

# *Annual Listing of Obligated Projects – 2020*



**Rogue Valley Metropolitan Planning Organization**

The RVMPO is staffed by the Rogue Valley Council of Governments

# **Annual Listing of Obligated Projects - 2020**

*A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2020 federal fiscal year, Oct. 1, 2019, through Sept. 30, 2020*

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**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.

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# **Annual Listing of Obligated Projects – 2020**

## **Introduction**

Federal funds obligated for transportation projects in the Rogue Valley Metropolitan Planning Organization (RVMPO) area totaled over \$3.1 million in the 2020 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, 2019 through Sept. 30, 2020.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This 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 right-of-way purchase 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 10.

Projects listed here were originally approved by the RVMPO Policy Committee through adoption of the RVMPO Transportation Improvement Program (TIP). At the time of adoption or amendment, the TIP demonstrated air quality conformity for carbon monoxide (CO) and particulate matter up to 10 microns (PM<sub>10</sub>). The TIP 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 FAST Act (Fixing America's Surface Transportation Act), 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.

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

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

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

## Federal Funding Sources

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

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

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

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

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

### **Other Funding Sources**

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

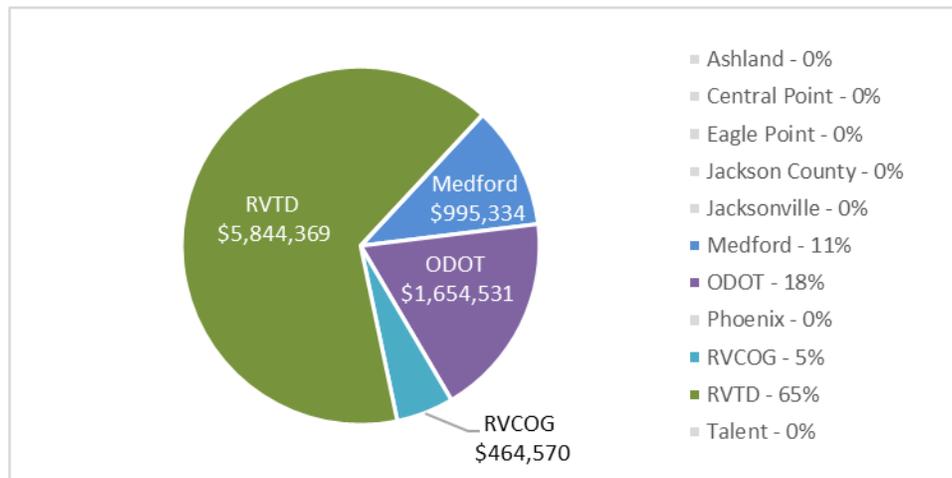
## Distribution of Funds by Jurisdiction and Agency

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

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

Chart 1 below shows the distribution of federal funds within the RVMPO by jurisdiction and agency. Federal funds obligated in 2020 totaled \$3,114,434.18. It is important to note that this does not include de-obligated federal funds in 2020. De-obligated funds are shown as negative amounts in the List of Obligated Projects beginning on Page 7 and are reflected in Charts 1 and 2. De-obligations occur when a project phase has been closed and funding is returned.

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



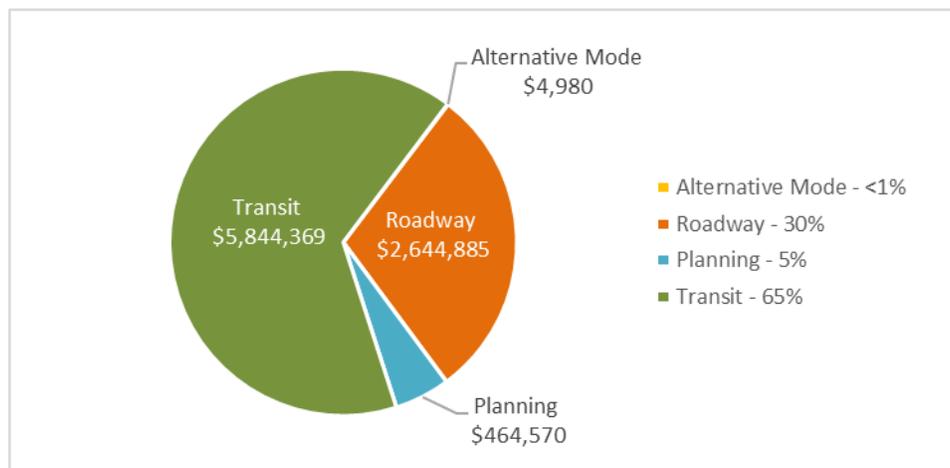
**Chart 1: Distribution of Obligated Federal Funds & STBG-L Fund Exchange for State Funds by Jurisdiction, 2020**

## Distribution of Funds by Project Type

Federal funds were used for a variety of transportation projects in the 2020 federal fiscal year, from planning, to transit service to 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 FFY2020, although in past years other planning projects and funding occurred.
- **Alternative Mode (Alt. Mode)** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks. This category includes RVTD’s Transportation Demand Management Program, which focuses on changing travel behavior to reduce use of single-occupant vehicles.

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



**Chart 2: Distribution of Obligated Federal Funds and STBG-L Fund Exchange for State Funds by Project Type, 2020**

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

## **Project Delivery, Phasing**

Distributions shown on these pages and the project listing that follows represent funding amounts approved by FHWA and FTA. The distribution of funds signifies 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 are generally accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2020 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, either in facility condition or safety features. Such improvements include beautification and other environmentally-related features that are not part of any 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 2020 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 TIP to final delivery.

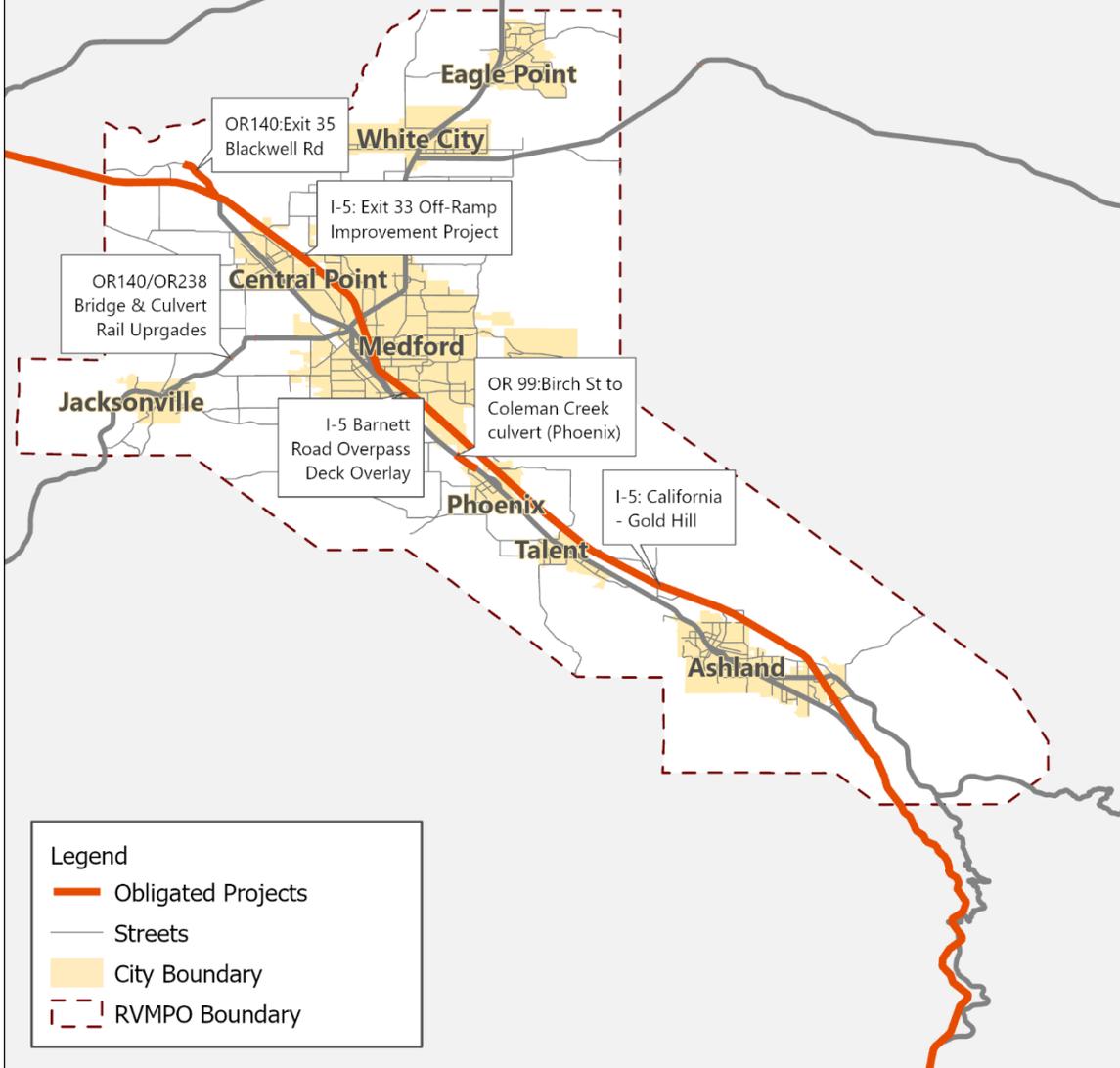
The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the TIP. Projects that can be illustrated by mapping are shown on the map on Page 10.

ASHLAND								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None								
CENTRAL POINT								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None								
EAGLE POINT								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None								
JACKSON COUNTY								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None								
JACKSONVILLE								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None								
MEDFORD								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
SA00352	21676	OR99/OR238/OR62: Big X Intersection (Medford)	PE, N/A-ICAP	STBG 5-200K POP FAST	\$ -	\$ 995,334	\$ -	\$ -

OREGON DEPARTMENT OF TRANSPORTATION (ODOT)								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
S001410	12723	FFO-I-5: FERN VALLEY INTERCHANGE, UNIT 2 Interstate 5 JACKSON COUNTY	CON, N/A-ICAP	HPP SEC 1702, IM S-LU EXT, P OF R AND NS, NHPP, STP 5-200K POP MAP21 EXT, NHP FAST, STBG 5-200K POP FAST	\$ -	\$ (834,708)	\$ -	\$ -
S001491	19538	I-5: BARNETT ROAD OVERPASS DECK OVERLAY	PE, CON, N/A-ICAP	ST FLEX-MAP21 EXT, NHP FAST	\$ -	\$ 235,194	\$ -	\$ -
S001503	19789	I-5: EXIT 33 OFF RAMP IMPROVEMENTS	N/A-ICAP, OTH, PE, CON	ST FLEX MAP21 EXT, STP 5-200K POP MAP21 EXT, STBG 5-200K POP FAST, STBG FLEX	\$ -	\$ (12,725)	\$ -	\$ -
S001529	20133	I-5: Ashland - Gold Hill	PE, N/A-ICAP	NHP FAST	\$ -	\$ 547,303	\$ -	\$ -
S022049	17188	FFO-OR62: CORRIDOR SOLUTIONS UNIT 2 PHASE 2 (MEDFORD)	N/A-ICAP, OTH	STBG 5-200K POP FAST	\$ -	\$ -	\$ -	\$ -
S022051	21511	Corridor Solutions unit 2 (Medford) Phase 4	PE	NHP FAST	\$ -	\$ -	\$ -	\$ -
S063032	17478	OR99 @ CREEL ROGUE VALLEY REDUCE TO 3-LANES, CONSOLIDATE ACCESSSES, ADD BIKE & PED JACKSON	PE, N/A-ICAP, UP, CON	NHS S-LU EXT, STP 5-200K POP MAP21 EXT, HSIP, STBG FLEX, HSIP FAST	\$ -	\$ (10,486)	\$ -	\$ -
S063037	20162	OR99: BIRCH ST TO COLEMAN CK. CULVERT (PHOENIX)	N/A-ICAP, OTH, PE, RW	ST FLEX, STP <5K POP MAP21, STBG FLEX	\$1,065,000	\$ 398,401	\$ 955,625	\$1,065,000
S270040	18975	OR 140: EXIT 35 BLACKWELL ROAD LAKE OF THE WOODS ADD CENTER LANE, WIDE SHOULDERS, ADD BIKE LANE JACKSON	PE, N/A-ICAP, OTH, RW	STP-STATE FLEX STEA03, ST FLEX S-LU EXT, STP <5K POP MAP21, ST FLEX MAP21, STBG FLEX	\$ 159,000	\$ 9,960	\$ 142,671	\$ 159,000
S270045	21716	OR140: Lakeview Dr. Left Turn Lane	PE, N/A-ICAP	SEC 164 PENALTIES HSIP FAST		\$ 439,142		
SA00057	19961	OR140/OR238: BRIDGE & CULVERT RAIL UPGRADES	CON, N/A-ICAP, PE	ST FLEX MAP21 EXT, STBG <5K POP FAST	\$ -	\$ 24,530	\$ -	\$ -
SA00346	22127	OR238/OR62 curb ramps	RW	STBG 5-200K POP FAST	\$ -	\$ -	\$ -	\$ -

PHOENIX								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None								
ROGUE VALLEY COUNCIL OF GOV'T (RVCOG)								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
PR21301	20611	ROGUE VALLEY MPO PLANNING SFY21	PL	STBG, MP FAST	\$ 411,723	\$ 464,570	\$ 369,439	\$ 411,723
ROGUE VALLEY TRANSPORTATION DISTRICT (RVTD)								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
N/A	21023	Urban Operations Support	OTH	FTA 5307	\$ 6,600,000	\$ 3,300,000	\$ 3,300,000	\$ 6,600,000
N/A	21026	Capitalization of Maintenance (MPO STP Transfer)	OTH	MPO STP	\$ 1,134,515	\$ 1,018,000	\$ 1,018,000	\$ 1,134,515
N/A	20051	TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District	OTH	STP (L240)	\$ 144,000	\$ 129,211	\$ 129,211	\$ 144,000
N/A	21222	RVTD Rideshare and TDM (FFY 18-20)	OTH	SW TDM	\$ 210,277	\$ 199,479	\$ 199,479	\$ 210,277
N/A	21366	RVTD - 5339 Transit Signal Priority Technology & Equipment	OTH	FTA 5339	\$ 1,700,044	\$ 1,020,014	\$ 1,020,014	\$ 1,700,044
N/A	21520	Rogue Valley Transit District Bus Replacement FFY19	OTH	5310	\$ 198,000	\$ 177,665	\$ 177,665	\$ 198,000
TALENT								
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2020 PROGRAMMED	FFY 2020 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None								

# Rogue Valley MPO 2020 Obligated Projects



**Legend**

- Obligated Projects
- Streets
- City Boundary
- RVMPO Boundary



This map is for planning purposes only and has not been created for, nor is suitable for engineering, legal, or survey purposes.  
 Sources: ODOT, State of Oregon GIS, Jackson County GIS, Josephine County GIS, RVCOG  
 Created: Erik Memmott, 03/2022

## **Appendix A Federal Regulations**

### **Federal Regulations: Annual List of Obligated Projects**

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

#### **Fixing America’s Surface Transportation Act (FAST Act), effective December 2015**

*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 TIP.*

*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.*