



Annual Listing of Obligated Projects – 2012



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

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A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2012 federal fiscal year, Oct. 1, 2011, through Sept. 30, 2012

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

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

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

Published January 2013 by:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments

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Introduction

Federal funds obligated for transportation projects in the Rogue Valley Metropolitan Planning Organization area totaled nearly \$11.5 million in the 2012 federal fiscal year. This report provides information about the projects and distributions of federal funds across jurisdictions and modes. The time span covered is Oct. 1, 2011 through Sept. 30, 2012.

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

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

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

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

Federal Requirements

The U.S. Congress, through adoption of the transportation act, MAP-21 (Moving Ahead for Progress in the 21st Century), requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation. Prior to the signing of MAP-21 on July 6, 2012, provisions

of the previous act (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) were in force through continuing resolutions of Congress.

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

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. Federal Transit Administration, Oregon Department of Transportation, Rogue Valley Transportation District, Jackson County and RVMPO cities provided information and feedback to the RVMPO for this report.

Federal Funding Sources

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

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

- **Surface Transportation Program (STP):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible. STP has several sub-programs, including safety and enhancements (TE). A portion is sub-allocated by ODOT to counties and cities by population-based formula. The RVMPO allocates the share for cities within the Medford metropolitan area, known as STP-L funds, and amount to about \$1.2 million annually. ODOT also reserves a portion of state STP funds for its Flexible Funding Program, which currently makes about \$21 million in federal funding availability statewide for Non-Highway Transportation projects including bicycle, pedestrian, transit and transportation demand management (TDM) projects, plans, programs and services through a competitive process.
- **Congestion Mitigation and Air Quality Program (CMAQ):** Fund dedicated for projects that address on-road vehicle emissions and relieving congestion problems that are harming air quality. The entire RVMPO planning area qualifies for CMAQ funds to address particulate and carbon dioxide emissions. For the past couple of years recipients have been offered the option of using 100 percent federal funding (no local match required).
- **Interstate Maintenance (IM):** Funds reserved for interstate highway projects that do not add capacity; generally funds construction or reconstruction of bridges, interchanges and overcrossings on existing interstate routes.
- **Metropolitan Planning (MPO):** A 1.25 percent portion of certain Highway Trust Fund programs set aside by Congress to support metropolitan planning activities in urban areas with a population of 50,000 or more. This fund supplies most of the revenue for RVMPO activities.

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

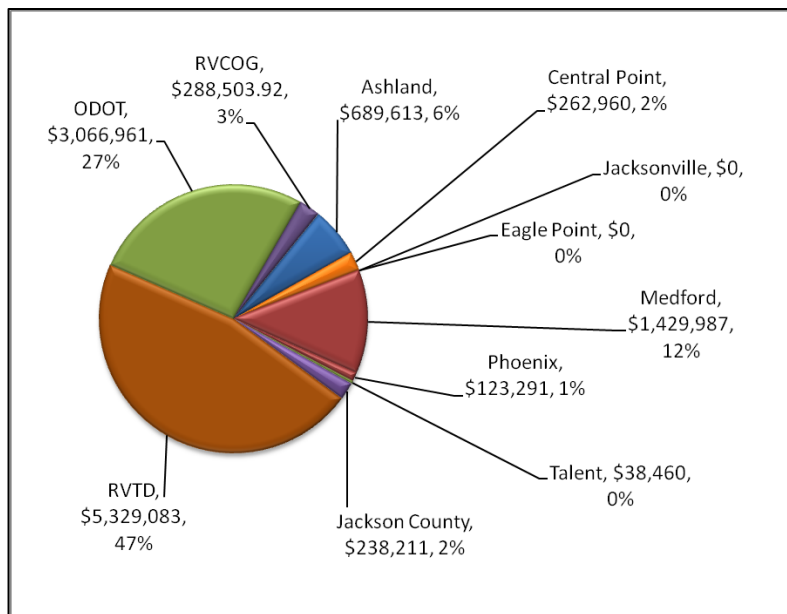
- Section 5310 – Transit improvements serving the elderly and disabled;
- New Freedoms, Section 5317 – Grants to encourage services and facility improvements to address transportation needs of the disabled that go beyond the Americans with Disabilities Act; and
- Job Access and Reverse Commute, Section 5316 – Grants to provide low-income workers with transportation to job sites.

Other Funding Sources

State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds. Additionally, the 2009 Legislature adopted the Jobs and Transportation Act (JTA) which will provide \$100 million toward construction of a Hwy. 62 Expressway in the region.

Distribution of Funds by Jurisdiction and Agency

Projects set to receive federal funds are programmed, or approved, by the RVMPO Policy Committee through adoption and amendments of the MTIP. Amendments are common, and



reflect changing conditions and demands fund recipients face as they move forward with project implementation.

For two federal funding sources, STP-L and CMAQ, the RVMPO solicits and evaluates applications and selects projects. The region receives roughly \$1.2 million a year in STP-L funds and \$1.8 million a year in CMAQ funds. The city of Eagle Point, had been outside the Medford urbanized area, and through FFY 2012 received an allocation of STP-L funds directly from the state. The 2010 Census established in March 2012 that Eagle Point is part of

Distribution of Obligated Federal Funds by Jurisdiction, 2012

the Medford urbanized area and would no longer receive a separate STP allocation.

The chart above shows the distribution of federal funds within the RVMPO by jurisdiction and agency. Federal funds obligated in 2012 totaled \$11,467,070. The amounts shown here are federal funds only; many projects include local match funds, which are not reflected on the chart.

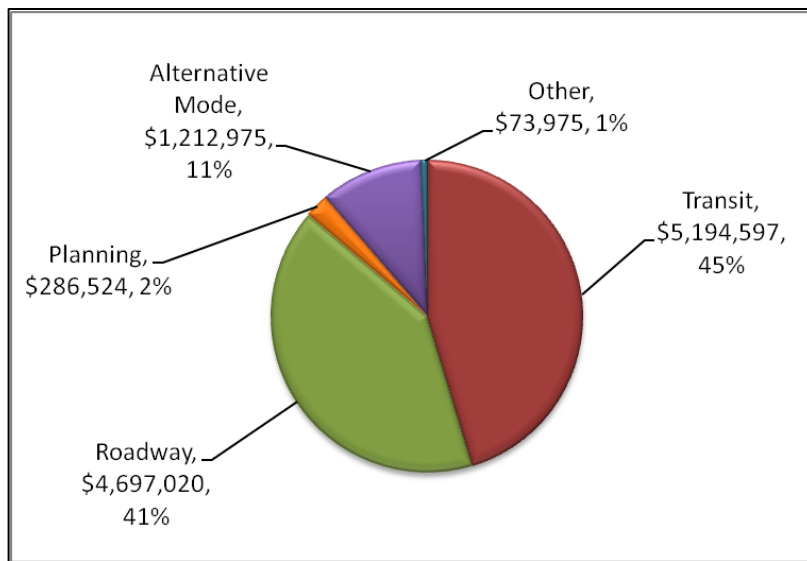
Funds for a joint Central Point - Talent paving project (#15695), which totaled \$76,920, were simply split between the two cities for this illustration.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 6.

Distribution of Funds by Project Type

Federal funds were used for a variety of transportation projects in the 2012 federal fiscal year, from planning, to transit service to modernizing two interstate interchanges. This section addresses the distribution of funds among four major activity categories:

➤ **Roadway** – encompassing projects that improve and preserve facilities for vehicle use.



➤ **Transit** – support for services provided by RVTD.

➤ **Planning** – consisting of RVMPO activities in FFY2012, although in past years other planning projects and funding occurred.

➤ **Alternative Mode** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks. This category includes RVTD’s Transportation Demand Management Program, which focuses on changing travel behavior to reduce use of single-occupant vehicles.

Distribution of Obligated Federal Funds, Project Type, 2012

Transportation funding is addressed in this way to be consistent with federal guidelines that direct MPOs to identify expenditures for bicycle and pedestrian projects. Given available data, the funding for these facilities (Alternative Mode) can only be estimated due to the way contracts were written and work performed for certain projects. While most bicycle-pedestrian projects have clearly identified costs, a couple of roadway improvement projects included construction of sidewalks. In those cases the total federal share of the project was divided evenly between the roadway and alternative mode categories in the chart shown here.

Project Delivery, Phasing

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

Transportation projects generally are accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary for by project type – building a road vs.

conducting a corridor study. The phases for which funds were obligated in 2012 are shown in the project listing. Phases generally are:

- Planning – includes studies that examine various aspects of travel behavior, geography and interactions.
- Preliminary Engineering includes evaluation of a range of design options and elements; data on which to base final designs is gathered, including community needs and desires. Phase may include preparation of detailed plans adequate for construction contracting (in some cases final building plans are developed as a separate phase).
- Right-of-Way – involves securing all of the land needed for a project. Phase includes detailed property identification, settlements with owners and obtaining any necessary permits.
- Construction – phase carries a project from the authorization to begin construction to final payment to contractors.
- Environmental – includes improvements that do not increase level of service, in facility condition or in safety features. Such improvements include beautification and other environmentally related features that are not part of other improvement type.

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

List of Obligated Projects

The following pages list projects for which federal funds were obligated in the 2012 federal fiscal year, by jurisdiction. The project numbers, assigned by ODOT as a project is programmed, are shown in the first column and can be used to track a single project through its various phases over time, from programming in the MTIP to final delivery.

The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the MTIP. Projects that can be illustrated by mapping are shown on a map on Page 11.

<u>Project Number</u>	<u>Description</u>	<u>Fund Source</u>	<u>FFY 2012 Federal Obligation Activity</u>			<u>RVMPO Programmed Total (MTIP)</u>		
			<u>Detail</u>	<u>Work/Phase</u>	<u>Federal Funds</u>	<u>Total Cost</u>	<u>Total Federal Funds</u>	<u>Total Cost</u>
Ashland								
17473	North Main Street Intersection Re-Alignment -- Re-align intersection of Hersey and Wimer streets at North Main Street.	STP-L		Construction	\$682,696	\$760,834	\$682,696	\$760,834
15694	Plaza Avenue Paving & Improvement -- Pave unpaved street between Nezla Avenue and Verda Street; construct curbs, gutters and sidewalks.	CMAQ		Construction	\$6,917	\$10,000	\$797,000	\$888,222
Ashland Total					\$689,613	\$770,834	\$797,000	\$888,222
Central Point								
15695	Pave, Improve Alleys & Parking -- Project includes paving and other improvements in Talent at Chuck Roberts Park. Central Point paving and other improvements to alleys and parking along Oak Street at First and Second-Third streets and between Manzanita and Laurel streets.	CMAQ		Preliminary Engineering	\$26,920	\$30,000	\$984,338	\$1,097,000
				Right-of-Way Acquisition	\$50,000	\$50,000		
17666	Hybrid Vehicles Purchase -- Purchase hybrid-fuel vehicles for city services.	CMAQ		Purchase	\$51,000	\$90,000	\$90,000	\$90,000
14395	Intersection Realignment: Upton, Scenic and 10th -- Oregon Transportation Infrastructure Bank loan of \$1.5 million to re-align intersection, adding turn lanes and pedestrian and bicycle improvements. To be repaid in annual installments through 2016.	MPO STP		Construction (completed)	\$173,500	\$173,500	\$173,500	\$173,500
Central Point Total					\$301,420	\$343,500	\$1,247,838	\$1,360,500
Eagle Point								
No Federal Funds Obligated								
Jacksonville								
No Federal Funds Obligated								

<u>Project Number</u>	<u>Description</u>	<u>Fund Source</u>	<u>FFY 2012 Federal Obligation Activity</u>			<u>RVMPO Programmed Total (MTIP)</u>	
			<u>Detail</u>			<u>Total Federal Funds</u>	<u>Total Cost</u>
			<u>Work/Phase</u>	<u>Federal Funds</u>	<u>Total Cost</u>		
Medford							
15233	Bicycle-Pedestrian Bridge -- <i>Build overcrossing on Barnett Road for pedestrians and bicyclists. Facility part of Bear Creek Greenway multi-use path. Additional funding from federal earmark and America Recovery and Reinvestment Act. (Unused CMAQ funds returned to region for re-investment.)</i>	CMAQ	Construction Engineering	-\$24,715	-\$24,715	\$2,328,699	\$2,385,926
13553	Mace Road Sidewalk Construction -- <i>Construct sidewalks along Mace Road at Howard Elementary School.</i>	CMAQ	Construction Engineering	-\$16,069	-\$17,635		
		CMAQ	Construction	\$16,069	\$6,914	\$585,744	\$652,785
		CMAQ	Preliminary Engineering	\$24,173	\$24,173		
17240	Garfield Avenue Reconstruction -- <i>Reconstruct roadway, adding curbs, gutters, sidewalks and bicycle lanes, between Lillian and Columbus.</i>	CMAQ	Right-of-Way Acquisition	-\$90,000	-\$90,000		
		CMAQ	Construction Engineering	\$271,838	\$271,838		
		CMAQ	Construction	\$843,162	\$843,162		
		MPO STP	Construction	\$405,529	\$451,944	\$1,875,711	\$2,123,625
Medford Total				\$1,429,987	\$1,465,681	\$4,790,154	\$5,162,336
Phoenix							
12723	Fern Valley Interchange Contribution -- <i>Oregon Transportation Infrastructure Bank loan of \$1.25 million to help fund interchange Environmental Assessment. To be repaid in annual installments through 2012.</i>	MPO STP	Preliminary Engineering	\$123,291	\$137,402	\$123,291	\$137,402
Phoenix Total				\$123,291	\$137,402	\$123,291	\$137,402
Talent							
15695	Pave, Improve Parking -- <i>Project includes paving and other improvements in Talent at Chuck Roberts Park. See additional details in Central Point section.</i>						
Talent Total				\$0	\$0	\$0	\$0

<u>Project Number</u>	<u>Description</u>	<u>Fund Source</u>	<u>FFY 2012 Federal Obligation Activity</u>			<u>RVMPO Programmed Total (MTIP)</u>	
			<u>Detail</u>	<u>Federal Funds</u>	<u>Total Cost</u>	<u>Total Federal Funds</u>	<u>Total Cost</u>
			<u>Work/Phase</u>				
Jackson County							
15254	East Pine St. Improvement -- <i>Add sidewalks and right-turn lanes on E. Pine and Penninger, from I-5 to Peninger Road.</i>	CMAQ	Preliminary Engineering	\$0	\$1,092		
		CMAQ	Construction	\$0	-\$19,636		
		STP	Construction	\$19,056	\$21,237	\$646,056	\$720,000
15702	Peachey Road Improvement -- <i>Pave unpaved road in south Ashland (between Walker Avenue and Hillview Drive), adding curbs, gutters and sidewalks.</i>	CMAQ	Right-of-Way Acquisition	\$38,000	\$38,000	\$720,000	\$720,000
15252	Jackson County Vehcile Diesel Retrofit -- <i>Install emission-reduction equipment on county vehicles. (Unused CMAQ funds returned to region for re-investment.)</i>	CMAQ	Environmental	-\$53,945	-\$60,120	\$86,141	\$96,000
17166	Bear Creek Greenway Trail Reconstruction - <i>Reconstruct three damaged trail sections: 1/4-mi in Ashland; 3.5-mi Ashland-Talent; 4 mi in Medford.</i>	STP-Flex Funds	Construction Engineering	\$1,802	\$107,422	\$1,394,384	\$1,556,249
17885	Bear Creek Greenway Trail Construction - <i>Construct segment of multi-use trail from Pine Street to Upton Road.</i>	STP-Enhancement	Preliminary Engineering	\$233,298	\$260,000	\$1,575,410	\$1,755,723
Jackson County Total				\$238,211	\$347,995	\$4,421,991	\$4,847,972
Rogue Valley Transportation District							
17257	Urban Operations Support - <i>Funding for general transit district operations.</i>	FTA 5307	Transit Operations	\$2,752,932	\$5,505,864	\$2,752,932	\$5,505,864
18144	Transit Bus Purchase - <i>New buses purchased to replace aging vehicles.</i>	FTA State of Good Repair	Capital	\$1,093,023	\$1,366,279	\$1,093,023	\$1,366,279
15661	Capitalization of Maintenance - <i>Transfer of RVMPO STP funds to support enhanced transit service, implementing state required alternative measure to support transportation alternatives</i>						
17261		MPO STP	Transit Operations	\$1,348,642	\$1,685,803	\$1,348,642	\$1,685,803
13775	Transportation Demand Management Program - <i>Outreach, education, training and support for alternatives to single-occupant vehicle use.</i>			-\$109	\$1,518		
16214		STP	Traffic Management	\$134,595	\$148,822	\$134,595	\$150,000
RVTD Total				\$5,329,083	\$8,708,285	\$5,329,192	\$8,707,945

Project Number	Description	Fund Source	FFY 2012 Federal Obligation Activity		RVMP0 Programmed Total (MTIP)	
			Detail		Total Federal Funds	Total Cost
			Work/Phase	Federal Funds		
Oregon Department of Transportation						
17517	I-5 at Seven Oaks Interchange -- <i>Reconstruct, resurface in vicinity of interchange.</i>	Interstate Maintenance	Preliminary Engineering	-\$194,602	-\$211,019	
		Interstate Maintenance	Reconstruction Only	\$3,485,569	-\$404,973	
		Interstate Maintenance	Construction Engineering	\$383,254	-\$108,842	
		STP Flex Funds	Reconstruction Only	\$190,743	\$206,835	\$3,864,963
17471	Intersection Improvements, OR62 and OR140 -- <i>Relocate signal and modify lane configuration at intersection.</i>	System Preservation	Preliminary Engineering	\$88,920	\$99,097	\$88,920 \$99,097
12723	I-5 Fern Valley Interchange -- <i>Reconstruct interchange with new bridge over I-5; realign and widen Fern Valley Road from two to five lanes west to new intersection with extended S. Phoenix Road. Realign N. Phoenix Road. Replace Bear Creek Bridge and build two-lane couplets on east end of Fern Valley Road at Hwy. 99. Widen Hwy. 99 at new Fern Valley Road couplet intersections. Project includes bicycle lanes, sidewalks.</i>	High Priority Project	Preliminary Engineering	\$269,190	\$300,000	\$23,823,980 \$57,719,000
10964	I-5 South Medford Interchange -- Project to build new interchange in South Medford completed. Funding adjustment made in FFY2012.	High Priority Project	Construction	-\$994,006	-\$83,858	\$3,024,163 \$52,450,000
13229	Highway 62 Corridor Solutions -- Environmental Impact Study for expanding corridor capacity, improving safety.	(state)	Planning	\$0	\$1,000,000	\$2,232,123 \$6,219,000
13992	Highway 140 Freight Extension -- Improve roads, straighten curves, widen existing lanes to create link from Hwy. 62 to I-5 and Seven Oaks Interchange.	Highway Safety Improvement	Construction	-\$184,122	-\$199,654	\$2,217,259 \$4,343,000
18181	Bear Creek Greenway Signs -- Install directional signs along greenway for path users	STP	Construction	\$22,016	\$37,520	\$22,016 \$37,520
ODOT Total				\$3,066,961	\$635,106	\$35,273,424 \$124,732,580

<u>Project Number</u>	<u>Description</u>	<u>Fund Source</u>	<u>FFY 2012 Federal Obligation Activity</u>			<u>RVMPO Programmed Total (MTIP)</u>	
			<u>Detail</u>			<u>Total Federal Funds</u>	<u>Total Cost</u>
			<u>Work/Phase</u>	<u>Federal Funds</u>	<u>Total Cost</u>		
<u>Rogue Valley Council of Governments</u>							
17355	Rogue Valley Metropolitan Planning - <i>Staff and expenses associated with implementing the 2012 Unified Planning Work Program, fulfilling federal transportation planning requirements in the Medford urban area. FHWA funding, \$301,427, from 1.25% takedown from federal transportation programs; state match.</i>	Metro Planning	Planning	-\$1,980	-\$2,207		
<u>RVCOG Total</u>				\$288,504	\$321,525	\$288,504	\$321,525
<u>RVMPO Region Total</u>				\$11,467,070	\$12,730,327		

Federal Regulations: Annual List of Obligated Projects

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

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

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

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

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

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

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