
AGENDA

Rogue Valley Metropolitan Planning Organization

Technical Advisory Committee



Date: *Wednesday, June 14, 2017*

Time: *1:30 p.m.*

Location: *Jefferson Conference Room
RVCOG, 155 N. 1st Street, Central Point
Transit: served by RVTD Route #40*

Contact: *Stephanie Thune, RVCOG: 541-423-1368
RVMPO website: www.rvmopo.org*

1	Call to Order / Introductions / Review Agenda	Mike Kuntz, Chair
2	Review / Approve Minutes	Chair
<i>Attachment</i>	#1 RVMPO TAC Draft Minutes 170510	
3	Public Comment Items not on the agenda <i>Comments on agenda items allowed during discussion of each item</i>	Chair
Action Items		
4	Re-Adoption of the RVMPO 2018-2021 Transportation Improvement Program (TIP) and Amendment of the RVMPO 2017-2042 Regional Transportation Plan (RTP)	Karl Welzenbach Ryan MacLaren
<i>Background</i>	The 2018-2021 TIP was adopted by the Policy Committee in March 2017. It now needs to be re-adopted to reconcile discrepancies between its projects and those in ODOT's proposed 2018-2021 STIP.	
<i>Attachment</i>	#2 Draft: 2018-2021 Re-Adopted TIP	
<i>Action Requested</i>	Recommend approval to the RVMPO Policy Committee.	

Discussion Items		
5	East Nevada Street Bridge Project Status	Karl Welzenbach Mike Faught
<i>Background</i>	This project has not moved forward since being awarded federal funds in FFY 2016-18, and was never fund exchanged. The City of Ashland is considering options to this project. It is the responsibility of the TAC to review any substantial changes to projects already awarded. Mike Faught, Public Works Director for the City of Ashland, will provide the City's perspective on this issue.	
<i>Attachment</i>	#3 RVMPO Policy on Project Modification #4 Description of East Nevada Street Bridge Project #5 Proposed Alternatives with Corresponding Ashland TSP Documents	
<i>Action Requested</i>	Discussion only; input is desired on proposed alternatives.	
6	State Transportation Funding Package Update	John Vial
<i>Background</i>	There is a draft piece of legislation moving through the legislature; Mr. Vial will provide an update.	
<i>Attachment</i>	None.	
<i>Action Requested</i>	None.	
7	Public Comment	Chair
Regular Updates		
8	Updates on Currently Active RVMPO Projects	TAC Members
9	MPO Planning Update	Karl Welzenbach
10	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
11	Adjournment	Chair

- The next RVMPO TAC meeting will be **Wednesday, July 12, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting will be **Tuesday, June 27, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, July 18, 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 RVCOG, 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 Technical Advisory Committee
MAY 10, 2017**



The following attended:

Voting Members	Organization	Phone Number
Alex Georgevitch	Medford	774-2114
Dan Roberts	ODOT	774-6383
Evan MacKenzie	Phoenix PL	535-2050 x316
Ian Horlacher	ODOT	423-1362
Jon Sullivan, Vice Chair	RVTD	608-2448
Kyle Kearns	Medford	774-2380
Mike Faught for Maria Harris	Ashland PL	552-2045
Matt Samitore	Central Point	664-3321 x205
Mike Kuntz, Chair	Jackson County R&P	774-6228
Mike Upston	Eagle Point PL	826-4212
Paige Townsend	RVTD	608-2429
Ray DiPasquale	Phoenix	535-2226
Stephanie Holtey for Tom Humphrey	Central Point	423-1031
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Dan Moore	RVCOG	423-1361
Andrea Napoli	RVCOG	423-1369
Ryan MacLaren	RVCOG	423-1338
Nikki Hart-Brinkley	RVCOG	423-1378
Stephanie Thune	RVCOG	423-1368

Interested Parties	Organization	Phone Number
Al Densmore	JWA	
Kelly Madding	City of Medford	
Matt Brinkley	City of Medford	
Mike Montero	Montero & Associates	

1. Call to Order / Introductions / Review Agenda

Chair Mike Kuntz called the meeting to order at 1:38 p.m.; introductions followed. Welcome to first-time attendees:

- *Central Point* | Stephanie Holtey, Community Planner II (will serve as committee alternate for Tom Humphrey/Matt Samitore);
- *Phoenix* | Evan MacKenzie, Planning Director.

A quorum was confirmed, with voting members from Ashland, Central Point, Eagle Point, Medford, Phoenix, Jackson County, ODOT, and RVTD in attendance.

Chair Kuntz announced that agenda items 6 and 10 would be moved immediately prior to item 4 in order to accommodate Karl Welzenbach's early departure from the meeting.

Note: *Despite this procedural alteration, the minutes reflect all agenda items in their original order.*

2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the minutes of the April 12 meeting.

On a motion by Mike Upston, seconded by Alex Georgevitch, the Committee recommended approval of the April 12 RVMPO TAC meeting minutes as submitted.

The motion carried unanimously by voice vote.

3. Public Comment

None voiced.

Action Items:

4. Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) Amendments

Ryan MacLaren presented eight proposed amendments to the 2015-2018 TIP; a detailed memo was provided for review. The amendments are necessary in order to fully satisfy the requirement that all projects that 1) add capacity, 2) are regionally significant, or 3) use federal funds are included in the TIP. A 21-day public comment period regarding the amendments was advertised on May 2 in the Medford Mail Tribune and, with TAC approval, the amendments will be considered at a public hearing during the RVMPO Policy Committee on May 23.

On a motion by Alex Georgevitch, seconded by Mike Upston, the TAC recommended approval of the 2015-2018 TIP as amended to the RVMPO Policy Committee.

The motion carried unanimously by voice vote.

5. Alternative Measures 2015 Benchmark Analysis | Draft Tech Memo 2: Data Collection

Andrea Napoli explained that the RVMPO is currently in the third five-year benchmark analysis for the seven Alternative Measures, which were adopted in 2001 as a result of the MPO being unable to demonstrate a 5% reduction in VMT per capita over the twenty-year plan horizon at that time.

Summary findings for “Draft Tech Memo 2: Data Collection” were presented with two goals in mind: 1) update the TAC on each Measure’s data collection status, and 2) elicit TAC direction related to Measure 1 for the final report. Highlights and related commentary follow:

Measure 1 | Transit and Pedestrian/Bicycle Mode Share

TAC input/guidance was solicited regarding the four data source options best suited for calculations in the final report.

- A. Travel Demand Model Output (RMVPO-v4.2) [bike/ped/transit]
 - i. Used to establish baselines in 2000 and also for past two benchmarking rounds.
 - ii. Model is only updated approximately every four years, so carries the potential for redundant information if two benchmarking periods fall within that time span. RVMPO-v4.2, however, is new since the 2014 benchmarking and includes transit enhancements.
- B. Bike/Ped Counts
 - i. Medford counts: bicycles on the roadway are counted as vehicles, while those on the sidewalk are counted as pedestrians, leading to inaccurate mode share counts. Per Alex Georgevitch, the counting method was designed for signal timing analysis rather than mode share concerns.
 - ii. Ashland counts: accurately distinguish bike/ped traffic, but represent such a small sample that the collected data cannot be legitimately extrapolated into viable benchmark figures.
- C. RVTDMT/RVMPO VMT [transit only]
 - i. The comparison of passenger miles traveled versus vehicle miles traveled lacks equity as vehicles may contain more than one passenger.
- D. Census Journey to Work Data [bike/ped/transit]
 - i. Only takes work trips into consideration.
 - ii. The average annual sample size for Oregon is only about 8% of households.

Discussion resulted in Option A being chosen for use in the final calculations, but with reservations, since RVMPO-v4.2 – despite its inclusion of transit enhancements – is still not sensitive to bike/ped traffic.

All agreed that research should take place into the cost/feasibility of investing in bike/ped counting equipment throughout RVMPO jurisdictions in order to enhance the accuracy of future analyses. Dan Moore stated that he knows of a program in existence elsewhere in the state that could provide a starting point for estimating funding, effectiveness, etc. Napoli indicated willingness to look into bike/ped counter options to bring back to the TAC at a future date.

Measure 2 | Percent Dwelling Units Within ¼-Mile Walk to 30-Minute Transit Service

Data collection details were reviewed; Paige Townsend and Nikki Hart-Brinkley will collaborate to gather information related to 60-minute service figures.

Measure 3 | Percentage of Collectors/Arterials with Bicycle Facilities

Bike lanes of any width, and shoulders three feet or greater were identified for this data set. Evan MacKenzie commented that rider comfort level is also a major factor related to bike/ped usage on busy roads; despite their presence, people avoid them due to safety concerns.

Measure 4 | Percentage of Collectors/Arterials in Activity Centers with Sidewalks

Alex Georgevitch recommended a proposal in the final report for LCDC to adjust the benchmark downward for this measure, because – since the original benchmark was established – the MPO boundary

has been changed as has the definition of activity center, which now includes numerous activity areas without sidewalks.

Measure 5 | Percentage of New Dwelling Units (DUs) in Activity Centers

Data for this measure will be reported in three sets: 1) total dwelling units in activity centers as compared to dwelling units within the region as a whole, 2) dwelling units that meet the 10 unit/acre density requirement, and 3) units that are in an activity center, that meet density, and that are within ¼ mile of a retail center with connecting pedestrian networks.

As with Measure 4, it was suggested that the final report make a recommendation that the benchmarks for Measure 5 be lowered, given the low-level land zoning for 10 units/acre and the fact that the activity center definition has changed.

In light of Measures 5 and 6 dealing with land use (i.e. zoning), over which the MPO has no authority, it may be worth considering having the city handle them in the future.

Measure 6 | Percentage of New Employment in Activity Centers

Building permit data collection is still in process. The data for this measure will be reported in five sets where there is new employment: 1) within activity centers, 2) within activity centers with no parking between the street and the front entrance, 3) within activity centers and ¼-mile of minimum 10unit/acre density dwelling units with connecting sidewalk, 4) within activity centers and has a vertical mix of uses (i.e. commercial on bottom, residential on top), and 5) all criteria combined.

Measure 7 | Alternative Transportation Funding

This measure continues to be carried out as specified.

Despite the coverage of this topic as an action item, there is no motion required at this time by the TAC. The input received will be utilized by staff in moving forward with the benchmark analysis and to present data in the final report.

Discussion Items:

6. CMAQ Project Funding Recommendation

- Karl Welzenbach reported that the CMAQ distribution formula was still under discussion, with the “state requirements” issue being the main point of contention. Due to staff and PAC workgroups’ failure to reach consensus on the matter, the OTC may need to render the final decision. Potential outcomes would include:
 1. The CMAQ distribution formula *will not include* consideration of state mandates unique to the various MPOs.
 2. The formula *will include* consideration of state mandates. This decision could be carried out in one of two ways:
 - a. Funding for the state requirements will be a factor of the distribution formula.
 - b. Funding for the state requirements will be paid “off the top” of the CMAQ funds.
- Federal interpretation of whether Portland’s CMAQ funds will be affected by their upcoming attainment status as of October 1, 2017 is still pending. CMAQ regulation language from Title 23 Section 149 indicates that, although Portland would still be eligible to receive CMAQ funds (having been a nonattainment area in the past), they would not be able to spend the funds (having no further need to work towards attainment or continue in maintenance).

- Regretfully, the TACs decision at their April meeting to move forward with fully funding the remainder of selected TIP projects as well as funding the first two waitlisted projects will have to be put on hold.
 - The April decision had been based on estimated available CMAQ funds of \$3.4 million, but that amount has now been called into question, since ODOT's funding arrangement with Salem/Eugene will lapse at the end of 2019 instead of 2021 as originally thought.
 - Additionally, three separate financial reports – all issued by different offices within ODOT – indicate widely varying CMAQ balances for the RVMPO, ranging from <\$967,270.31> to just over \$4 million. These figures will need to be reconciled before any accurate forecasting of CMAQ funds can occur.

Welzenbach will keep the TAC updated over the coming months as the CMAQ funding distribution formula is finalized and as ODOT reconciles its financial accounts and is able to provide an accurate CMAQ balance to the RVMPO.

7. Critical Urban Freight Corridors Update

Dan Moore reported that ODOT is updating its freight plan and designations of critical urban freight corridors. Oregon is planning to add 77 new miles to its urban freight system, with those miles being allocated throughout the state on a formula developed with input from Oregon MPOs.

Portland is receiving 34.6 of the 77 miles, leaving 42.4 for the non-Metro Oregon MPOs. Table 2 in Moore's memo (provided for review) details the specific allocations, and shows that the RVMPO will receive a 5.2 mile share. With the requirement to apply the CUFC miles to projects currently listed in the TIP, RVMCOG staff worked in conjunction with Mike Baker (Region 3 ODOT) to allocate the 5.2 miles to the following projects:

- .62 mi | 809 Foothill Road: Corey to Atlantic
- .91mi | 821 Table Rock Road: I-5 Crossing to Biddle
- 1.29mi | 858 Foothill Road: Delta Waters to Coker Butte
- .97mi | Foothill Road: Hillcrest to McAndrews
- .15mi | 923 OR238: At West Main
- 1.25mi | OR99: I-5 to Scenic
- **5.19mi**

A map was provided showing those specific CUFC locations, and Table 3 of the memo described the work to be done at each site. With these areas designated, the RVMPO can now proceed to submit the 5.2 miles to compete for project funds (\$80 million available in freight funds through the Fast Act) for the two CUFC segments. Per request by Alex Georgevitch, Moore will attempt to secure details regarding the other MPOs specific CUFC designations.

Mike Kuntz inquired as to whether the additional .01mi not yet allocated could be added to the Foothill Road roundabout (being added via amendment as Project 924 to the 2015-2018 TIP; reference also existing Project 809, which called for a signal at the same location). Moore will look into the possibility of including the Foothill Road roundabout in the CUFC designations in order to utilize the full 5.2mi allotment.

The TAC expressed disagreement with ODOT's requirement that the selected CUFC segments be allocated only to projects already in the TIP, since these projects are already funded. Moore acknowledged the validity of this concern; he addressed it by explaining that the funding, if secured, could possibly supplant currently allocated funds, or add new components to existing projects. Further,

successfully competing for this round of CUFC funds would give the RVMPO a toehold in expanding the CUFC along the chosen segments as more miles/funds are awarded over the years.

Ultimately it was decided that Moore will let the Policy Committee know at their May 23 meeting that the TAC *reservedly* recommends approval of the CUFC segment designation. He will convey the TAC's disagreement with the selection criterion of all identified segments being located within already fully-funded TIP projects.

8. Public Comment

None voiced.

Regular Updates:

9. Updates on Currently Active RVMPO Projects

This item is being added as a standing agenda item in order to keep communication and accountability related to active projects flowing among the jurisdictions. The idea was suggested by John Vial, Chair of the MRMPO TAC and was considered worth adopting for the RVMPO as well.

- *Jackson County* (Chair Kuntz):
 - Table Rock between I-5 and Biddle: The project was planned and funded before Costco chose Table Rock and Hamrick for construction. Work will begin in January 2018, with plans for completion by late October 2018.
 - As mentioned at the April meeting, the Active Transportation Plan (ATP) is getting going; discussions are underway with ODOT regarding drafting an IGA.
- *Central Point* (Matt Samitore):
 - Costco is about to break ground and anticipates taking only 110 days to build their new facility; they are obtaining the permit now and hope to open before Thanksgiving.
 - The Twin Creeks Railroad Crossing was slightly stalled due to the need to obtain a revised rail order, which is now in process. The project will go to bid in August, begin mid-September, and be largely completed by Christmas.
- *Eagle Point* (Mike Upston): No current projects.
- *RVTD* (Paige Townsend): The Valley Feeder project (i.e. demand response general public service) remains completely conceptual at this point; RVTD is watching Salem's program to see what happens regarding the labor pool situation (i.e. transit union vs. private).
- *Ashland* (Mike Faught): Project details will be brought to next month's meeting.

10. MPO Planning Update

While the MRMPO 2018-2021 TIP was submitted ahead of deadline, ODOT forgot to include several projects, which they did, however, include in their Statewide Transportation Improvement Program (STIP). As a result, the TIP will need to be *re-adopted* (versus simply amended) with the ODOT projects included. A public hearing will be required, so a notice will be published in the Medford Mail Tribune to allow for a 30-day public comment period prior to the public hearing and subsequent Policy Committee vote at the June 27 meeting.

Welzenbach reported that the FHWA has stated that the chronic (six years running) inadequate communication/coordination between ODOT and the MPOs – resulting in discrepancies between the TIP and the STIP – needs to be resolved, or future project funding could be affected. Welzenbach will engage in process redesign discussions with Jeffrey Flowers, ODOT Program and Funding Services Manager/STIP Coordinator, and keep the committee apprised as to progress.

In the meantime, for the *current* adoption/re-adoption process by the MPOs, Flowers is requiring that each MPO submit a letter along with their adopted (or re-adopted) 2018 – 2021 TIP stating that the TIP contains the MPO’s best estimates of CMAQ funds and that, should funding scenarios change, the MPO will amend the TIP accordingly.

Pursuant to inquiries by Mike Faught and Paige Townsend, Welzenbach explained that amendments to the 2015 – 2108 TIP may be made anytime between now and September 30 and that amendments to the re-adopted 2018 – 2021 TIP will be possible after October 1.

11. Other Business / Local Business

- *Ashland*: Mike Faught requested the addition of two items to the June 14 TAC meeting agenda:
 - An update regarding the State Transportation Funding Package.
 - A discussion of options/alternatives to the East Nevada Street Bridge project, which is meeting neighborhood opposition.

12. Adjournment

The Chair adjourned the meeting at 3:33 p.m.

Scheduled Meetings

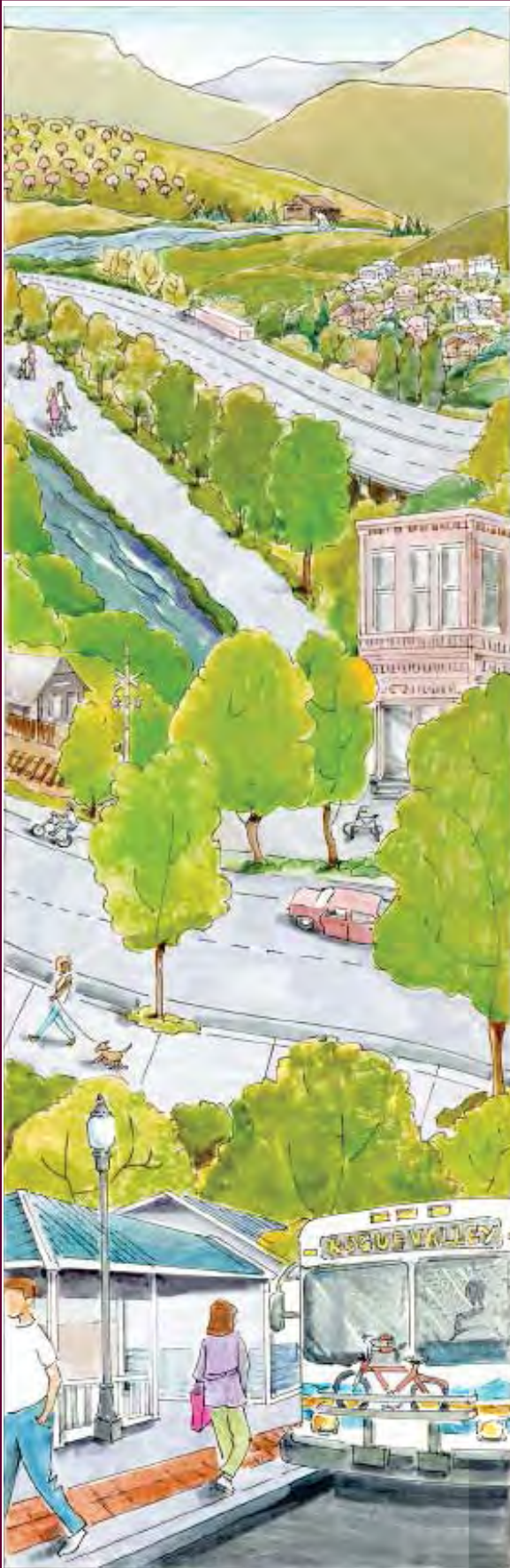
RVMPPO Policy Committee | May 23, 2017 | 2:30 p.m.

RVMPPO TAC | June 14, 2017 | 1:30 p.m.

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
June 27, 2017

Published by:
Rogue Valley Council of Governments
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P.O. Box 3275
Central Point, OR 97502
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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.

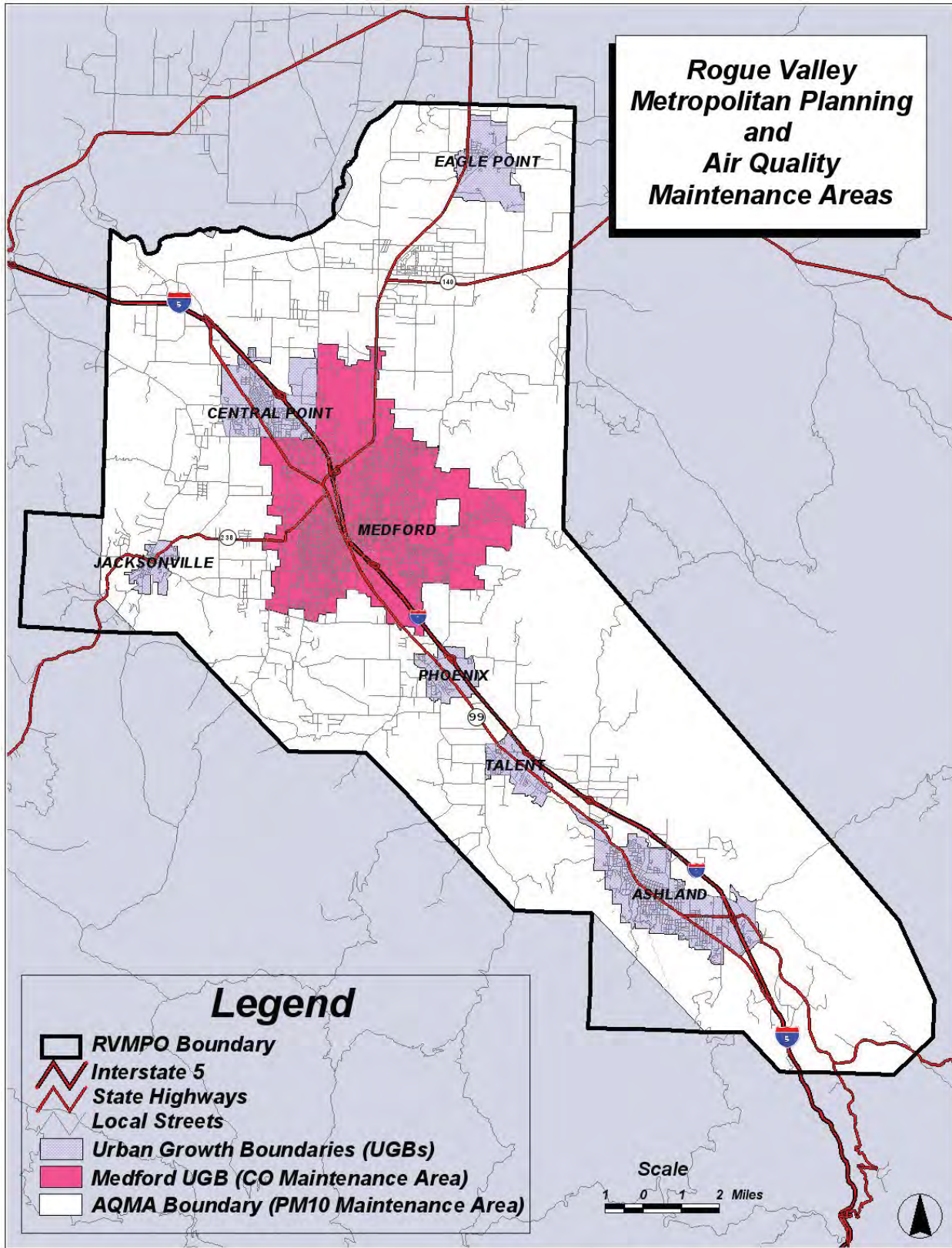
The projects listed in this document are “financially constrained,” meaning that funds required for completion are identified and expected to be available as indicated. As the amount of federal funds coming into the region may vary as the result of Congressional action, the revenues anticipated in the 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 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.rvmmpo.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																	
East Nevada Street Extension	Extend street over Bear Creek to link roadway at Kesirel; sidewalks and bike lanes	161	Non-Exempt	21035	FFY2018	Planning	\$	606,086	STP-Exchange	\$	69,369	Local	\$	675,455			
					FFY2018	Design	\$	470,730	STP-Exchange	\$	53,877	Local	\$	524,607			
						Land Purchase	\$			\$				\$			
						Utility Relocate	\$			\$				\$			
						Construction	\$			\$				\$			
						Other	\$			\$				\$			
	Total FFY18-21				\$	1,076,816		\$	123,246		\$	1,200,062	\$	1,200,062			
Washington Street Extension	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access	162	Non-Exempt	19365	FFY2018	Design	\$			\$		105,000	Ashland	\$	105,000		
						Land Purchase	\$			\$			\$				
						Utility Relocate	\$			\$				\$			
						Construction	\$			\$				\$			
						Other	\$			\$				\$			
						Total FFY18-21				\$			\$			1,055,000	
City of Ashland 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)	21016	FFY2020	Construction	\$	468,244	CMAQ (L400)	\$	93,404	Ashland	\$	561,648			
						Other	\$			\$			\$				
						Total FFY18-21				\$	468,244		\$	93,404		\$	561,648
						Total FFY18-21				\$	1,545,060		\$	216,650		\$	1,761,710
						Total FFY18-21				\$	1,545,060		\$	216,650		\$	1,761,710
						Total FFY18-21				\$	1,545,060		\$	216,650		\$	1,761,710
Subtotal Ashland Projects																	
							\$	2,704,847		\$	1,844,153		\$	4,549,000			
							\$	2,704,847		\$	1,844,153		\$	4,549,000			
Central Point																	
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)	21017	FFY2019	Design	\$	617,385	CMAQ (L400)	\$	344,923	Central Point	\$	862,308			
					FFY2019	Land Purchase	\$			\$			\$				
					FFY2020	Construction	\$	1,000,000	CMAQ (L400)	\$	1,449,230	Central Point	\$	2,449,230			
					FFY2020	Construction	\$	1,000,000	STBG (L)	\$	-	Central Point	\$	1,000,000			
					FFY2020	Other	\$	187,462	STBG (L)	\$	-		\$	187,462			
						Total FFY18-21				\$	2,704,847		\$	1,844,153		\$	4,549,000
	Total FFY18-21				\$	2,704,847		\$	1,844,153		\$	4,549,000					
Subtotal Central Point Projects																	
							\$	2,704,847		\$	1,844,153		\$	4,549,000			
							\$	2,704,847		\$	1,844,153		\$	4,549,000			
Eagle Point																	
Stevens Road - East Main Street to Robert Trent Jones Blvd	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	330	Exempt (Table 2)	19230	FFY2016	Design	\$	69,521	STP-L (L200)	\$	7,957	Eagle Point	\$	77,478			
					FFY2016	Design	\$	208,564	CMAQ (L400)	\$	23,871	Eagle Point	\$	232,435			
					FFY2017	Land Purchase	\$	10,000	CMAQ (L400)	\$	1,145	Eagle Point	\$	11,145			
					FFY2018	Utility Relocate	\$			\$			\$				
					FFY2018	Construction	\$	1,026,585	STP-L (L200)	\$	117,495	Eagle Point	\$	1,144,080			
					FFY2018	Construction	\$	1,086,917	CMAQ (L400)	\$	124,631	Eagle Point	\$	1,213,548			
	Total FFY18-21				\$	2,403,566		\$	276,089		\$	36,749		\$	2,715,414		
	Total FFY18-21				\$	2,403,566		\$	276,089		\$	36,749		\$	2,715,414		
S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgrade of roadway	353	Exempt (Table 2)	21018	FFY2019	Design	\$	406,854	STBG (L)	\$	47,000	Eagle Point	\$	453,854			
					FFY2019	Land Purchase	\$	31,049	STBG (L)	\$	14,000	Eagle Point	\$	45,049			
					FFY2019	Utility Relocate	\$			\$			\$				
						Construction	\$			\$			\$				
						Other	\$			\$			\$				
						Total FFY18-21				\$	437,903		\$	61,000		\$	498,903
	Total FFY18-21				\$	437,903		\$	61,000		\$	498,903					
Subtotal Eagle Point Projects																	
							\$	2,841,469		\$	336,099		\$	3,177,568			
							\$	2,841,469		\$	336,099		\$	3,177,568			
Total All Sources																	
							\$	4,549,000		\$	4,549,000		\$	4,549,000			
							\$	4,549,000		\$	4,549,000		\$	4,549,000			

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		Total All Sources	
							\$	Source	\$	Source	\$	Source	\$	Source
Jacksonville														
No Projects														
						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
						Total FFY18-21	\$	-	\$	-	\$	-	\$	-
Subtotal Jacksonville Projects														
						Phase	\$	-	\$	-	\$	-	\$	-
Medford														
						Planning								
						Design								
						Land Purchase	\$	-	\$	-	\$	-	\$	-
						Utility Relocate	\$	-	\$	-	\$	-	\$	-
						Construction	\$	-	\$	-	\$	-	\$	-
						Other	\$	-	\$	-	\$	-	\$	-
						Total FFY18-21	\$	-	\$	-	\$	-	\$	-
						Planning								
						Design	\$	165,103.20	CMAQ	\$	18,896.80	Medford	\$	184,000.00
						Land Purchase	\$	193,816.80	CMAQ	\$	22,183.20	Medford	\$	216,000.00
						Utility Relocate	\$	12,921.12	CMAQ	\$	1,478.88	Medford	\$	14,400.00
						Construction	\$	2,628,158.88	CMAQ	\$	300,804.54	Medford	\$	2,928,963.42
						Other	\$	3,000,000		\$	343,363		\$	3,343,363
						Total FFY18-21	\$	3,000,000		\$	343,363		\$	3,343,363
Subtotal Medford Projects														
						Phase	\$	3,000,000		\$	343,363		\$	3,343,363
Phoenix														
						Planning								
						Design								
						Other								
						Construction	\$	73,000	STBG (L)	\$	27,000	Phoenix	\$	100,000
						Other	\$	73,000		\$	27,000		\$	100,000
						Total FFY18-21	\$	73,000		\$	27,000		\$	100,000
Subtotal Phoenix Projects														
						Phase	\$	73,000		\$	27,000		\$	100,000
Talent														
						Planning								
						Design								
						Other								
						Construction	\$	55,332	HSJP	\$	4,668	Local	\$	60,000.00
						Utility Relocate	\$	39,655	HSJP	\$	3,345	Local	\$	43,000.00
						Construction	\$	400,235	HSJP	\$	33,765	Local	\$	434,000.00
						Other	\$	485,222		\$	41,778		\$	527,000
						Total FFY18-21	\$	485,222		\$	41,778		\$	527,000
Subtotal Talent Projects														
						Phase	\$	485,222		\$	41,778		\$	527,000

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		Total All Sources					
							\$	Source	\$	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		FFY2018	Design												
						Land Purchase												
						Utility Relocate												
						Construction												
						Other												
Regional Active Transportation Plan	Active Transportation Plan for RVMPD area	810	Exempt (Table 2) Safety		FFY2018	Design												
						Land Purchase												
						Utility Relocate												
						Construction												
						Other												
Foothill Rd., Delta Waters to Dry Creek	Widen to add shoulders and turn lanes at intersections, minor alignment changes	856	Exempt (Table 2) Safety		FFY2018-21	Total FFY18-21	\$ 179,460	STP	\$ 20,540	Local & ODOT	\$ 200,000		\$ 1,800,000					
						FFY2019	\$ 141,082	STBG (L)	\$ 16,147	County	\$ 157,229		\$ 200,000					
						FFY2020	\$ 105,792	CMAQ (L400)	\$ 16,147	County	\$ 121,939		\$ 157,229					
						FFY2021	\$ 134,956	STBG (L)	\$ 15,405	County	\$ 150,000		\$ 150,000					
						FFY2022	\$ 105,791	CMAQ (L400)	\$ 15,405	County	\$ 121,196		\$ 121,196					
						FFY2023	\$ 979,975	STBG (L)	\$ 112,163	County	\$ 1,092,138		\$ 1,092,138					
						FFY2024	\$ 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		FFY2019	Land Purchase						
Utility Relocate																		
Construction	\$ 500,000	CMAQ (L400)	\$ 388,836	County	\$ 588,836								\$ 588,836					
Other	\$ 500,000		\$ 86,836		\$ 588,836								\$ 588,836					
Total FFY18-21	\$ 2,011,304		\$ 287,430		\$ 2,298,734								\$ 2,298,734					
Subtotal Jackson County Projects																		
Oregon Department of Transportation (ODOT)																		
I-5 California State Line - Ashland Paving	Grind/lay	950	Exempt (Table 2) Safety		FFY2015	Design	\$ 276,660	NHPP	\$ 23,340	ODOT	\$ 300,000		\$ 300,000					
						Land Purchase	\$ 624,521	NHPP	\$ 71,479		\$ 696,000		\$ 696,000					
						Utility Relocate												
						Construction	\$ 11,597,903	NHPP	\$ 1,327,398		\$ 12,925,001		\$ 12,925,001					
						Other	\$ 1,907,680	FixIT SWB	\$ 160,938	ODOT	\$ 2,068,619		\$ 2,068,619					
I-5 Barnett Road Overpass Deck Overlay	Deck Overlay, Bridge #08676B	910	Exempt (Table 2) Safety		FFY2015	Planning	\$ 15,641,449		\$ 1,893,156		\$ 17,234,605		\$ 17,234,605					
						Design	\$ 104,762	STP-FLX	\$ 8,838	ODOT	\$ 113,600		\$ 113,600					
						Land Purchase												
						Utility Relocate												
						Construction	\$ 579,866	STP-FLX	\$ 66,344	ODOT	\$ 646,000		\$ 646,000					
I-5 Exit 33 Off-Ramp Improvement Project	Construct a second right turn lane on NB off-ramp at exit 33	916	Exempt (Table 3) Safety		FFY2017	Planning	\$ 684,418		\$ 75,182		\$ 759,600		\$ 759,600					
						Design	\$ 109,471	STP-FLX	\$ 12,529	ODOT	\$ 122,000		\$ 122,000					
						Land Purchase	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000		\$ 10,000					
						Utility Relocate	\$ 4,486	STP-FLX	\$ 513	ODOT	\$ 5,000		\$ 5,000					
						Construction	\$ 296,108	STP-FLX	\$ 33,891	ODOT	\$ 330,000	City / Costco	\$ 830,000					
OK 99: Laurel Street Signal Upgrade	Upgrade traffic signal	953	Exempt (Table 2) Safety		FFY2016	Planning	\$ 419,039		\$ 47,961		\$ 467,000		\$ 467,000					
						Design	\$ 70,887	STP-FLX	\$ 8,113	ODOT	\$ 79,000		\$ 79,000					
						Land Purchase												
						Utility Relocate												
						Construction	\$ 473,774	STP-FLX	\$ 54,226	ODOT	\$ 528,000		\$ 528,000					
OK 140/OK 238 Bridge & Culvert Rail Upgrades	Replace railings on three bridges that do not meet modern safety standards	961	Exempt (Table 2) Safety		FFY2016	Planning	\$ 544,861		\$ 62,338		\$ 607,000		\$ 607,000					
						Design	\$ 73,575	Z232	\$ 8,421	ODOT	\$ 82,000		\$ 82,000					
						Land Purchase												
						Utility Relocate												
						Construction	\$ 683,743	STP-FLX	\$ 76,257	ODOT	\$ 762,000		\$ 762,000					
Total FFY18-21																		

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 #0332	915	Exempt (Table 2)- Bridge Repair)		19540	FFY2016	Planning										
						Design	\$ 138,330	NHPP	\$ 11,670	ODOT	\$ 150,000		\$ 150,000				
						Land Purchase											
						Utility Relocate											
						Construction	\$ 1,345,950	NHPP	\$ 154,050	ODOT	\$ 1,500,000		\$ 1,500,000				
	Other																
					Total FFY18-21		\$ 1,484,280		\$ 165,720		\$ 1,650,000			\$ 1,650,000			
OR99 Ashland Creek Bridge Rehabilitation	Repair Concrete Deterioration, Bridge #0M274	912	Exempt (Table 2) Safety		19656	FFY2016	Planning										
						Design	\$ 458,732	NHPP	\$ 26,168	ODOT	\$ 484,900		\$ 484,900				
						Land Purchase	\$ 71,784	NHPP	\$ 8,216	ODOT	\$ 80,000		\$ 80,000				
						Utility Relocate											
						Construction	\$ 382,114	NHPP	\$ 41,446	ODOT	\$ 423,560		\$ 423,560				
	Other																
					Total FFY18-21		\$ 892,630		\$ 75,830		\$ 968,460			\$ 968,460			
OR140: Exit 35 Blackwell Road	Add center turn lane, widen shoulders, add bike path	921	Exempt (Table 2) Safety		18975	FFY2014	Design	\$ 192,937	STP-5K	\$ 22,083	ODOT	\$ 215,020		\$ 215,020			
					18975	FFY2014	Design	\$ 168,923	STP-FLX	\$ 19,333	ODOT	\$ 188,256		\$ 188,256			
					18975	FFY2014	Design	\$ 6,033	STATE-FLX	\$ 691	ODOT	\$ 6,724		\$ 6,724			
					18975	FFY2018	Land Purchase	\$ 247,655	STP-FLX	\$ 28,345	ODOT	\$ 276,000		\$ 276,000			
					18975	FFY2018	Utility Relocate	\$ 97,806	STP-FLX	\$ 11,194	ODOT	\$ 109,000		\$ 109,000			
	Construction	\$ 4,468,554	STP-FLX	\$ 511,446	ODOT	\$ 4,980,000		\$ 4,980,000		\$ 4,980,000							
	Other																
					Total FFY18-21		\$ 5,181,908		\$ 593,092		\$ 5,775,000			\$ 5,775,000			
FREEMAN ROAD @ PINE ST. INTERSECTION (CENTRAL POINT)	Improve drainage and install raised island, enhance striping to include bike lane	922	Exempt (Table 2) Safety		20249	FFY2019	Planning										
						Design	\$ 19,367	HSJP	\$ 1,633	LOCAL	\$ 21,000		\$ 21,000				
						Land Purchase											
						Utility Relocate	\$ 4,611	HSJP	\$ 389	LOCAL	\$ 5,000		\$ 5,000				
						Construction	\$ 87,609	HSJP	\$ 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		20218	FFY2018	Planning										
						Design	\$ 425,000	HSJP	\$ -		\$ 425,000		\$ 425,000				
						Land Purchase	\$ 54,000	HSJP			\$ 54,000		\$ 54,000				
						Utility Relocate	\$ 25,000	HSJP			\$ 25,000		\$ 25,000				
						Construction	\$ 3,296,000	HSJP			\$ 3,296,000		\$ 3,296,000				
	Other																
					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		20192	FFY2017	Planning										
						Design	\$ 248,000	HSJP			\$ 248,000		\$ 248,000				
						Land Purchase	\$ 34,000	HSJP			\$ 34,000		\$ 34,000				
						Utility Relocate	\$ 58,000	HSJP			\$ 58,000		\$ 58,000				
						Construction	\$ 1,867,000	HSJP			\$ 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

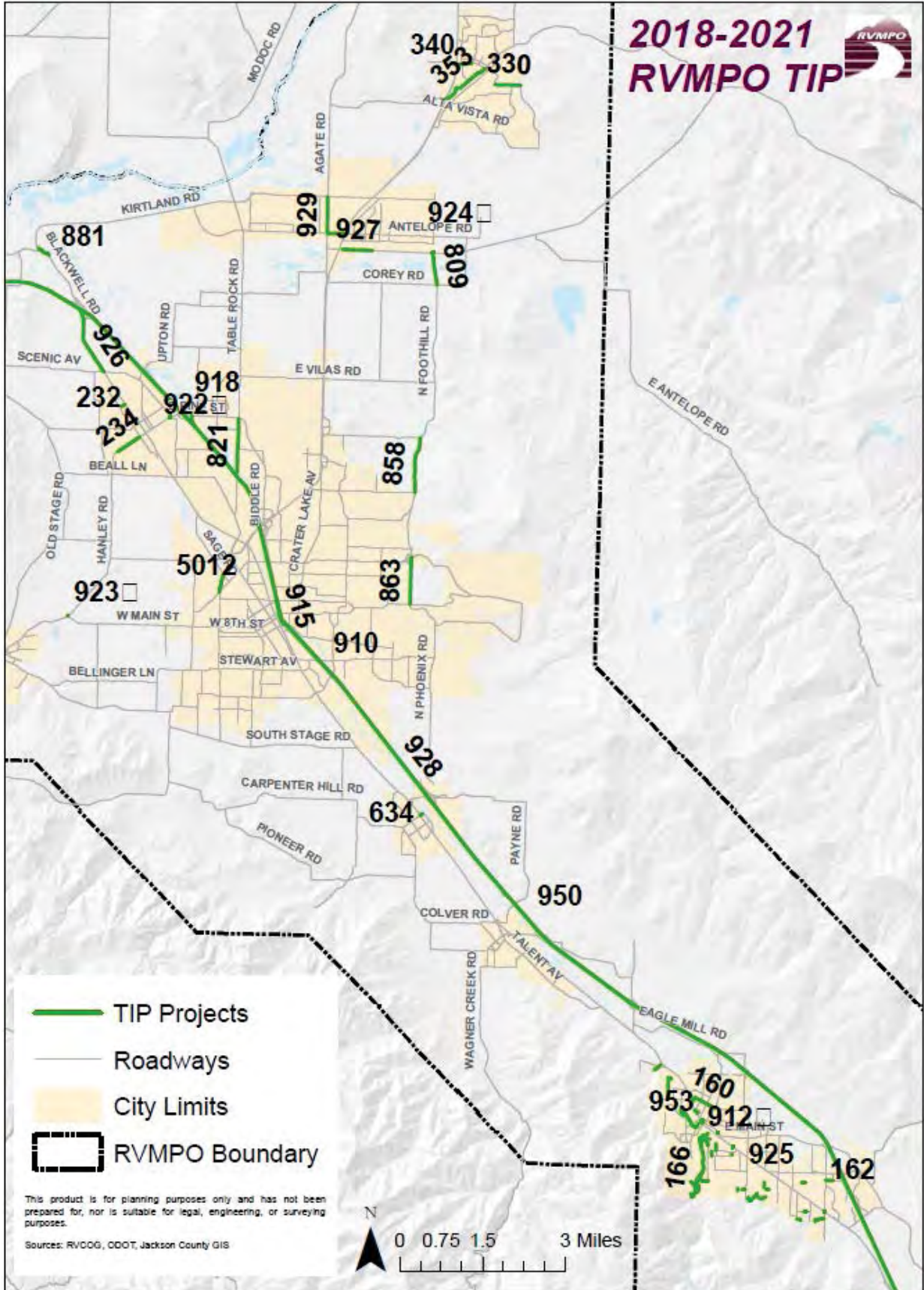
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match		Other	Total All Sources							
							\$	Source	\$	Source	\$	Source			\$	Source					
Oregon Department of Transportation (ODOT), continued																					
OR89: ASHLAND PEDESTRIAN UPGRADES	Add street lighting at Lithia3rd and Siskiyou/Morton. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFEB @ Siskiyou/Tolman Creek Rd.	925	Exempt (Table 3) Safety	20186	FFY2018	Planning															
					Design	\$	116,000	HSJP			\$	116,000			\$	116,000					
					Land Purchase	\$	71,000	HSJP			\$	71,000			\$	71,000					
					Utility Relocate	\$	55,000	HSJP			\$	55,000			\$	55,000					
					Construction	\$	870,000	HSJP			\$	870,000			\$	870,000					
	Other	\$	-																		
					Total FFY18-21		\$	1,112,000		\$	1,112,000		\$	1,112,000							
OR89: 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	20185	FFY2018	Planning															
					Design	\$	373,000	HSJP			\$	373,000			\$	373,000					
					Land Purchase	\$	11,000	HSJP			\$	11,000			\$	11,000					
					Utility Relocate	\$	2,878,000	HSJP			\$	2,878,000			\$	2,878,000					
					Construction	\$	-				\$	-			\$	-					
	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 .870-1.16	927	Exempt (Table 2) Safety	20135	FFY2017	Planning															
					Design	\$	223,428	STP-FLX			\$	25,572	ODOT		\$	249,000					
					Land Purchase	\$	4,487	STP-FLX			\$	514	ODOT		\$	5,000					
					Utility Relocate	\$	8,973	STP-FLX			\$	1,027	ODOT		\$	10,000					
					Construction	\$	4,179,623	STP-FLX			\$	478,377	ODOT		\$	4,658,000					
	Other	\$	-																		
					Total FFY18-21		\$	4,416,511		\$	505,469		\$	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	20133	FFY2018	Planning															
					Design	\$	300,293	STP-FLX			\$	34,370	ODOT		\$	334,663					
					Land Purchase	\$	-				\$	-			\$	-					
					Utility Relocate	\$	-				\$	-			\$	-					
					Construction	\$	-				\$	-			\$	-					
	Other	\$	-																		
					Total FFY18-21		\$	300,293		\$	34,370		\$	334,663							
OR140: AVENUE G - OR62	Structural overlay, deep base repair, add new striping and pavement markers	929	Exempt (Table 2) Safety	20100	FFY2019	Planning															
					Design	\$	107,676	STP-FLX			\$	12,324	ODOT		\$	120,000					
					Land Purchase	\$	4,487	STP-FLX			\$	514	ODOT		\$	5,000					
					Utility Relocate	\$	4,487	STP-FLX			\$	514	ODOT		\$	5,000					
					Construction	\$	2,168,131	STP-FLX			\$	249,869	ODOT		\$	2,433,000					
	Other	\$	-																		
					Total FFY18-21		\$	2,298,790		\$	263,220		\$	2,563,000							
OR82: CORRIDOR SOLUTIONS UNIT 2 PHASE 3 (MEDFORD)	Planting of vegetation for storm water treatment facilities.	930	Exempt (Table 2) Safety	21015	FFY2017	Planning															
					Design	\$	-				\$	-	50,000	ODOT		\$	50,000				
					Land Purchase	\$	-				\$	-			\$	-					
					Utility Relocate	\$	-				\$	-			\$	-					
					Construction	\$	-				\$	-			\$	-					
	Other	\$	-																		
					Total FFY18-21		\$	-		\$	-		\$	300,000							
OR-99 BIRCH ST TO COLEMAN CK. CULVERT PRIORITIZATION on OR-99 Ashland to Central Point.	Replace culvert, add sidewalks, bike lanes, pedestrian crossing, install signal, prioritization on OR-99 Ashland to Central Point.	931	Exempt (Table 3) Safety	20162	FFY2017	Planning															
					Design	\$	627,096	STP-FLX			\$	71,774	ODOT		\$	698,870					
					Land Purchase	\$	1,381,528	STP-FLX			\$	158,122	ODOT		\$	1,539,650					
					Utility Relocate	\$	417,155	STP-FLX			\$	47,745	ODOT		\$	464,900					
					Construction	\$	3,721,833	STP-FLX			\$	1,285,747	ODOT		\$	4,987,580					
	Other	\$	-																		
					Total FFY18-21		\$	6,147,612		\$	1,543,388		\$	7,691,000							
					Total FFY18-21		\$	37,089,309		\$	2,847,020		\$	39,936,329							
Subtotal ODOT Projects														\$	7,691,000		\$	810,000		\$	54,832,329

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	
							\$	Source	\$	Source	Fed+Req Match	Source
Rogue Valley Transportation District (RVTD)												
Urban Operations Support (2017)		1059	Exempt (Table 2) - Operating assistance to transit agencies	19384	FFY2018	Other	\$ 2,550,000	FTA 5307	\$ 2,550,000	RVTD	\$ 5,100,000	\$ 5,100,000
Urban Operations Support		1060	Exempt (Table 2) - Operating assistance to transit agencies	19385	FFY2018	Other	\$ 2,600,000	FTA 5307	\$ 2,600,000	RVTD	\$ 5,200,000	\$ 5,200,000
Urban Operations Support		1085	Exempt (Table 2) - Operating assistance to transit agencies	21022	FFY2019	Other	\$ 3,150,000	FTA 5307	\$ 3,150,000	RVTD	\$ 6,300,000	\$ 6,300,000
Urban Operations Support		1086	Exempt (Table 2) - Operating assistance to transit agencies	21023	FFY2020	Other	\$ 3,300,000	FTA 5307	\$ 3,300,000	RVTD	\$ 6,600,000	\$ 6,600,000
Urban Operations Support		1087	Exempt (Table 2) - Operating assistance to transit agencies	21024	FFY2021	Other	\$ 3,450,000	FTA 5307	\$ 3,450,000	RVTD	\$ 6,900,000	\$ 6,900,000
Capitalization of Maintenance (MPO STP Transfer) (2017)		1066	Exempt (Table 2) - Rehabilitation of transit vehicles	19387	FFY 2018	Other	\$ 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	FFY 2018	Other	\$ 954,640	MPO STP	\$ 109,263	RVTD	\$ 1,063,903	\$ 1,063,903
Capitalization of Maintenance (MPO STP Transfer)		1093	Exempt (Table 2) - Rehabilitation of transit vehicles	21025	FFY 2019	Other	\$ 995,000	MPO STP	\$ 113,882	RVTD	\$ 1,108,882	\$ 1,108,882
Capitalization of Maintenance (MPO STP Transfer)		1094	Exempt (Table 2) - Rehabilitation of transit vehicles	21026	FFY2020	Other	\$ 1,016,000	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	21027	FFY2021	Other	\$ 1,041,000	MPO STP	\$ 119,147	RVTD	\$ 1,160,147	\$ 1,160,147
RVTD Mass Transit Program (15-17)		1081	Exempt (Table 2) - Rehabilitation of transit vehicles	19915	FFY 2018	Other	\$ 428,218	MPO STP	\$ 48,783	RVTD	\$ 475,001	\$ 475,001
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1089	Exempt (Table 2) - Operating assistance to transit agencies	18894	FFY 2018	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000	\$ 144,000
TDM Rideshare Projects: 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	20052	FFY2021	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000	\$ 144,000
Subtotal RVTD Projects							\$ -18,393,162		\$ 13,174,499		\$ -31,567,661	\$ -31,567,661

Table 3: Program of 2018-2021 Transportation Projects

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	1014	Exempt (Table 2)		Planning										
					Design										
					Land Purchase										
					Construction										
					Other	\$ 90,493	FTA 5303	\$10,357	RVMPO	\$ 100,850					
	Total FFY18-21				\$ 90,493		\$ 10,357			\$ 100,850				\$ 100,850	
RVMPO Planning (FFY 2019)	Planning and Research	1015	Exempt (Table 2)		Planning										
					Design										
					Land Purchase										
					Construction										
					Other	\$ 278,946	PL	\$31,927	ODOT	\$ 310,873					
	Total FFY18-21				\$ 278,946		\$ 31,927			\$ 310,873				\$ 310,873	
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1016	Exempt (Table 2)		Planning										
					Design										
					Land Purchase										
					Construction										
					Other	\$ 90,493	FTA 5303	\$10,357	RVMPO	\$ 100,850					
	Total FFY18-21				\$ 90,493		\$ 10,357			\$ 100,850				\$ 100,850	
RVMPO Planning (FFY 2020)	Planning and Research	1017	Exempt (Table 2)		Planning										
					Design										
					Land Purchase										
					Construction										
					Other	\$ 278,946	PL	\$31,927	ODOT	\$ 310,873					
	Total FFY18-21				\$ 278,946		\$ 31,927			\$ 310,873				\$ 310,873	
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1018	Exempt (Table 2)		Planning										
					Design										
					Land Purchase										
					Construction										
					Other	\$ 90,493	FTA 5303	\$10,357	RVMPO	\$ 100,850					
	Total FFY18-21				\$ 90,493		\$ 10,357			\$ 100,850				\$ 100,850	
RVMPO Planning (FFY 2021)	Planning and Research	1019	Exempt (Table 2)		Planning										
					Design										
					Land Purchase										
					Construction										
					Other	\$ 278,946	PL	\$31,927	ODOT	\$ 310,873					
	Total FFY18-21				\$ 278,946		\$ 31,927			\$ 310,873				\$ 310,873	
Subtotal RVCOG Projects							\$ 1,108,317	\$ 126,852	\$ 1,235,169		\$ 1,235,169		\$ 1,235,169		
Total RVMPO 2018-2021 RVMPO TIP Projects							\$ 1,108,317	\$ 126,852	\$ 1,235,169		\$ 1,235,169		\$ 1,235,169		



Financial Constraint

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

Adequate Maintenance and Operation of Existing System

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

Table 4: Demonstration of Financial Constraint

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

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

Available and Committed Revenues and Funding Sources

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

Reasonably Available Revenues and Funding Sources

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

Comparison of TIP Funding Levels

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

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

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

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

Adopting 2018-2021 Transportation Improvement Program

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

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

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

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

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

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

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

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

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

Michael G. Quilty
RVMPO Policy Committee Chair

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 Main; includes improvements at railroad crossing.	122	Exempt (Table 2) Safety, pavement resurfacing	17249	FFY2011	Planning	Completed	\$ 179,660	OMAQ (L400)	\$ 5,340	Ashland	\$ 185,000			\$ 185,000
				17429	FFY2014	Utility Relocate	Completed	\$ 34,995	OMAQ (L400)	\$ 4,005	Ashland	\$ 39,000			\$ 39,000
				17249	FFY 2015	Land Purchase	Completed	\$ 246,910	OMAQ (L400)	\$ 28,191	Ashland	\$ 275,101			\$ 275,101
				17249	FFY2014	Construction	Completed	\$ 286,028	OMAQ (L400)	\$ 23,582	Ashland	\$ 309,610			\$ 309,610
					Total FFY 15-18	Other	Completed	\$ 667,003		\$ 61,119		\$ 728,122			\$ 728,122
				18250	FFY2013	Planning	Slip to 2021 TIP	\$ 254,000	OMAQ (L400)	\$ 16,000	Ashland	\$ 270,000			\$ 270,000
Hensley St. N. Main to Oak St. Sidewalk	Sidewalk Construction	160	Exempt (Table 2) Safety, pavement resurfacing	18250	FFY2016	Land Purchase	Slip to 2021 TIP	\$ 18,843	OMAQ (L400)	\$ 102,157	Ashland	\$ 121,000			\$ 121,000
				18250	FFY 2017	Utility Relocate	Slip to 2021 TIP	\$ 284,243	OMAQ (L400)	\$ 153,757	Ashland	\$ 438,000			\$ 438,000
					Total FFY 15-18	Other	Slip to 2021 TIP	\$ 557,046		\$ 271,914		\$ 829,000			\$ 829,000
Laurel St. RR Crossing	R/R Xing improvements, surface improvements	120	Exempt (Table 2) Safety, railroad crossing	17251	FFY2012	Planning	Completed	\$ 20,000	STP-L (L200)	\$ 2,289	Ashland	\$ 22,289			\$ 22,289
				17251	FFY2015	Utility Relocate	Completed	\$ 710,000	STP-L (L200)	\$ 81,263	Ashland	\$ 791,263			\$ 791,263
					Total FFY 15-18	Construction	Completed	\$ 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	Fund X	FFY2016	Design	Slip to 2021 TIP	\$ 606,086	STP - Exchange	\$ 89,369		\$ 695,455			\$ 695,455
				Fund X	FFY2017	Land Purchase	Slip to 2021 TIP	\$ 470,730	STP - Exchange	\$ 53,877		\$ 524,607			\$ 524,607
				Fund X	FFY2018	Utility Relocate	Slip to 2021 TIP	\$ 451,284	STP - Exchange	\$ 51,651		\$ 502,935			\$ 502,935
					Total FFY 15-18	Construction	Slip to 2021 TIP	\$ 1,528,100		\$ 174,898		\$ 1,702,998			\$ 1,702,998
Washington Street Extension	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access	162	Non-Exempt	19385	FFY2017	Planning	Slip to 2021 TIP					\$ 105,000	Ashland		\$ 105,000
					FFY2018	Land Purchase	Slip to 2021 TIP								
					FFY2018	Utility Relocate	Slip to 2021 TIP								
					Total FFY 15-18	Construction	Slip to 2021 TIP								
					Total FFY 15-18	Other	Slip to 2021 TIP	\$ 3,482,169		\$ 591,462		\$ 4,073,671			\$ 4,073,671
Subtotal Ashland Projects								\$ 3,482,169		\$ 591,462		\$ 4,073,671			\$ 4,073,671
															\$ 1,055,000
															\$ 8,681,052

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

Project Name Central Point	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	\$	Source					
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		FFY2015	Planning	Completed													
					FFY2016	Design	Completed													
					FFY2016	Land Purchase	Completed													
					FFY2017	Utility Relocate	Completed													
					FFY2017	Construction	Slip to 2021 TIP	\$2,670,000	Enhance-It	\$305,593	Central Point	2,975,593								
Subtotal Central Point Projects					Total FFY 15-18			\$ 2,670,000		\$ 305,593		\$ 2,975,593		\$ 994,407		\$ 3,970,000				
Project Name Eagle Point	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal	Source	Federal Required Match	Source	Total Fed+Req Match	Other	Source	Total All Sources					
Stevens Road - East Main Street to Robert with Bike Lanes and Trent-Jones Blvd Sidewalks		330	Exempt (Table 2)		FFY2016	Planning	Completed													
					FFY2016	Design	Completed													
					FFY2017	Land Purchase	Completed													
					FFY2018	Utility Relocate	Slip to 2021 TIP													
					FFY2018	Construction	Slip to 2021 TIP													
Subtotal Eagle Point Projects					Total FFY 15-18			\$ 2,403,968		\$ 275,099		\$ 2,679,067		\$ 36,748		\$ 2,715,815				
Linn Road, Add Bike and Ped facilities with Illumination		340	Exempt (Table 2)		FFY2016	Design	Completed													
					FFY2017	Land Purchase	Completed													
					FFY2017	Utility Relocation	Completed													
					FFY2018	Construction	Slip to 2021 TIP													
					Total FFY 15-18								\$ 1,753,048		\$ 198,355		\$ 1,951,403			
Subtotal Eagle Point Projects					Total FFY 15-18			\$ 4,286,463		\$ 490,605		\$ 4,777,068		\$ 36,748		\$ 4,813,816				
Project Name Jacksonville	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Project Status 12-16	Federal	Source	Federal Required Match	Source	Total Fed+Req Match	Other	Source	Total All Sources					
No Projects					FFY2016	Planning														
					FFY2016	Design														
					FFY2016	Land Purchase														
					FFY2017	Utility Relocate														
					FFY2017	Construction														
Subtotal Jacksonville Projects					Total FFY 15-18			\$ -		\$ -	\$ -		\$ -	\$ -						

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, Non-Regionally-Significant	19563	FFY2017	Planning	Slip to 2021 TIP	\$ 46,110	HSP	\$ 3,890	ODOT	\$ 50,000	\$ -	\$ -	\$ 50,000
					FFY2016	Land Purchase		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2017	Utility Relocate		\$ 430,667		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2017	Construction	Slip to 2021 TIP	\$ 36,333		\$ -	ODOT	\$ 467,000	\$ -	\$ -	\$ 467,000
					Other			\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					Total FFY15-18			\$ 476,777		\$ 40,223		\$ 517,000	\$ -	\$ -	\$ 517,000
					FFY2016	Design		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2016	Land Purchase		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2017	Utility Relocate		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2017	Construction	Completed	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2017	Other		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					Total FFY15-18			\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2016	Planning		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2016	Design		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2017	Land Purchase		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2017	Utility Relocate		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2018	Construction	Slip to 2021 TIP	\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					Other			\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					Total FFY15-18			\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2015	Design	Completed	\$ 165,103.20	OMAQ	\$ 18,896.80	Medford	\$ 184,000.00	\$ 616,000.00	\$ -	\$ 800,000.00
					FFY2016	Land Purchase	Completed	\$ 193,816.80	OMAQ	\$ 22,183.20	Medford	\$ 216,000.00	\$ 384,000.00	\$ -	\$ 600,000.00
					FFY2017	Utility Relocate	Slip to 2021 TIP	\$ 12,921.12	OMAQ	\$ 1,478.88	Medford	\$ 14,400.00	\$ 25,600.00	\$ -	\$ 40,000.00
					FFY2017	Construction	Slip to 2021 TIP	\$ 2,628,158.88	OMAQ	\$ 300,804.54	Medford	\$ 2,928,963.42	\$ 8,735,636.58	\$ -	\$ 11,662,600.00
					Other			\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					Total FFY15-18			\$ 3,000,000		\$ 343,363		\$ 3,343,363	\$ 9,759,237	\$ -	\$ 13,102,600
					FFY2013	Planning		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2013	Design	Completed	\$ 725,916	OMAQ (L400)	\$ 83,084	JaCo/Medford	\$ 809,000	\$ -	\$ -	\$ 809,000
					FFY2015	Land Purchase	Completed	\$ 1,924,709	OMAQ (L400)	\$ 220,232	JaCo/Medford	\$ 2,145,001	\$ -	\$ -	\$ 2,145,001
					FFY2015	Utility Relocate		\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					FFY2016	Construction	Completed	\$ 2,351,288	OMAQ (L400)	\$ 269,115	JaCo/Medford	\$ 2,620,403	\$ -	\$ -	\$ 2,620,403
					FFY2016	Construction	Completed	\$ 941,043	STP-L	\$ 107,707	JaCo/Medford	\$ 1,048,750	\$ -	\$ -	\$ 1,048,750
					FFY2016	Construction	Completed	\$ 767,000	Enhance	\$ 900,076		\$ 877,076	\$ -	\$ -	\$ 877,076
					Other			\$ -		\$ -		\$ -	\$ -	\$ -	\$ -
					Total FFY15-18			\$ 6,729,956		\$ 770,274		\$ 7,500,229	\$ -	\$ -	\$ 7,500,229
Subtotal Medford Projects								\$ 10,206,733		\$ 1,153,660		\$ 11,360,393	\$ 14,259,237	\$ -	\$ 25,619,629

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		FFY2015	Other	Completed								
				18336	FFY2015	Other	Completed							\$ 147,000	\$ 147,000
				18336	FFY2015	Other	Completed							\$ 162,050	\$ 162,050
				18336	FFY2015	Other	Completed							\$ 147,000	\$ 147,000
				18336	FFY2015	Other	Completed							\$ 162,050	\$ 162,050
					Total FFY15-18			\$ -		\$ -		\$ -		\$ 618,100	\$ 618,100
Subtotal Phoenix Projects															
					Federal Fiscal Year	Phase	Project Status 12-16	Federal	Source	Federal Required Match	Source	Total Fed+Req Match	Other	Source	Total All Sources
								\$ -		\$ -		\$ -		\$ 618,100	\$ 618,100
Talent															
No Projects															
Subtotal Talent Projects															
					Federal Fiscal Year	Phase	Project Status 12-16	Federal	Source	Federal Required Match	Source	Total Fed+Req Match	Other	Source	Total All Sources
								\$ -		\$ -		\$ -		\$ -	\$ -
Jackson County															
Foothill Rd., Corey Rd to Atlantic Ave.	New 2-line rural major collector, add signal at 140.	809	Non-Exempt		FFY2017	Construction	Slip to 2021 TIP							\$ 1,800,000	\$ 1,800,000
					Total FFY15-18			\$ -		\$ -		\$ -		\$ 1,800,000	\$ 1,800,000
				19232	FFY2016	Planning	Slip to 2021 TIP	\$ 179,460	STP	\$ 20,540	Local & ODOT	\$ 200,000			\$ 200,000
					Total FFY15-18			\$ 179,460		\$ 20,540		\$ 200,000			\$ 200,000
				18974	FFY2015	Design	Completed	\$ 379,733	OMAQ	\$ 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	OMAQ	\$ 79,983	County	\$ 778,800			\$ 778,800
				18974	FFY2016	Land Purchase	Completed	\$ 465,678	Enhance	\$ 53,322	ODOT	\$ 519,000			\$ 519,000
				18974	FFY2016	Utility Relocate	Completed	\$ 5,384	OMAQ	\$ 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	OMAQ	\$ 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			\$ 7,917,365
Subtotal Jackson County Projects															
								\$ 7,253,360		\$ 864,005		\$ 8,117,365			\$ 8,117,365

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		
								\$	Source	\$	Source		\$	Source			
Oregon Department of Transportation (ODOT)																	
Jackson & Josephine Signs, Pavement Markings, and Alignment Delineation Upgrades	Enhanced Curve Signs, Pavement Markings, and Alignment Delineation	908	Exempt (Table 2) Safety	19564	FFY2016	Planning	Completed					\$			\$		
						Design											
						Land Purchase											
						Utility Relocate											
						Other											
I-5 California State Line - Ashland Paving	Grind/Inlay	960	Exempt (Table 2) Safety	18873	FFY2015	Design	Completed					\$			\$		
						Land Purchase											
						Utility Relocate											
						Construction											
						Other											
I-5 S. Medford - N. Ashland Paving	Grind/Inlay	906	Exempt (Table 2) Safety	18874	FFY2014	Design	Completed					\$			\$		
						Land Purchase											
						Utility Relocate											
						Construction											
						Other											
I-5 Bennett Road Overpass Deck Overlay	Deck Overlay, Bridge #08678B	910	Exempt (Table 2) Safety	19538	FFY2015	Design	Completed					\$			\$		
						Land Purchase											
						Utility Relocate											
						Construction											
						Other											
I-5 Exit 33 Off-Ramp Improvement Project	Construct a second right turn lane on NB off-ramp at exit 33	918	Exempt (Table 3) Safety	19789	FFY2016	Planning	Completed					\$			\$		
						Design											
						Land Purchase											
						Utility Relocate											
						Construction											
OR 99: Laurel Street Signal Upgrade	Upgrade traffic signal	953	Exempt (Table 2) Safety	18897	FFY2016	Design	Completed					\$			\$		
						Land Purchase											
						Utility Relocate											
						Construction											
						Other											
Regue Valley VMS Replacement Project	Replace boards: I-5/MTN Ave, I-5/Table Rock, Hwy 199	954	Exempt (Table 2) Safety	18905	FFY2016	Design	Completed					\$			\$		
						Land Purchase											
						Utility Relocate											
						Construction											
						Other											
I-5 Medford Viaduct Environmental Study	Environmental Assessment Study	955	Exempt (Table 2) Planning Technical Studies	19063	FFY2016	Design	Completed					\$			\$		
						Land Purchase											
						Utility Relocate											
						Construction											
						Other											

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

Project Name Oregon Department of Transportation (ODOT), continued	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					
Hwy 62 Corridor Solutions Unit 2 (Medford)	JTA Expressway to Relieve Congestion.	903	Non-Exempt		FFY2011	Planning	Completed					\$							
					FFY2014	Design	Completed							\$ 5,947,000	B3A2	\$ 5,947,000			
					FFY2014	Land Purchase	Completed							\$ 23,850,000	B3A2	\$ 23,850,000			
					FFY2012	Land Purchase	Completed												
					FFY2015	Utility Relocate	Completed								\$ 1,600,000	B4A0	\$ 1,600,000		
					FFY2015	Construction	Completed								\$ 38,654,995	B4A0	\$ 38,654,995		
	Other									\$ 950,000	B4A0	\$ 950,000							
					Total FFY15-18			\$ -		\$ -		\$ -		\$ 72,001,995					
FOOR&E2 Corridor Solutions Unit 2, Phase 2 (Medford)	JTA Expressway to Relieve Congestion.	903	Non-Exempt		FFY2011	Planning	Completed					\$			\$ 3,422,000				
					FFY2014	Design	Completed						\$ 83,970		\$ 83,970	JTABond	\$ 83,970		
					FFY2014	Land Purchase	Completed							\$ 570,010		\$ 570,010	JTABond	\$ 570,010	
					FFY2015	Utility Relocate	Completed								\$ 500,000		\$ 500,000	JTABond	\$ 500,000
					FFY2016	Construction	Completed								\$ 33,258,405		\$ 33,258,405	JTABond	\$ 33,258,405
						Other													\$ -
					Total FFY15-18			\$ 821,040		\$ 204,763		\$ 1,984,000		\$ 46,951,405					
Interstate 5 Bear Creek Bridges	Scour repair on Interstate 5 bridges north- and south-bound	946	Exempt (Table 2- Bridge Repair)		FFY2013	Design	Completed					\$			\$ 225,000				
					FFY2015	Land Purchase	Completed						\$ 308		\$ 308		\$ 3,000		
						Utility Relocate	Completed												
					FFY2015	Construction	Completed								\$ 181,388		\$ 1,766,000		
						Other													
						Total FFY15-18							\$ 1,789,217		\$ 204,763		\$ 1,984,000		\$ 1,984,000
I-5; Siskiyou Rest Area, Phase 1 (Ashland)	Relocate rest area at new location	913	Exempt (Table 3) Safety, roadside rest area		FFY2002	Design	Completed					\$			\$ 3,289,311				
					FFY1987	Design	Completed							\$ 620,686		\$ 620,686			
					FFY2015	Land Purchase	Completed								\$ 20,000		\$ 20,000		
					FFY2015	Utility Relocate	Completed								\$ 147,908		\$ 147,908		
					FFY2015	Construction	Completed								\$ 4,734,155		\$ 4,734,155		
					FFY2015	Construction	Completed								\$ 1,345,575		\$ 1,345,575		
	Other									\$ 224,313		\$ 224,313							
	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		FFY2014	Design	Completed					\$			\$ 511,000				
						Land Purchase	Completed							\$ 511,000		\$ 511,000			
						Utility Relocate	Completed												
					FFY2016	Construction	Completed								\$ 3,820,158		\$ 3,820,158		
						Construction	Completed												
						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		FFY2013	Design	Completed					\$			\$ 173,400				
					FFY2013	Design	Completed							\$ 25,162		\$ 25,162			
					FFY2013	Design	Completed								\$ 11,778		\$ 11,778		
					FFY2016	Land Purchase	Completed								\$ 44,865		\$ 44,865		
					FFY2016	Utility Relocate	Completed								\$ 5,135		\$ 5,135		
					FFY2017	Construction	Completed								\$ 124,023		\$ 124,023		
	Construction	Completed								\$ 224,041		\$ 224,041							
	Construction	Completed								\$ 207,495		\$ 207,495							
	Construction	Completed								\$ 1,424,015		\$ 1,424,015							
	Construction	Completed								\$ 162,985		\$ 162,985							
	Other													\$ 387,020					
	Total FFY15-18							\$ 4,484,861		\$ 584,120		\$ 5,088,980		\$ 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	\$	Source							
Hwy. 62 & 140 Intersection Improvements	Relocate signal, modify lane configuration	917	Exempt (Table 2) Safety	17471	FFY2012	Prelim/Engineer	Completed	\$	88,320	LO80	\$	10,177	\$	99,097								
					FFY2012	Prelim/Engineer	Completed	\$	124,500	HSIP	\$	10,503	\$	135,003								
					FFY2013	Land Purchase									\$	8,400	SO10					
					FFY2015	Utility Relocate Construction	Completed	\$	1,272,636	HSIP			\$	1,272,636	\$	107,384	State					
					Total FFY12-15	Other		\$	1,486,056		\$	20,680	\$	1,506,736	\$	115,764	\$	1,622,500				
Region 3 ADA Improvement Projects	Splitting pooled funds to cities of Ashland(\$88,850) and Phoenix(\$44850) for ADA projects	916	Exempt (Table 2- Bridge Repair)	19440	FFY2016	Other	Completed								\$	44,850	ODOT	\$	44,850			
					FFY2016	Other	Completed								\$	88,850	ODOT	\$	88,850			
										Total FFY15-16		\$	-		\$	-	\$	133,800		\$	133,800	
										19540	Planning	Completed	\$	134,595	NHPP	\$	15,405	ODOT	\$	150,000	\$	150,000
I-5/Medford Viaduct Deck Overlay	Repair Deck Deckretation, Bridge #08332	915	Exempt (Table 2- Bridge Repair)	19540	FFY2016	Design	Completed															
					FFY2018	Utility Relocate Construction	Slip to 2021 TIP	\$	1,345,950	NHPP	\$	154,050	ODOT	\$	1,500,000			\$	1,500,000			
										Total FFY16-18	Other		\$	1,480,545		\$	169,455	\$	1,650,000	\$	1,650,000	
										19656	Planning	Completed	\$	158,732	NHPP	\$	16,168	ODOT	\$	174,900	\$	174,900
OR39 Ashland Creek Bridge Rehabilitation	Repair Concrete Deterioration, Bridge #06274	912	Exempt (Table 2) Safety	19656	FFY2017	Land Purchase	Completed															
					FFY2017	Utility Relocate Construction	Completed	\$	71,784	NHPP	\$	8,216	ODOT	\$	80,000			\$	80,000			
										Total FFY15-18	Other		\$	362,114	NHPP	\$	411,446	ODOT	\$	403,560	\$	403,560
										19659	Planning	Completed	\$	592,630		\$	67,830	\$	660,460	\$	660,460	
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)	19659	FFY2015	Design	Completed															
					FFY2016	Land Purchase																
					FFY2016	Utility Relocate Construction	Completed	\$	1,959,675	HSIP	\$	185,325	ODOT	\$	2,125,000			\$	2,125,000			
										Total FFY15-16	Other		\$	2,305,500		\$	194,500	\$	2,500,000	\$	2,500,000	
Antelope Road CNG Fueling Station	Construct CNG fueling station	907	Exempt (Table 2)	19503	FFY2015	Prelim/Engineer																
						Prelim/Engineer																
						Land Purchase																
						Utility Relocate Construction	Completed	\$	612,824	ODOT CMAQ	\$	70,140	Developer	\$	682,964	\$	1,530,611	Developer	\$	2,213,575		
					Total FFY15-18	Other		\$	612,824		\$	70,140	\$	682,964	\$	1,530,611	\$	2,213,575				
Subtotal ODOT Projects								\$	53,947,277		\$	6,595,615		\$	61,700,974	\$	121,104,395	\$	183,150,969			

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 Source	Total Fed+Rec Match	Other		Total All Sources
								\$	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 (L-400)	\$ 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	\$ 836,505	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	\$ 867,953	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	\$ 928,660	MPO STP	\$ 106,266	RVTD	\$ 1,034,926		\$ 1,034,926
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 (L-400)	\$ 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		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								\$ 22,995,979		\$ 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+Rec Match		Other		Total All Sources
								\$	Source	\$	Source	\$	Source	\$	Source	
Rogue Valley Council of Governments																
RMVPO PL	Planning and Research	1010	Exempt (Table 2) Air Quality													
					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													
					FFY2017	Other	Completed	\$ 83,738	FTA 5303	\$9,594	Local	\$93,322	\$			\$ 93,322
					Total FFY15-18			\$ 83,738		\$ 9,594		\$ 93,322	\$			\$ 93,322
OMAQ - RMVPO 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													
					FFY2015	Other	Completed	\$ 2,451,000	OMAQ (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 RMVPO 2015-2018 RMVPO TIP Projects																
								\$ 2,451,000		\$ 280,528		\$ 2,731,528	\$			\$ 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	RVMPPO Response
1	None	
2		
3		



**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*

Jan. 24, 2012

RVMPO Policy Regarding Awards of Discretionary Federal Transportation Funds
(Surface Transportation Program and Congestion Mitigation and Air Quality Program)

This Policy addresses the allocation of STP and CMAQ funds awarded to the RVMPO planning area for surface transportation improvements. Projects receive federal funding through the RVMPO by way of listing in the current RVMPO Metropolitan Transportation Improvement Program. Final approval for grant recipients is made by Federal Highway Administration and Federal Transit Administration through the funding obligation process, which occurs subsequent to publication in the MTIP.

1. RVMPO Policy Committee makes all final planning and programming decisions regarding STP and CMAQ program awards.
2. All awards are specific to a project, and must be spent on that project.
3. Funds that are not used on the project for which they were allocated will be addressed as follows:
 - a. RVMPO member jurisdictions
 - i. When RVMPO grant funds are not fully expended, unused funds go back to the RVMPO region for re-allocation.
 - ii. When a jurisdiction determines it will not implement a project, it may offer a substitute project(s). Substitute project(s) will be evaluated according to current RVMPO evaluation criteria. The Policy Committee will consider the evaluation of the substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. The Policy Committee will decide whether:
 1. Funds should be awarded to the substitute project; or
 2. Funds should go back to the region for re-allocation.
 - iii. When a project cannot be implemented for reasons beyond the recipient jurisdiction's control (generally but not limited to when Federal Highway Administration or Federal Transit Administration finds an awarded project in-eligible) recipient jurisdiction will have 90 days from the date of final determination to submit a substitute project for consideration. Substitute project will be scored according to current RVMPO evaluation criteria. The Policy Committee will consider evaluation of substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. The Policy Committee will decide whether:

1. Funds should be awarded to the substitute project; or
 2. Funds should go back to the region for re-allocation.
- b. Recipients that are not RVMPO members
- i. All funds not used as described at the time of the award will go back to the RVMPO region for re-allocation.
4. Priority for available funds will be given to funded projects that need additional funding for completion.

Description of E. Nevada Street Bridge Project

(Entire project description as provided in the original project application)

The E. Nevada St. extension project involves construction of a new 0.12 mile paved roadway, including a bridge, which links the existing terminus of E. Nevada St. and N. Mountain Ave., providing balance and mobility to the transportation system. Nevada St. is classified as an avenue in the City's Transportation System Plan.

The project provides an additional route for local and regional multimodal east-west travel. The new project will include bicycle lanes, sidewalks, parkrow, provide connectivity to the Bear Creek Greenway and allow for a future transit route.

The public right of way on the west side of Bear Creek is 53.5' and 60' on the east side. The City of Ashland owns property on each side of Bear Creek directly adjacent to the creek. The City has been has the potential to mitigate any flood plain issues with regards to bridge placement and length on its existing property. The cross sectional road detail is a typical section in the city's street design standards manual and the final design will follow these guidelines to the extent allowable within current right of way restrictions and tie into existing features outside of proposed project limits.

Proposed Alternatives to the Nevada Street Bridge Project

Lack of public support for the R17 East Nevada Street project may require the City of Ashland to recommend alternative projects. Options in the City's TSP being considered are:

1. **Project B3** | Construct a bike lane from Vansant Street to N. Mountain Avenue, which is also part of the planned Bear Creek Greenway extension identified in Figure 8-1 (attached). If approved, the City would use the \$1.5 million grant to construct a bike/ped bridge across Bear Creek. The Greenway bike path is a statewide significant project. (This seems to be the preferred option for local residents.)
2. **Project B3** | Construct a bike lane from Vansant Street to N. Mountain Avenue, which is also part of the planned Bear Creek Greenway extension identified in Figure 8-1 (attached). If approved, the City would use the \$1.5 million grant to construct a 20'-wide bike/ped/emergency vehicle bridge at the same location. In addition to the bike/ped connection, this option would include emergency vehicle access.
3. **Project R25** | Extends Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management plan on Ashland Street (OR66) (attached). If approved, the city would use the \$1.5 million grant to construct roadway and bridge improvements. This project already has a Council approved agreement in place with the property owner. In addition, the City has already purchased the right-of-way and is developing construction plans and specification along with obtaining all environmental permits for construction.

Project #: B3	Nevada Street Bike Lane
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Description: Construct a Bike Lane from Vansant Street to N Mountain Avenue. This project should be coordinated with Project R17.

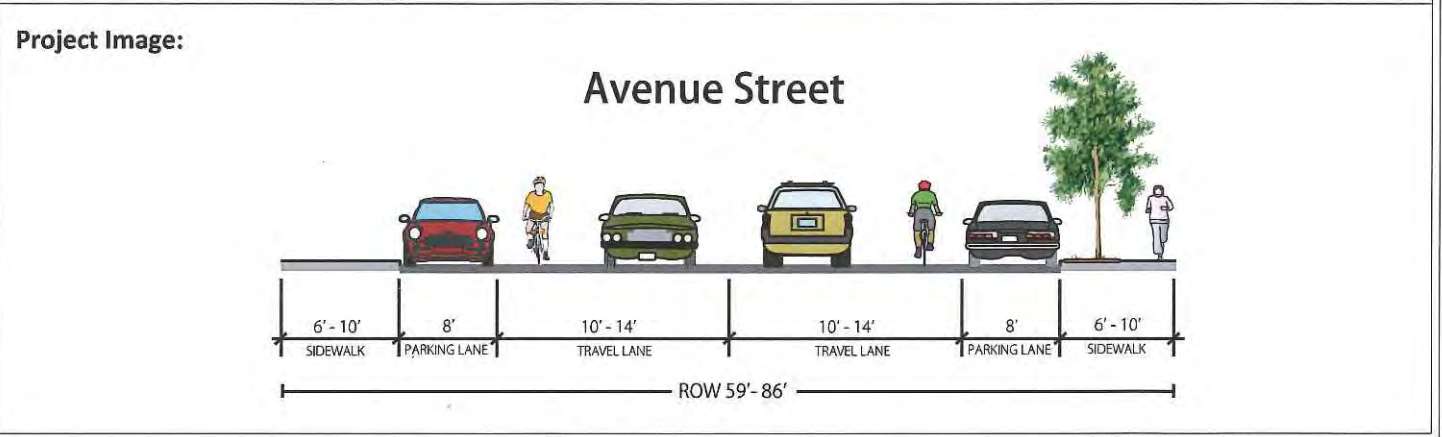
Category: Bicycle Lane	Functional Classification: Avenue	Priority Medium	Total Cost: \$230,000
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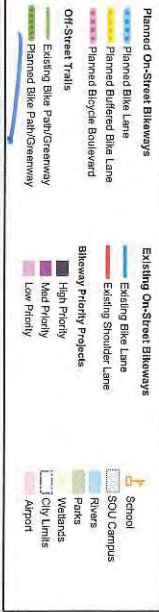
Project Goals Met:

Create a Green Template <input checked="" type="checkbox"/>	Improve Safety <input checked="" type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>	Balance Mobility and Access <input checked="" type="checkbox"/>
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Project Location:

Safe Routes to School

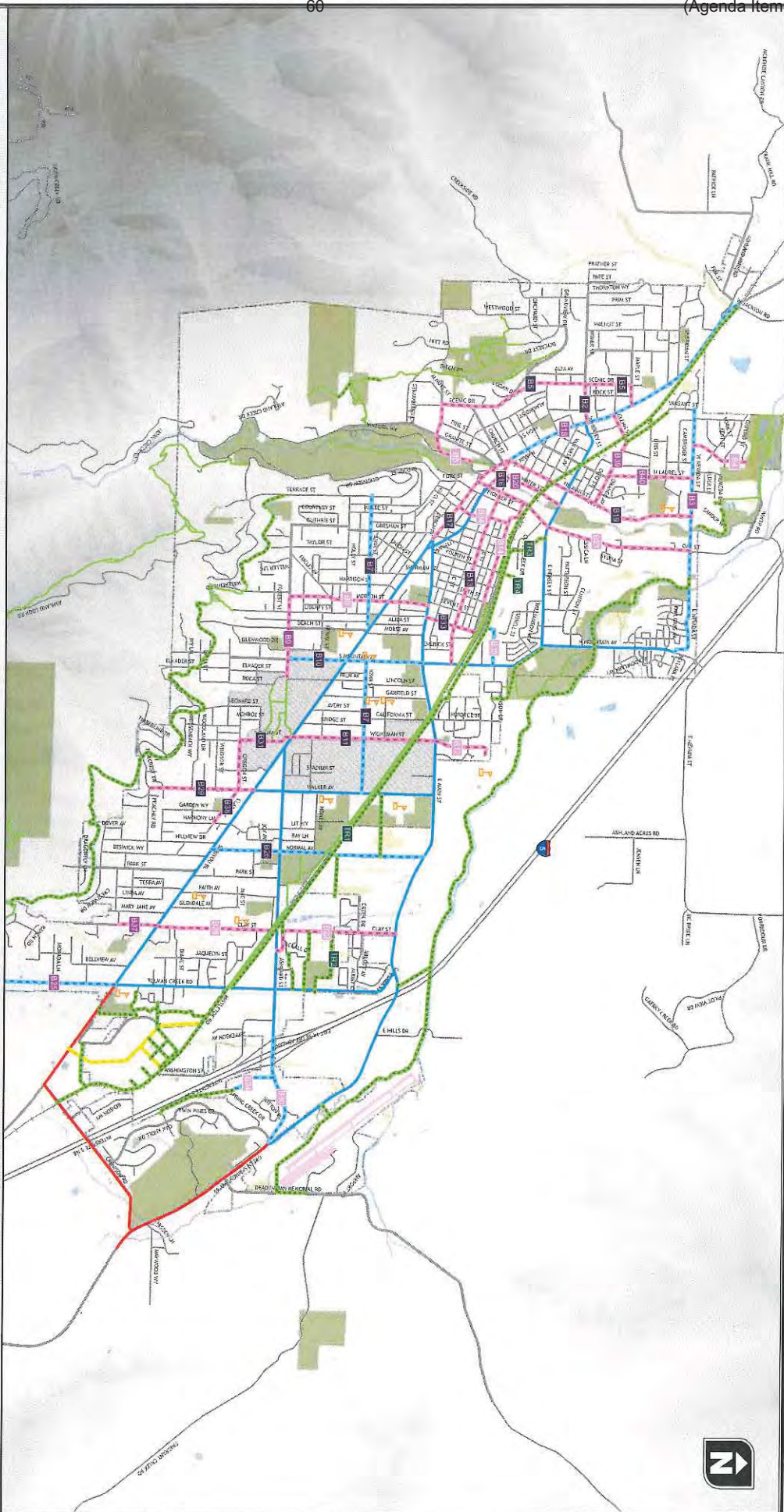




Existing and Planned Bikeway Network



Figure 8-1



Project #: R25		Washington Street Extension to Tolman Creek Road		
Description: Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access Management on Ashland Street (OR 66). This is a City funded project; not development driven. Right-of-way costs are not included in the cost estimate.				
Category: Roadway	Functional Classification: Neighborhood Collector	Time Frame: 0-5 years	Engineering and Construction Cost: \$1,055,000	
Project Goals Met:				
Create a Green Template <input type="checkbox"/>	Improve Safety <input type="checkbox"/>	Facilitate Economic Growth and Maintain Small Town Character <input checked="" type="checkbox"/>		Balance Mobility and Access <input checked="" type="checkbox"/>
Project Location:				
<p style="text-align: right;">Sources: USGS, ESRI, TANA, AND</p>				
Project Image:				
<p style="text-align: center;">Neighborhood Collector, Commercial - ROW 63' - 67' (Parallel Parking on Both Sides)</p>				