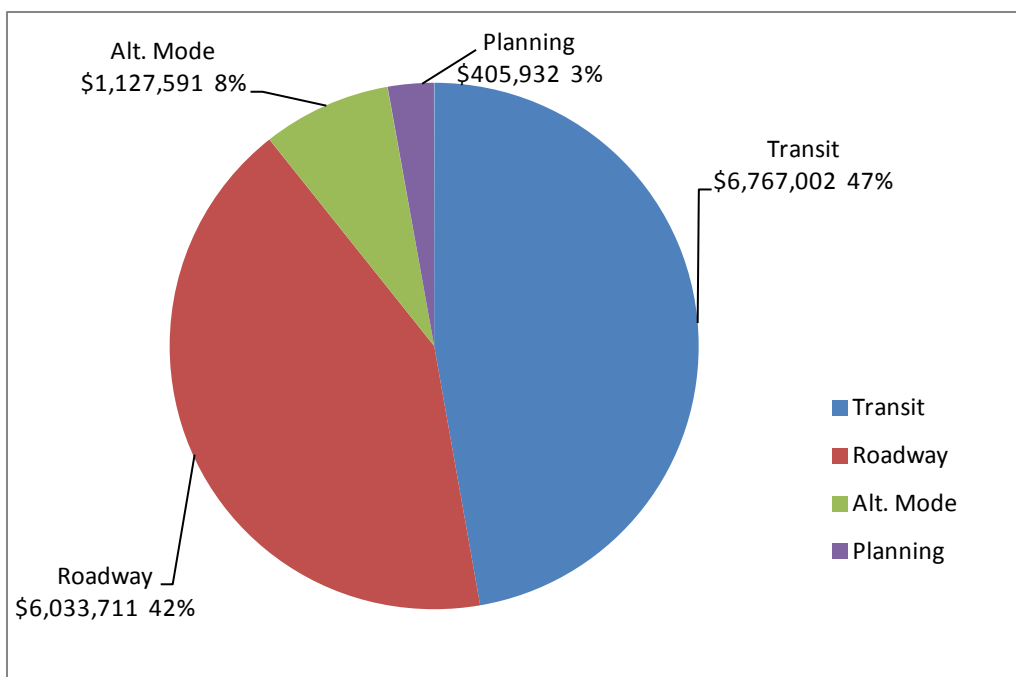


Chart 2: Distribution of Obligated Federal Funds and STP-L Fund Exchange for State Funds by Project Type, 2014

Note: Obligated funds for roadway projects that include bike/ped facilities are split evenly between Roadway and Alt. Mode categories.

Project Delivery, Phasing

Distributions shown on these pages and the project listing that follows represent funding amounts approved by Federal Highway Administration and Federal Transit Administration. It is authorization for work to begin. Because it may take some time for recipient agency to complete the work, the obligation funds shown here may not clearly coincide with work visible on the ground in local communities.

Transportation projects generally are accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2014 are shown in the project listing. Phases generally are:

- Planning – includes studies that examine various aspects of travel behavior, geography and interactions.
- Preliminary Engineering - includes evaluation of a range of design options and elements; data on which to base final designs is gathered, including community needs and desires. Phase may include preparation of detailed plans adequate for construction contracting (in some cases final building plans are developed as a separate phase).
- Right-of-Way – involves securing all of the land needed for a project. Phase includes detailed property identification, settlements with owners and obtaining any necessary permits.

- Construction – phase carries a project from the authorization to begin construction to final payment to contractors.
- Environmental – includes improvements that do not increase level of service, in facility condition or in safety features. Such improvements include beautification and other environmentally related features that are not part of other improvement type.

Work in each phase is monitored by the lead agency. As one phase nears completion, the agency seeks the obligation of funds for the next phase.

List of Obligated Projects

The following pages list projects for which federal funds were obligated in the 2014 federal fiscal year, by jurisdiction. The project numbers, assigned by ODOT as a project is programmed, are shown in the first column and can be used to track a single project through its various phases over time, from programming in the MTIP to final delivery.

The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the MTIP. Projects that can be illustrated by mapping are shown on a map on Page 10.

ASHLAND

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
0305027-00	17249	WALKER AVE: ASHLAND ST TO EAST MAIN ST: DESIGN AND CONSTRUCT SIDEWALKS AND BICYCLE LANES TO THE RAIL CROSSING INSTALL A CONCRETE PANEL CROSSING	Rail/Hwy Crossing	CMAQS-LU	\$ -	\$ 206,379	\$ 267,000			
0305028-00			Right of Way	CMAQS-LU	\$ -	\$ 34,345	\$ 38,276			\$ 533,693

CENTRAL POINT

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
1240019-00	17401	FREEMAN ROAD IMPROVEMENTS (CENTRAL POINT) LOCAL URBAN UPGRADE JACKSON	Right of Way	CMAQS-LU	\$ 132,594	\$ 81,654	\$ 91,000	\$ 1,341,000	\$ 2,575,000	Roadway / Alt. Mode
1240015-00	15695	CENTRAL POINT AND TALENT PARKING LOT IMPROVEMENTS LOCAL PAVE & IMPROVE ALLEYS & PARKING FACILITIES	Right of Way	CMAQ	\$ -	\$ (1,338)	\$ (1,338)			
1240016-00			Environmental	CMAQ MAP-21	\$ -	\$ 22,105	\$ 30,254			\$ 1,044,095

EAGLE POINT

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
	18722	PAVEMENT REHABILITATION	Design and Construction	STP	\$ 276,270	\$ 276,270	\$ 307,890	\$ 276,270	\$ 307,890	Roadway

JACKSON COUNTY

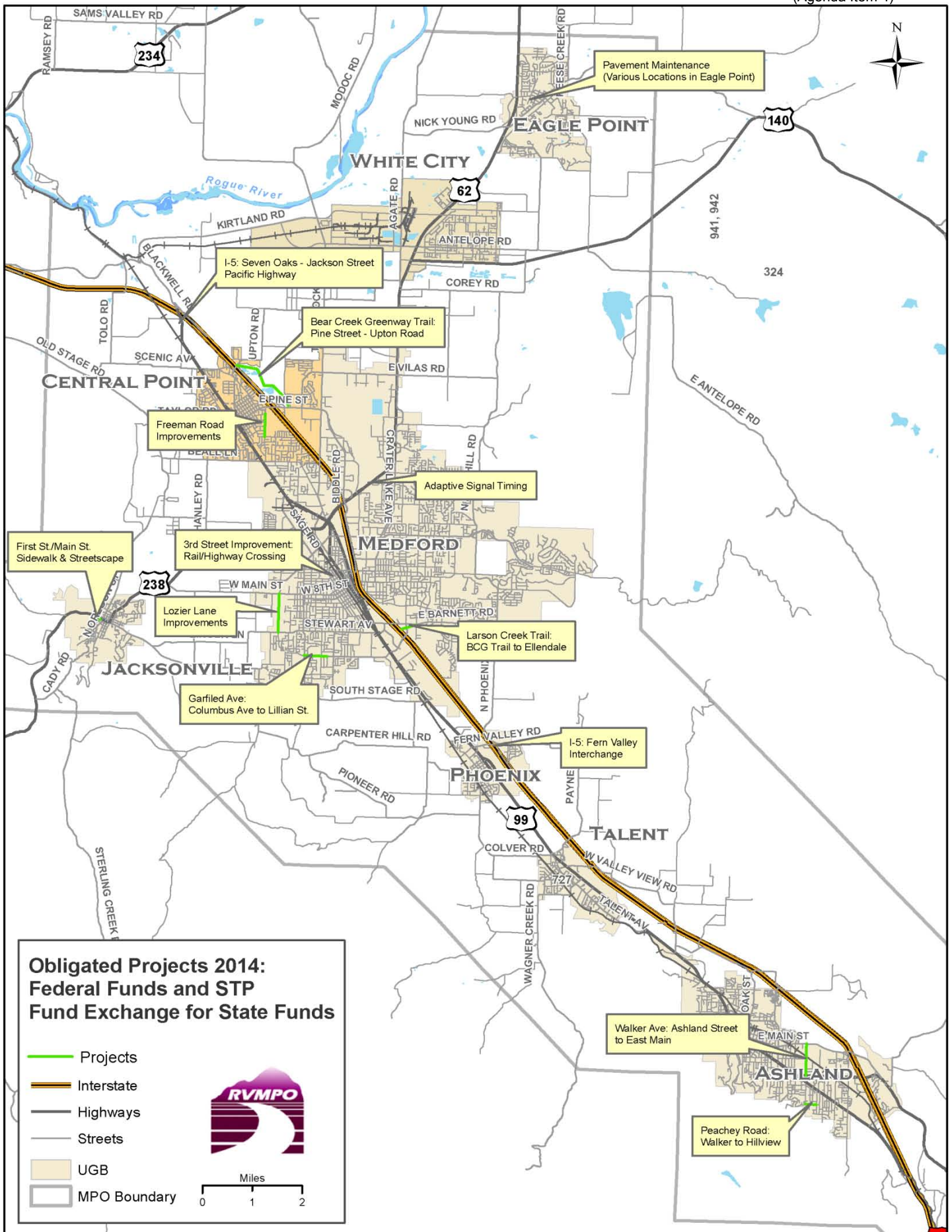
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
C029076-00	15702	PEACHY RD: WALKER TO HILLVIEW LOCAL PAVE & IMPROVE	Right of Way	CMAQS-LU	\$ -	\$ (14,783)	\$ (14,783)	\$ 698,000	\$ 698,000	Roadway
C029075-00	17883	BEAR CREEK GREENWAY TRAIL: PINE ST - UPTON RD	Preliminary Engineering	STP- ENHANCEMENT S-LU	\$ -	\$ 4,194	\$ 4,674			
C029078-00			Landscaping and Other Scenic Beautification	ALTERNATIVES PROG	\$ -	\$ 104,784	\$ 116,777			

JACKSONVILLE

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
3700013-00	16808	FIRST ST & MAIN ST SIDEWALK & STREETScape	Construction Engineering	ALTERNATIVES PROG	\$ -	\$ (4,622)	\$ (5,152)	\$ 916,454	\$ 1,061,346	Alt Mode
3700013-00			Facilities for Pedestrians and Bicycles	ALTERNATIVES PROG	\$ -	\$ (88,675)	\$ (108,842)			

MEDFORD										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
4700072-00	16903	LARSON CRK TRL:BEAR CRK GRNWAY TRL TO ELLENDALE DR LOCAL CONSTRUCT TRAIL	Right of Way	SURFACE TRANS PRIORITIES	\$ -	\$ 105,732	\$ 105,732	\$ 540,000	\$ 585,000	Alt Mode
4700059-00	17241	ADAPTIVE SIGNAL TIMING / INSTALLATION OF ADAPTIVE SIGNAL TIMING EQUIPMENT / HIGHWAY 62	Management/Engineering-HOV	CMAQ	\$ -	\$ 22,727	\$ 25,328			
4700059-00			Management/Engineering-HOV	CMAQ MAP-21	\$ -	\$ 56,143	\$ 62,672			
4700061-00	17240	GARFIELD AVE - COLUMBUS AVENUE TO LILLIAN STREET: LOCAL RECONSTRUCT ROADWAY, ADD CURBS,	Right of Way	CMAQ S-LU	\$ -	\$ (7,346)	\$ (7,346)	\$ 1,425,711	\$ 1,673,625	Alt Mode
4700074-00	17388	FFO-LOZIER LANE IMPROVEMENTS (MEDFORD) LOCAL DESIGN & CONSTRUCT ROADWAY IMPROVEMENTS	Right of Way	STP <200K - STEA03	\$ -	\$ 7,759	\$ 8,648			
4700074-00			Right of Way	STP- <200,000 S-LU	\$ 117,514	\$ 106,144	\$ 118,292			
4700074-00			Right of Way	CMAQ S-LU	\$ 1,628,154	\$ 1,006,204	\$ 1,121,369			
4700074-00			Right of Way	STP <200K - TEA21	\$ -	\$ 12,542	\$ 13,977			
4700071-00	15692	JACKSON ST & STEVENS ST ALLEYS: LOCAL PAVE AND IMPROVE ALLEYS	Right of Way	CMAQ S-LU	\$ -	\$ (61,306)	\$ (68,323)	\$ 1,183,539	\$ 1,425,001	Roadway
S000780-00	17753	SAFETY IMPROVEMENTS AT 3RD STREET & CLOSE 11TH STREET	Rail/Hwy Crossing	RAIL HWY PROTECT DEV MAP-21	\$ 580,000	\$ 580,000	\$ 580,000	\$ 670,000	\$ 670,000	Roadway
OREGON DEPARTMENT OF TRANSPORTATION (ODOT)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
S001396-00	17517	I-5: SEVEN OAKS - JACKSON ST PACIFIC HIGHWAY	Construction Engineering	INTERSTATE MAINT S-LU	\$ -	\$ (236,865)	\$ (256,848)			
S001396-00			4R-Reconstruction No Added Capacity	SURFACE TRANS FLEX S-LU	\$ -	\$ (177,115)	\$ (192,057)			
S001396-00			4R-Reconstruction No Added Capacity	INTERSTATE MAINT S-LU	\$ -	\$ 91,945	\$ 269,697			
S001268-00	12723	I-5: FERN VALLEY INTERCHANGE, UNIT 2 PACIFIC WIDEN I-5 STRUCTURE AND FERN VALLEY ROAD	Preliminary Engineering	INTERSTATE MAINT S-LU	\$ -	\$ 335,220	\$ 563,500			
S001410-00			4R-Reconstruction No Added Capacity	PROJ OF REG AND NAT'L SIGNIF	\$ -	\$ 529,407	\$ 590,000			
S001410-00			4R-Reconstruction No Added Capacity	HIGHWAY PERF PROG	\$ -	\$ 3,874,130	\$ 1,445,386			
S001410-00			Construction Engineering	HIGHWAY PERF PROG	\$ -	\$ -	\$ 2,485,757			
		OREGON HOUSEHOLD ACTIVITY SURVEY	Other	STP-L Exchange for State Dollars	\$ -	\$ 130,019	\$ 130,019	\$ 130,019	\$ 219,800	Planning

PHOENIX										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										
ROGUE VALLEY COUNCIL OF GOV'T (RVCOG)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
		MPO STAFF HYBRID VEHICLE	Other	STP-L Exchange for State Dollars	\$ -	\$ 12,870	\$ 12,870	\$ 12,870	\$ 12,870	Planning
PR15001-00		STATEWIDE PLANNING AND RESEARCH, STATE FISCAL YEARS 2014-2015	Planning	METROPOLITAN PLANNING MAP-21	N/A	\$ 263,043	\$ 293,149	N/A	N/A	Planning
ROGUE VALLEY TRANSIT DISTRICT (RVTD)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
	17261	CAPITALIZATION OF MAINTENANCE (MPO STP Transfer)		MPO STP	\$ 814,748	\$ 814,748	\$ 908,000	\$ 814,748	\$ 908,000	Transit
	17639	TDM RIDESHARE PROJECTS: DRIVE LESS CONNECT OUTREACH		STP (L240)	\$ 134,595	\$ 134,595	\$ 150,000	\$ 134,595	\$ 150,000	Alt Mode
	19151	TDM RIDESHARE PROJECTS: DRIVE LESS CONNECT OUTREACH		STP FLEX	\$ 49,000	\$ 49,000	\$ 54,608	\$ 49,000	\$ 54,608	Alt Mode
	18248	VETERANS TRANSPORTATION CALL CENTER		FTA 5309	\$ 1,076,200	\$ 1,076,200	\$ 1,345,250	\$ 1,076,200	\$ 1,345,250	Transit
	17997	RVTD URBAN OPERATIONS SUPPORT		FTA 5307	\$ 2,465,199	\$ 2,465,199	\$ 4,930,238	\$ 2,465,199	\$ 4,930,238	Transit
	17997	RVTD URBAN OPERATIONS SUPPORT		FTA 5307	\$ -	\$ 2,410,855	\$ 4,821,770	\$ 2,410,855	\$ 4,821,770	Transit
4700068-00	16215	TDM RIDESHARE PROJECTS IN 2013	Management/Engineering-HOV	STP 5-200K POP - MAP-21	\$ -	\$ (17,946)	\$ (20,000)	\$ 134,595	\$ 150,000	Alt Mode
TALENT										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										



Appendix A Federal Regulations

Federal Regulations: Annual List of Obligated Projects

The following sections of U S Code address the annual listing of obligated projects by Metropolitan Planning Organizations.

Moving Ahead for Progress in the 21st Century (MAP-21), effective July 6, 2012

Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

23 USC 134(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

23 USC 135(g)(5)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding identified in each metropolitan transportation improvement program.

49 USC 5303(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the MTIP.

49 USC 5304(g)(4)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.



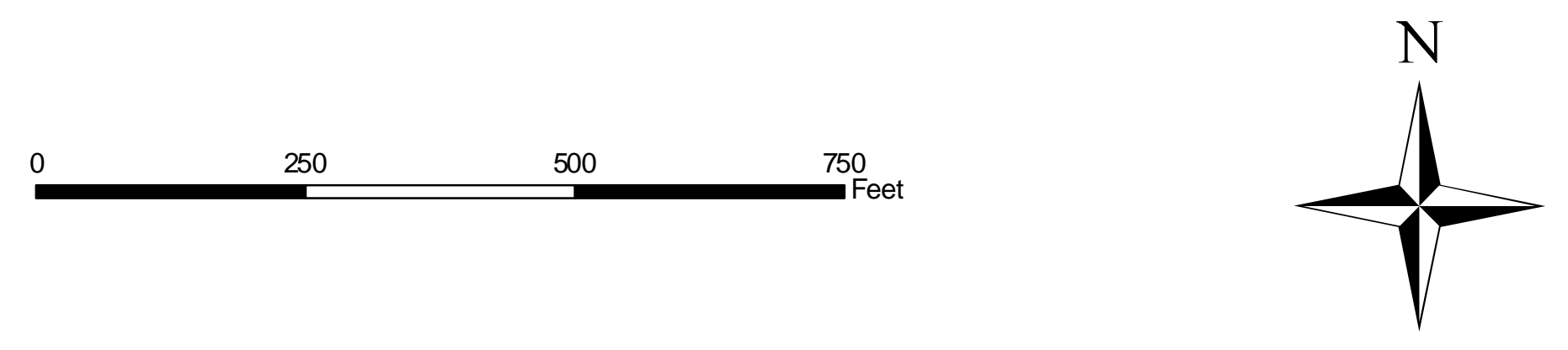
TA4 Conceptual Planning

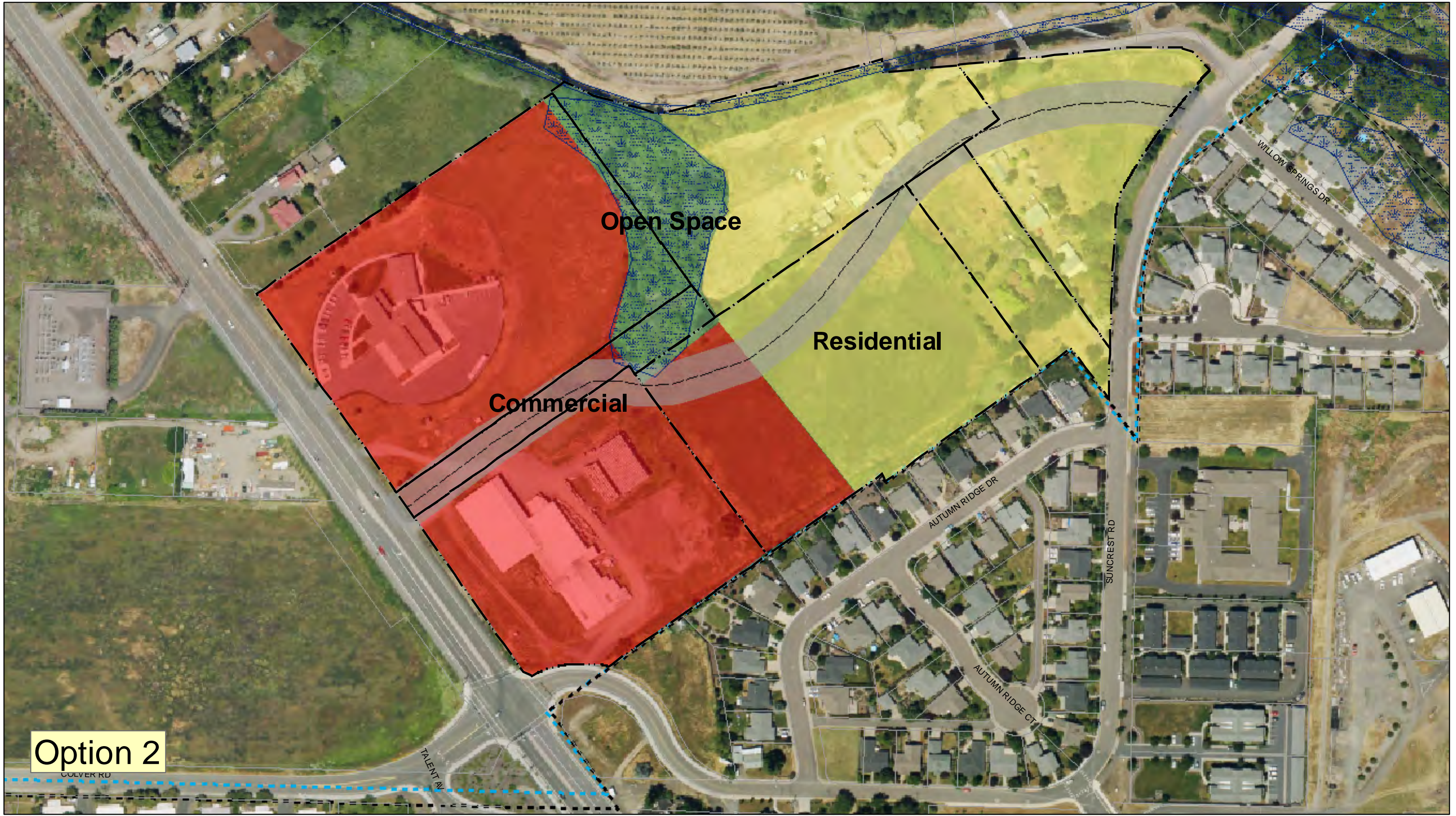
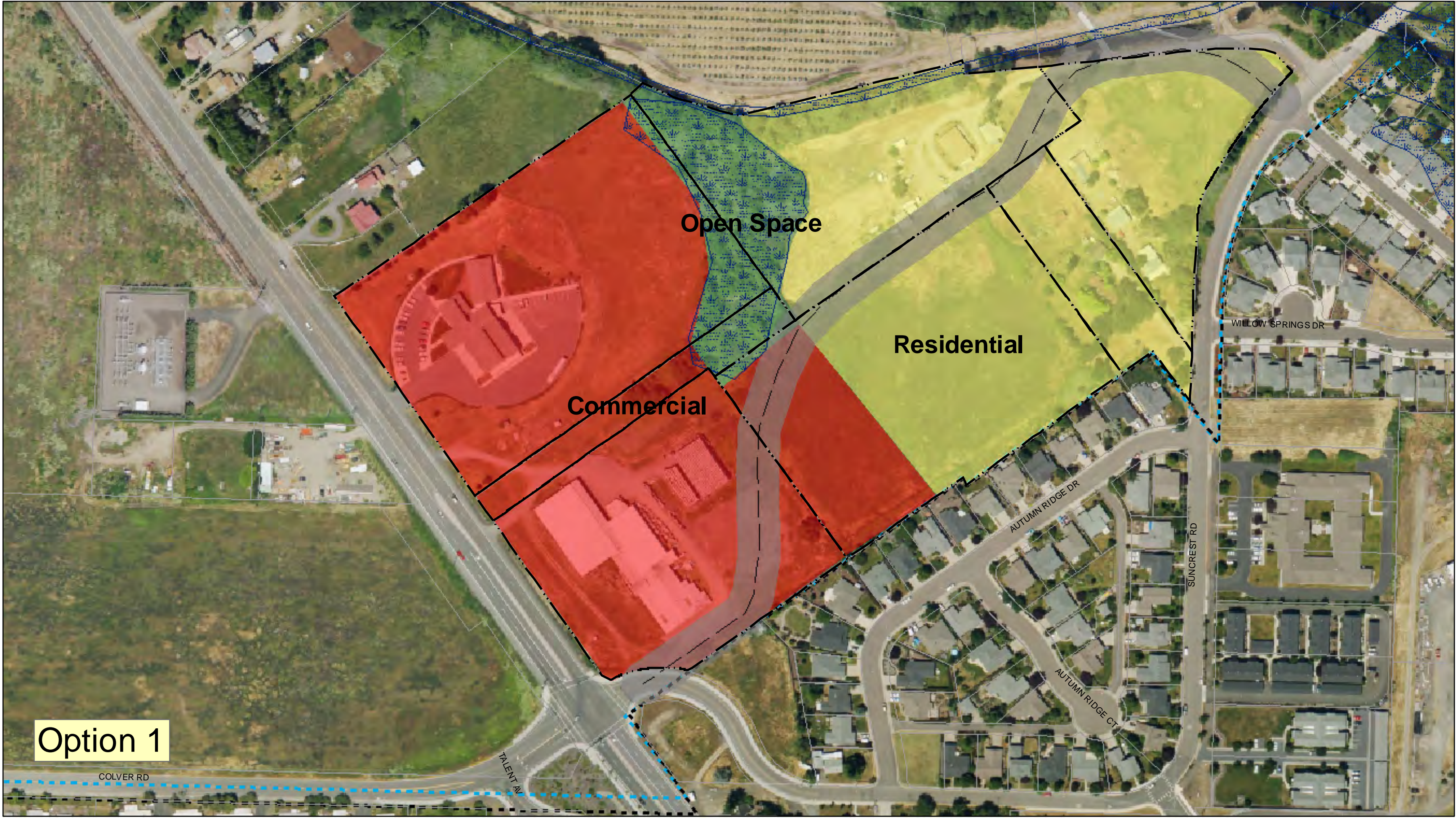
Transportation Alternatives

- TA4 Properties
- Tax Lots
- City Limits
- UGB
- Proposed ROW
- Industrial (I)
- Industrial Commercial (IC)
- Proposed Local Centerline
- Wetland

Mapping is schematic only and bears no warranty of accuracy. This product was created for informational purposes and may not have been prepared for or be suitable for legal, engineering, surveying, or property investment purposes. All zoning information should be confirmed by the City prior to use for such purposes.

Plotted: 2/10/2015
By: Zac Moody





TA5 Conceptual Planning

Transportation Alternatives

- | | | |
|----------------|---------------------|-------------------------------|
| TA5 Properties | Proposed ROW | Proposed Collector Centerline |
| Tax Lots | Residential (R) 49% | Wetland |
| City Limits | Open Space (O) 8% | |
| UGB | Commercial (C) 42% | |

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