



# Transportation Improvement Program

Federal Fiscal Years  
2024-2027



**ROGUE VALLEY**  
METROPOLITAN PLANNING ORGANIZATION

Staffed by the  
Rogue Valley Council of Governments  
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ROGUE VALLEY  
METROPOLITAN PLANNING ORGANIZATION

**Transportation  
Improvement Program**  
**Federal Fiscal Years 2024 - 2027**

Adopted by the RVMPO Policy Committee  
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# Background

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Following the 1980 Census, the Greater Medford urbanized area was designated a Metropolitan Statistical Area (an urbanized area with a population of more than 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. Initially included were the local jurisdictions of Medford, Central Point, Jackson County, and the Rogue Valley Transportation District. The urbanized area and the scope of the RVMPO has grown over the years to include other nearby cities. Phoenix was added in 1990, Ashland, Talent, and Jacksonville in 2000, and Eagle Point in 2002. Population of the RVMPO is estimated to be 181,134 as of July 2019.

The planning area is shown in Figure 1 on 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.

The RVCOG Board of Directors has delegated responsibility for RVMPO policy functions to the Policy Committee, which is composed of elected and appointed officials from member jurisdictions and the White City Urban Renewal Agency, the Oregon Department of Transportation, and the 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), composed of representatives from a broad range of constituencies; and the Technical Advisory Committee (TAC), composed of public works and planning staff from member jurisdictions, and state agency staff. Committee rosters are listed on the next page.

Federal and state transportation planning responsibilities for the RVMPO can generally be summarized as follows:

- Develop and maintain a Regional Transportation Plan (RTP) and a 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 (PM<sub>10</sub>) for which an area corresponding roughly to the 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 can influence decisions
- Coordinate transportation decisions among local jurisdictions, state agencies and area transit operators
- Develop an annual planning work program
- House and staff the regional travel demand model for the purposes of assessing, planning, and coordinating regional travel demand impacts. ODOT's Transportation Planning Analysis Unit currently provides modeling services to the RVMPO

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City of Eagle Point  
Jackson County  
Jackson County  
City of Jacksonville  
City of Jacksonville  
City of Medford  
City of Medford  
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Ashland  
Bicycle/Pedestrian  
Central Point  
Central Point  
Eagle Point  
East Medford  
Freight  
Jacksonville  
Phoenix  
Public Health  
Senior  
Talent

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# Introduction

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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 2024-2027 (2024 year begins October 1, 2023). Projects included in the TIP are drawn from the RVMPO 2021-2045 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, which means 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.

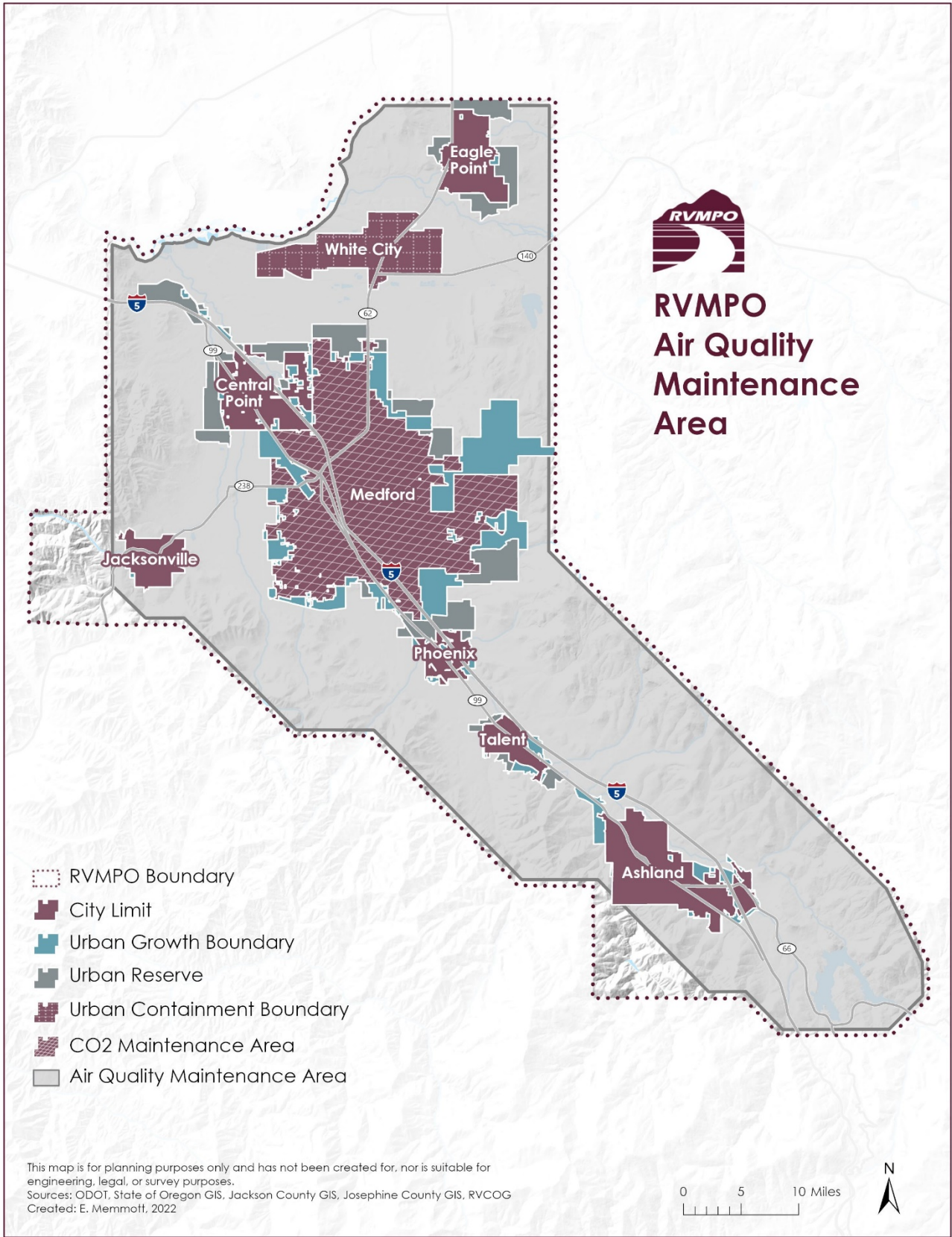
This TIP was prepared as a coordinated and cooperative effort of the RVMPO member jurisdictions. In addition to RVMPO Technical Advisory Committee and Public Advisory Council meetings at which drafts of the TIP content were discussed, advance notice was given to the public and other interested parties, 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 (PM<sub>10</sub>). The Medford Urban Growth Boundary (UGB) area is an attainment and maintenance area for carbon monoxide (CO). All known “regionally significant” (see definition, p.29) and federally funded transportation projects have been included in the 2024-2027 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 (PM<sub>10</sub>) 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 & Prioritization

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## Purpose

Federal regulations require that a program of transportation investments for the urban area covering a period of at least four years be prepared by the Metropolitan Planning Organization (MPO). The 2024-2027 Transportation Improvement Program (TIP) fulfills this requirement, prioritizing the short-term projects identified in the long-range Regional Transportation Plan (RTP). It is consistent with the 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 RVMPO undertakes a competitive process for project selection. In Fiscal Year 2021-22, the TAC undertook a months-long review of the current selection process and developed recommendations that were presented to the Policy Committee. These included:

- Placing a minimum of \$1 million on the amount of CMAQ funds that could be requested for projects solely to be funded by CMAQ funds
- Creating a category of projects known as planning studies and placing a minimum request for such projects at \$150,000
- Develop and host a project application workshop and make the workshop mandatory for all applicants.

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 implementing jurisdictions.

## TIP Project Summary

The TIP must contain all the transportation projects which either: a) use federal funds; or b) use state and/or local funds and are deemed to be “regionally significant.” In addition, the TIP must describe the selected projects and identify the funding necessary to complete them. For federally funded and regionally significant projects to be implemented within the RVMPO region they must be found to be consistent with the Clean Air Act requirements. Projects must conform to maintenance plans for particulates (PM<sub>10</sub>) and carbon monoxide (see the current RVMPO Air Quality Conformity Determination for details at [www.rvmopo.org](http://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, the U.S. Department of Transportation (USDOT) makes final eligibility determinations. Details about project evaluation for RVMPO funding is available on the internet at [www.rvmopo.org](http://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). Additionally, through an Inter-Governmental Agreement, the RVMPO provides an annual allocation of \$700,000 in STBG funds to the Rogue Valley Transportation District (RVTD) to enable the district to offer greater service.

Local and agency funded projects are drawn from Transportation System Plans (TSPs) (for cities and the county) and other long- and short-ranged planning documents. The jurisdiction- and agency-funded projects reflect priorities of the agency as well as the RVMPO.

Setting project priorities involves considering local and regional needs, addressing deficiencies with both short and long-range projects, and allocating investments among the various transportation modes. Regional transportation investment priorities are implemented through the decisions of the RVMPO Policy Committee. As required by 23 CFR 450.324(n) (1), the criteria for prioritization and implementation of TIP projects are shown in the RTP, and implemented through a discretionary funding process (see materials at <https://www.rvmppo.org/index.php/ct-menu-item-13/2019-2021projectsolic>), and on file at RVCOG. Generally, priorities set in 2021 with the adoption of the RTP have been implemented through the previous TIP and continue in this TIP.

## 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. Public notice of public involvement activities and time established for public review and comment on the TIP satisfy the Program of Projects (POP) requirements of the Section 5307 Program and other Federal Transit Administration funding programs.

## 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 occur on the ground. For that reason, the TIP often is amended. For the most up-to-date status on any given project, the sponsoring agency or RVMPO staff should be contacted.

The process of amending the TIP includes both "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
<b>If it is NOT in the TIP:</b>				
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		✓
<b>If it is already in the TIP:</b>				
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 2024-2027 TIP Projects

The RVMPO TIP identifies transportation projects and programs to be implemented in the RVMPO planning area in the years 2024 through 2027. 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](http://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 3 on the following pages lists 2024-2027 TIP projects by jurisdictions. Work is described by phase and cost. Consistent with 23 CFR 450.324(n)(2). Air Quality Conformity status is indicated for each project; the conformity determination for this program is published separately.

**Table 2: Glossary of Fund Source Abbreviations**

Federal Sources	
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
State Sources	
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)
Local Sources	
Local	Funds provided by project sponsor

**Table 3: Program of 2024-2027 Transportation Projects**

Ashland												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
Clay St.: Faith Ave. to Siskiyou Blvd.	n/a			Planning					\$ -			\$ -
		22278	FFY2023	Design	\$ 1,400,874	CMAQ/STBG	\$ 160,337	Ashland	\$ 1,561,211			\$ 1,561,211
		22278	FFY2023	Land Purchase	\$ 1,081,247	CMAQ/STBG	\$ 123,753	Ashland	\$ 1,205,000			\$ 1,205,000
		22278	FFY2026	Utility Relocate	\$ 44,865	CMAQ	\$ 5,135	Ashland	\$ 50,000			\$ 50,000
		22278	FFY2024	Construction	\$ 3,935,076	CMAQ/STBG	\$ 450,387	Ashland	\$ 4,385,463			\$ 4,385,463
				Other	\$ 89,730	STBG	\$ 10,270	Ashland	\$ 100,000			\$ 100,000
		Total FFY24-27			\$ 6,551,792		\$ 749,882		\$ 7,301,674			\$ 7,301,674
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian improvements)											
Description:	Bike and pedestrian facilities with curb, gutter, sidewalk and underground drainage. Sidewalk connection with Ashland St.											
Subtotal Ashland Projects					\$ 6,551,792		\$ 749,882		\$ 7,301,674	\$ -		\$ 7,301,674
Central Point												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
10th St. Bike and Pedestrian Improvements	n/a			Planning					\$ -			\$ -
		23301	FFY2026	Design	\$ 560,260	STBG (L)	\$ 69,246	Central Point	\$ 629,506			\$ 629,506
		23301	FFY2026	Land Purchase	\$ 469,920	STBG (L)	\$ 58,080	Central Point	\$ 528,000			\$ 528,000
		23301	FFY2027	Construction	\$ 2,923,458	STBG (L)	\$ 334,603	Central Point	\$ 3,258,061			\$ 3,258,061
		23301	FFY2027	Construction	\$ 44,402	CMAQ (L400)	\$ 32,211	Central Point	\$ 76,613			\$ 76,613
				Other					\$ -			\$ -
		Total FFY24-27			\$ 3,998,040		\$ 494,140		\$ 4,492,180			\$ 4,492,180
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian improvements)											
Description:	Multi-use path, water quality structures											
West Pine St. Reconstruction: Glenn Way to Brandon Ave	CP-003			Planning								
		21017	FFY2022	Design	\$ 517,385	CMAQ (L400)	\$ 344,923	Central Point	\$ 862,308			\$ 862,308
		21017	FFY2022	Land Purchase			\$ 50,000	Central Point	\$ 50,000			\$ 50,000
		21017	FFY2024	Construction	\$ 1,468,244	CMAQ (L400)	\$ 1,502,823	Central Point	\$ 2,971,067			\$ 2,971,067
		21017	FFY2024	Construction	\$ 1,000,000	STBG (L)	\$ -	Central Point	\$ 1,000,000			\$ 1,000,000
		21017	FFY2023	Other	\$ 187,462	STBG (L)	\$ -	Central Point	\$ 187,462			\$ 187,462
		Total FFY21-24			\$ 3,173,091		\$ 1,897,746		\$ 5,070,837			\$ 5,070,837
Air Quality Status:	Carried over from 2018-21 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Safety (Projects that correct, improve, or eliminate a hazardous location or feature), Air Quality (Bicycle and pedestrian improvements)											
Description:	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											
Subtotal Central Point Projects					\$ 7,171,131		\$ 2,391,886		\$ 9,563,017	\$ -		\$ 9,563,017

**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Eagle Point												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
No Projects				Planning								
				Design								
				Land Purchase								
				Utility Relocate								
				Construction								
				Other								
		Total FFY24-27										
Subtotal Eagle Point Projects					\$	-		\$	-		\$	-
Jacksonville												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
No Projects				Planning								
				Design								
				Land Purchase								
				Utility Relocate								
				Construction								
				Other								
		Total FFY24-27										
Subtotal Jacksonville Projects					\$	-		\$	-		\$	-



**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Medford												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
Delta Waters: Waterford Ct. to Colonial Ave.	n/a			Planning					\$ -			\$ -
		23302	FFY2025	Design	\$ 471,083	CMAQ (L400)	\$ 53,918	Medford	\$ 525,000			\$ 525,000
		23302	FFY2026	Land Purchase	\$ 157,028	CMAQ (L400)	\$ 17,973	Medford	\$ 175,000			\$ 175,000
				Utility Relocate					\$ -			\$ -
		23302	FFY2027	Construction	\$ 1,166,490	CMAQ (L400)	\$ 133,510	Medford	\$ 1,300,000			\$ 1,300,000
				Other					\$ -			\$ -
Total FFY24-27					\$ 1,794,600		\$ 205,400		\$ 2,000,000		\$ 2,000,000	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Widening narrow pavements with no additional travel lanes), Air Quality (Bicycle and pedestrian facilities)											
Description:	Improve to Major Collector standards. 900' of road widening. Sidewalk infill. Restriping. Complete bike/ped facilities.											
Table Rock Rd.: Merriman to I-5	MED-015			Planning					\$ -			\$ -
		23303	FFY2025	Design	\$ 1,585,012	STBG (L)	\$ 205,400	Medford	\$ 1,790,412			\$ 1,790,412
		23303	FFY2026	Land Purchase	\$ 1,106,888	CMAQ (L400)	\$ 102,700	Medford	\$ 1,209,588			\$ 1,209,588
				Utility Relocate					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
Total FFY24-27					\$ 2,691,900		\$ 308,100		\$ 3,000,000		\$ 3,000,000	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Widening narrow pavements with no additional travel lanes), Air Quality (Bicycle and pedestrian facilities)											
Description:	Improve to Minor Arterial standards. Sidewalks, separated bike lanes, center turn lane, street lights											
Crater Lake Ave Signal Improvements (Medford)	n/a			Planning								\$ -
		21728	FFY2023	Design	\$ 364,790	HSIP - IIJA	\$ 40,532	Medford	\$ 405,322			\$ 405,322
		21728	FFY2024	Land Purchase	\$ 4,500	HSIP - IIJA	\$ 5,000	Medford	\$ 9,500			\$ 9,500
		21728	FFY2024	Utility Relocate	\$ 4,500	HSIP - IIJA	\$ 5,000	Medford	\$ 9,500			\$ 9,500
		21728	FFY2024	Construction	\$ 1,450,158	HSIP - IIJA	\$ 161,128	Medford	\$ 1,611,286			\$ 1,611,286
				Other					\$ -			\$ -
Total FFY21-24					\$ 1,823,948		\$ 211,660		\$ 2,035,608		\$ 2,035,608	
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 3 - Intersection signalization projects at individual intersections											
Description:	Install retroreflective backplates at 8 signalized intersections. Install flashing lights at the intersections of Minnesota Ave, Grand Ave, and Bradbury St with a ped refuge island at Bradbury. Replace the signal at Brookhurst St to include east/west left turn pockets, replace all permissive left turn phasing and relocate a refuge island; modify											
Stevens Street Improvements Project - Crater Lake Ave to Wabash	n/a			Planning								
		22277	FFY2023	Design	\$ 283,334	STBG (L)	\$ 32,429	Medford	\$ 315,763			\$ 315,763
		22277	FFY2023	Land Purchase	\$ 471,000	STBG (L)	\$ 53,908	Medford	\$ 524,908			\$ 524,908
				Utility Relocate	\$ -		\$ -		\$ -			\$ -
		22277	FFY2023	Construction	\$ 1,276,833	STBG (L)	\$ 146,139	Medford	\$ 1,422,972	\$ 358,825	Medford	\$ 1,781,797
		22277	FFY2023	Other	\$ 76,000	STBG (L)	\$ 8,699	Medford	\$ 84,699			\$ 84,699
Total FFY24-27					\$ 2,107,167		\$ 241,175		\$ 2,348,342	\$ 358,825	\$ 2,707,167	
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)											
Description:	Design and consturct bike and pedestrian facilities to improve pedestrian safety.											
Subtotal Medford Projects					\$ 8,417,615		\$ 966,335		\$ 9,383,950	\$ 358,825		\$ 9,742,775

**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Phoenix													
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
					\$	Source	\$	Source		\$	Source		
No Projects				Planning									
				Design									
				Land Purchase									
				Utility Relocate									
				Construction									
				Other									
		Total FFY24-27											
Subtotal Phoenix Projects					\$	-		\$	-		\$	-	
Talent													
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
					\$	Source	\$	Source		\$	Source		
No Projects				Planning									
				Design									
				Land Purchase									
				Utility Relocate									
				Construction									
				Other									
		Total FFY24-27											
Subtotal Talent Projects					\$	-		\$	-		\$	-	
Jackson County													
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
					\$	Source	\$	Source		\$	Source		
No Projects				Planning									
				Design					\$	-		\$	-
				Land Purchase					\$	-		\$	-
				Utility Relocate					\$	-		\$	-
				Construction					\$	-		\$	-
				Other					\$	-		\$	-
		Total FFY24-27				\$	-		\$	-			\$
Air Quality Status:		Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)											
Description:		Install bike and pedestrian facilities with curb, gutter, sidewalk and drainage to facilitate the addition of the bike and pedestrian facilities.											

**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Oregon Department of Transportation (ODOT)												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
OR99: Glenwood - Coleman Creek	n/a			Planning	\$ -		\$ -		\$ -			\$ -
		22384	FY2024	Design	\$ 897,300	FIX-IT R3	\$ 102,700	ODOT	\$ 1,000,000			\$ 1,000,000
		22384	FY2024	Land Purchase	\$ 5,747,207	FIX-IT R3	\$ 752,793	ODOT	\$ 6,500,000			\$ 6,500,000
		22384	FY2024	Utility Relocate	\$ 1,525,410	FIX-IT R3	\$ 174,590	ODOT	\$ 1,700,000			\$ 1,700,000
		22384	FY2024	Construction	\$ 3,207,460		\$ 4,867,108	ODOT	\$ 8,074,568			\$ 8,074,568
		22384	FY2025	Other	\$ 269,190	FIX-IT R3	\$ 30,810	ODOT	\$ 300,000			\$ 300,000
		Total FFY24-27			\$ 11,646,567		\$ 5,928,001		\$ 17,574,568			\$ 17,574,568
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)											
Description:	Design for future project to widen the road, add sidewalks, bike lanes, pedestrian crossings and transit locations to improve safety to the traveling public.											
Rogue Valley Rural Intersection Improvements	n/a			Planning								\$ -
		21717	FFY2022	Design	\$ 202,884	HSIP	\$ 17,116	ODOT	\$ 220,000			\$ 220,000
		21717	FFY2023	Land Purchase	\$ 1,844	HSIP	\$ 156	ODOT	\$ 2,000			\$ 2,000
		21717	FFY2024	Utility Relocate	\$ 23,055	HSIP	\$ 1,945	ODOT	\$ 25,000			\$ 25,000
		21717	FFY2024	Construction	\$ 892,690	HSIP	\$ 75,310	ODOT	\$ 968,000			\$ 968,000
				Other					\$ -			\$ -
		Total FFY21-24			\$ 1,120,473		\$ 94,527		\$ 1,215,000			\$ 1,215,000
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Safety (Traffic control devices and operating assistance other than signalization projects, Construction or renovation of power, signal, and communications systems)											
Description:	Install safety signs at various intersection approaches in the rural Rogue Valley.Install flashing lights at the intersections.											
OR99/OR238/OR62: Big X Intersection (Medford)	n/a			Planning								\$ -
		21676	FFY2020	Design	\$ 1,188,619	NHP FAST	\$ 135,817	ODOT	\$ 1,324,436			\$ 1,324,436
		21676	FFY2022	Land Purchase	\$ 650,543	NHP FAST	\$ 74,457	ODOT	\$ 725,000			\$ 725,000
		21676	FFY2024	Utility Relocate	\$ 53,838	NHP FAST	\$ 6,162	ODOT	\$ 60,000			\$ 60,000
		21676	FFY2024	Construction	\$ 8,865,043	NHP FAST	\$ 3,244,693	ODOT	\$ 12,109,736			\$ 12,109,736
				Other					\$ -			\$ -
		Total FFY21-24			\$ 10,758,043		\$ 3,461,129		\$ 14,219,172			\$ 14,219,172
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)											
Description:	Remove existing pavement and replace. Replace ADA ramps and improve bike and ped connetions through the intersection.											
OR99: Rogue Valley Intersection Improvements	n/a			Planning					\$ -			
		21408	FFY2019	Design	\$ 276,660	STP-FLX	\$ 23,340	ODOT	\$ 300,000			\$ 300,000
		21408	FFY2022	Land Purchase	\$ 244,383	STP-FLX	\$ 20,617	ODOT	\$ 265,000			\$ 265,000
		21408	FFY2024	Utility Relocate	\$ 44,865	STP-FLX	\$ 5,135	ODOT	\$ 50,000			\$ 50,000
		21408	FFY2024	Construction	\$ 721,775	STP-FLX	\$ 78,225	ODOT	\$ 800,000			\$ 800,000
				Other					\$ -			\$ -
		Total FFY21-24			\$ 1,287,683		\$ 127,317		\$ 1,415,000			\$ 1,415,000
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Safety (Projects that correct or eliminate a hazard). 40 CFR 93.127, Table 3 - Changes in vertical and horizontal alignment											
Description:	Safety upgrades by removing and relocating signs and utility posts, geometry improvements by realigning the existing approach to create a perpendicular intersection and constructing a right turn lane											

**Table 3: Program of 2024-2027 Transportation Projects, Continued**

OR238 @ Shafer Lane Pedestrian Improvements	n/a			Planning					\$ -			\$ -
		22940	2024	Design	\$ 110,475	YS30	\$ 12,275	ODOT	\$ 122,750			\$ 122,750
		22940	2025	Land Purchase	\$ 42,221	YS30	\$ 4,691	ODOT	\$ 46,912			\$ 46,912
		22940		Utility Relocate			\$ -		\$ -			\$ -
		22940	2026	Construction	\$ 145,582	YS30	\$ 16,176	ODOT	\$ 161,758			\$ 161,758
				Other					\$ -			\$ -
Total FFY24-27				\$ 298,278		\$ 33,142		\$ 331,420			\$ 331,420	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Lighting Improvements), Air Quality (Bicycle and pedestrian facilities)											
Description:	Install lighting and a Rectangular Rapid Flashing Beacon (RRFB) at the intersection.											
Jackson and Josephine County curb ramps, phase 3	n/a			Planning	\$ -		\$ -		\$ -			\$ -
		22571	2022	Design	\$ 4,215,901	STBG - IJJA	\$ 485,529	ODOT	\$ 4,701,430			\$ 4,701,430
		22571	2023	Land Purchase	\$ 1,351,959	STBG - IJJA	\$ 154,738	ODOT	\$ 1,506,697			\$ 1,506,697
				Utility Relocate					\$ -			\$ -
		22571	2024	Construction	\$ 9,298,777	STBG - IJJA	\$ 1,064,287	ODOT	\$ 10,363,064			\$ 10,363,064
				Other					\$ -			\$ -
Total FFY24-27				\$ 14,866,637		\$ 1,704,554		\$ 16,571,191			\$ 16,571,191	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)											
Description:	Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards											
N Columbus Ave @ W. Jackson St Roundabout (Medford)	n/a			Planning					\$ -			\$ -
		22846	2024	Design	\$ 621,975	YS30	\$ 69,108	Local	\$ 691,083			\$ 691,083
		22846	2025	Land Purchase	\$ 156,332	YS30	\$ 17,370	Local	\$ 173,702			\$ 173,702
		22846		Utility Relocate			\$ -		\$ -			\$ -
		22846	2027	Construction	\$ 1,524,894	YS30	\$ 169,433	Local	\$ 1,694,327			\$ 1,694,327
				Other					\$ -			\$ -
Total FFY24-27				\$ 2,303,201		\$ 255,911		\$ 2,559,112			\$ 2,559,112	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Traffic control devices and operating assistance other than signalization projects)											
Description:	Construct a mini-roundabout (compact roundabout) at the intersection of North Columbus Avenue and Jackson Street in the City of Medford.											
Pine Street Signal Improvements (Central Point)	n/a			Planning					\$ -			\$ -
		22860	2024	Design	\$ 165,713	YS30	\$ 18,412	Local	\$ 184,125			\$ 184,125
		22860	2025	Land Purchase	\$ 42,221	YS30	\$ 4,691	Local	\$ 46,912			\$ 46,912
		22860	2026	Utility Relocate	\$ 58,703	YS30	\$ 6,522	Local	\$ 65,225			\$ 65,225
		22860	2026	Construction	\$ 668,035	YS30	\$ 74,226	Local	\$ 742,261			\$ 742,261
				Other					\$ -			\$ -
Total FFY24-27				\$ 934,672		\$ 103,851		\$ 1,038,523			\$ 1,038,523	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Bicycle and pedestrian facilities). 40 CFR 93.127, Table 3 - Intersection signalization projects at individual intersections											
Description:	Install Signal Visibility Upgrades at 5 intersections; Change Permissive to FYA-Permissive at 2 intersections; Install a right-turn signal and pedestrian crossing on the northbound channelized right turn lane at Pine/10th/Freeman.											

**Table 3: Program of 2024-2027 Transportation Projects, Continued**

Region 3 Rural Intersection Safety Improvements	n/a			Planning					\$ -			\$ -
		23053	2024	Design	\$ 389,977	YS30	\$ 43,331	ODOT	\$ 433,308			\$ 433,308
				Land Purchase			\$ -	ODOT	\$ -			\$ -
				Utility Relocate			\$ -	ODOT	\$ -			\$ -
		23053	2025	Construction	\$ 2,418,012	YS30	\$ 268,668	ODOT	\$ 2,686,680			\$ 2,686,680
				Construction					\$ -			\$ -
Total FFY24-27				\$ 2,807,989		\$ 311,999		\$ 3,119,988			\$ 3,119,988	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Traffic control devices and operating assistance other than signalization projects), Other (Directional and informational signs)											
Description:	This project will install Advanced Intersection warning signs, Stop Ahead warning signs, and Street Name signs (as applicable) at 337 separate rural intersections throughout Region 3. The project will also modify the existing overhead flashing beacons at eight separate locations by removing the overhead flasher and installing actuated beacons on ground mounted advanced intersection warning signs.											
OR140 (Leigh Way) @ OR62 Right Turn Lane	n/a			Planning					\$ -			\$ -
		22999	2024	Design	\$ 258,838	Y240	\$ 29,625	ODOT	\$ 288,463			\$ 288,463
		22999	2025	Land Purchase	\$ 183,168	Y240	\$ 20,964	ODOT	\$ 204,132			\$ 204,132
		22999	2026	Utility Relocate	\$ 58,526	Y240	\$ 6,699	ODOT	\$ 65,225			\$ 65,225
		22999	2026	Construction	\$ 1,302,798	Y240	\$ 149,111	ODOT	\$ 1,451,909			\$ 1,451,909
				Other					\$ -			\$ -
Total FFY24-27				\$ 1,803,330		\$ 206,399		\$ 2,009,729			\$ 2,009,729	
Air Quality Status:	Exempt: 40 CFR 93.127, Table 3 - Changes in vertical and horizontal alignment											
Description:	Add dedicated right turn lane from Leigh Way (OR140) to westbound Hwy 62											
OR99 (Main St) at Laurel Ave (Ashland)	n/a			Planning					\$ -			\$ -
		23022	2025	Design	\$ 340,168	Y001	\$ 38,934	ODOT	\$ 379,102			\$ 379,102
		23022	2026	Land Purchase	\$ 90,131	Y001	\$ 10,316	ODOT	\$ 100,447			\$ 100,447
		23022	2027	Utility Relocate	\$ 60,330	Y001	\$ 6,905	ODOT	\$ 67,235			\$ 67,235
		23022	2027	Construction	\$ 1,289,854	Y001	\$ 147,630	ODOT	\$ 1,437,484			\$ 1,437,484
				Other				ODOT	\$ -			\$ -
Total FFY24-27				\$ 1,780,483		\$ 203,785		\$ 1,984,268			\$ 1,984,268	
Air Quality Status:	Exempt: 40 CFR 93.127, Table 3 - Intersection signalization projects at individual intersections											
Description:	Upgrade signal and all components to current standards											
OR66: Railroad Br. - SB Exit 14	n/a		2021	Planning					\$ -	\$ 250,000		\$ 250,000
		21184	2024	Design	\$ 139,883	Y001	\$ 16,010	ODOT	\$ 155,893			\$ 155,893
		21184	2024	Land Purchase			\$ -		\$ -			\$ -
		21184	2024	Utility Relocate	\$ 33,043	Y001	\$ 3,782	ODOT	\$ 36,825			\$ 36,825
		21184	2025	Construction	\$ 1,217,325	Y001	\$ 139,328	ODOT	\$ 1,356,653			\$ 1,356,653
				Other					\$ -			\$ -
Total FFY24-27				\$ 1,390,251		\$ 159,120		\$ 1,549,371	\$ 250,000		\$ 1,799,371	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Pavement resurfacing and/or rehabilitation)											
Description:	Single-lift Inlay											



**Table 3: Program of 2024-2027 Transportation Projects, Continued**

SW Oregon HB2017 safety program funding reserve (FFY25-27)	n/a			Planning					\$ -			\$ -
				Design					\$ -			\$ -
				Land Purchase			\$ -		\$ -			\$ -
				Utility Relocate					\$ -			\$ -
		23413	2025	Construction	\$ 129,199	HB2017	\$ 14,355	ODOT	\$ 143,554			\$ 143,554
				Other					\$ -			\$ -
		Total FFY24-27			\$ 129,199		\$ 14,355		\$ 143,554			\$ 143,554
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety											
Description:	Funding for federal fiscal year 2024-2027 for the Region 3 HB2017 safety program.											
SW Oregon preservation program funding reserve (FFY25-27)	n/a			Planning					\$ -			\$ -
				Design					\$ -			\$ -
				Land Purchase			\$ -		\$ -			\$ -
				Utility Relocate					\$ -			\$ -
		23312	2025	Construction	\$ 1,043,771	STBG - IIJA	\$ 119,464	ODOT	\$ 1,163,235			\$ 1,163,235
				Other					\$ -			\$ -
		Total FFY24-27			\$ 1,043,771		\$ 119,464		\$ 1,163,235			\$ 1,163,235
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety											
Description:	Funding reserved for future preservation projects in the 2024-2027 STIP cycle.											
SW Oregon safety program funding reserve (FFY25-27)	n/a			Planning					\$ -			\$ -
				Design					\$ -			\$ -
				Land Purchase			\$ -		\$ -			\$ -
				Utility Relocate					\$ -			\$ -
		23305	2025	Construction	\$ 1,075,976	HSIP - IIJA	\$ 119,553	ODOT	\$ 1,195,529			\$ 1,195,529
				Other					\$ -			\$ -
		Total FFY24-27			\$ 1,075,976		\$ 119,553		\$ 1,195,529			\$ 1,195,529
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety											
Description:	Funding for federal fiscal year 2024-2027 for the Region 3 ARTS program.											
OR99: Sage to Willig Way	n/a			Planning	\$ -		\$ -		\$ -			\$ -
		23279	2024	Design	\$ 672,975	STBG - IIJA	\$ 77,025	ODOT	\$ 750,000			\$ 750,000
		23279	2026	Land Purchase	\$ 448,650	STBG - IIJA	\$ 51,350	ODOT	\$ 500,000			\$ 500,000
				Utility Relocate					\$ -			\$ -
		23279	2027	Construction	\$ 2,467,575	STBG - IIJA	\$ 282,425	ODOT	\$ 2,750,000			\$ 2,750,000
				Other					\$ -			\$ -
		Total FFY24-27			\$ 3,589,200		\$ 410,800		\$ 4,000,000			\$ 4,000,000
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)											
Description:	Construct sidewalks to improve safety for pedestrians.											

**Table 3: Program of 2024-2 027 Transportation Projects, Continued**

OR99 at Water St Signal (Ashland)	n/a			Planning	\$ -		\$ -		\$ -		\$ -	
		22428	2022	Design	\$ 150,000	HSIP		\$ 150,000		\$ 150,000		
		22428	2023	Land Purchase	\$ 18,444	STBG - IIJA	\$ 1,556	ODOT	\$ 20,000		\$ 20,000	
				Utility Relocate					\$ -		\$ -	
		22428	2024	Construction	\$ 719,316	STBG - IIJA	\$ 60,684	ODOT	\$ 780,000		\$ 780,000	
				Other					\$ -		\$ -	
		Total FFY24-27			\$ 887,760		\$ 62,240		\$ 950,000		\$ 950,000	
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 3 - Intersection signalization projects at individual intersections											
Description:	Install a new traffic signal at the intersection of N Main St (OR99) & Water St to enhance pedestrian safety and reduce the frequency and probability of pedestrian crashes at this intersection by providing protected crossing opportunities for bike and pedestrian traffic.											
OR66/OR273: Barrier Upgrades	n/a			Planning				\$ -			\$ -	
		23094	2024	Design	\$ 1,070,380	HSIP		\$ 1,070,380		\$ 1,070,380		
				Land Purchase			\$ -		\$ -		\$ -	
		23094	2026	Utility Relocate	\$ 78,270	HSIP		\$ 78,270		\$ 78,270		
		23094	2027	Construction	\$ 5,557,645	HSIP		\$ 5,557,645		\$ 5,557,645		
				Other				\$ -		\$ -		
		Total FFY24-27			\$ 6,706,295		\$ -		\$ 6,706,295		\$ 6,706,295	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Guardrails, median barriers, crash cushions)											
Description:	Replace the barrier on Green Springs and Siskiyou highways and connect barriers at bridge ends to improve safety on the roadway for the traveling public.											
Subtotal ODOT Projects					\$ 62,649,325		\$ 13,316,147		\$ 77,745,955	\$ 250,000		\$ 77,995,955

Rogue Valley Transportation District (RVTD)												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
RVTD-Transit operations (5307) FY2024	n/a	22685	FFY2024	Other	\$ 3,500,000	FTA 5307	\$ 3,500,000	RVTD	\$ 7,000,000			\$ 7,000,000
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Oregon Transportation Network - RVTD FFY24	n/a	22054	FFY2024	Other	\$ 509,191	STBG FLEX	\$ 58,279	RVTD	\$ 567,470			\$ 567,470
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Enhanced Mobility Program - RVTD FY24	n/a	21991	FFY2024	Other	\$ 334,000	FTA 5310	\$ 83,500	RVTD	\$ 417,500			\$ 417,500
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											

**Table 3: Program of 2024-2 027 Transportation Projects, Continued**

Enhanced Mobility Program - RVTD FY25	n/a	22959	FFY2025	Other	\$ 445,538	FTA 5310	\$ 111,385	RVTD	\$ 556,923			\$ 556,923
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Enhanced Mobility Program - RVTD FY26	n/a	22971	FFY2026	Other	\$ 464,670	FTA 5310	\$ 116,168	RVTD	\$ 580,838			\$ 580,838
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Enhanced Mobility Program - RVTD FY27	n/a	22984	FFY2027	Other	\$ 485,536	FTA 5310	\$ 121,384	RVTD	\$ 606,920			\$ 606,920
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Capitalization of Maintenance (MPO STP Transfer)	n/a	22288	FFY2024	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Rehabilitation of transit vehicles											
Capitalization of Maintenance (MPO STP Transfer)	n/a	23346	FFY2025	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Rehabilitation of transit vehicles											
Capitalization of Maintenance (MPO STP Transfer)	n/a	23347	FFY2026	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Rehabilitation of transit vehicles											
Capitalization of Maintenance (MPO STP Transfer)	n/a	23348	FFY2027	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Rehabilitation of transit vehicles											
Enhanced Mobility E&D (5310) - RVTD FY25	n/a	23004	FFY2025	Other	\$ 677,225	FTA 5310	\$ 77,511	RVTD	\$ 754,736			\$ 754,736
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Enhanced Mobility E&D (5310) - RVTD FY26	n/a	23021	FFY2026	Other	\$ 677,225	FTA 5310	\$ 77,511	RVTD	\$ 754,736			\$ 754,736
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											

**Table 3: Program of 2024-2 027 Transportation Projects, Continued**

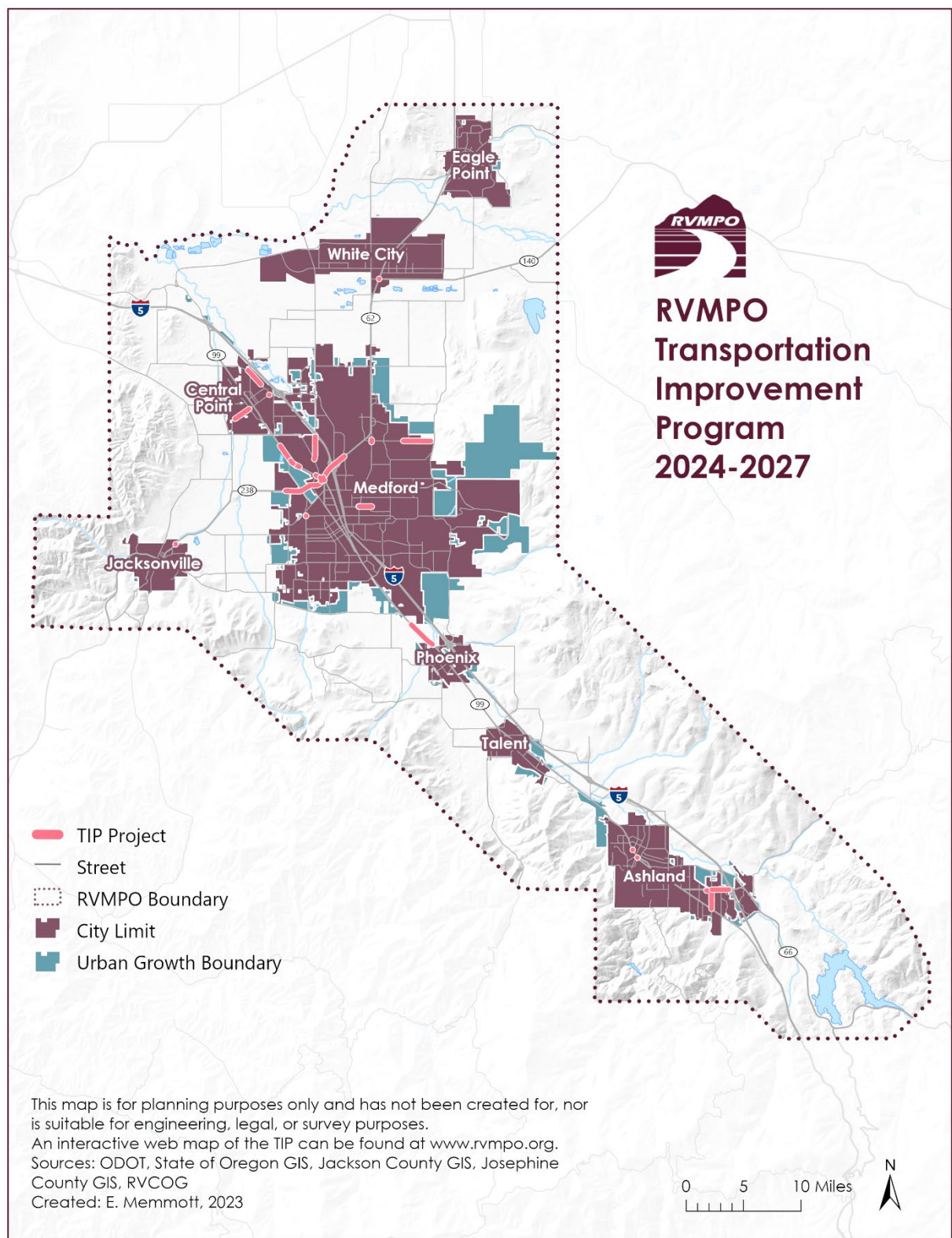
Enhanced Mobility E&D (5310) - RVTD FY27	n/a	23035	FFY2027	Other	\$ 677,225	FTA 5310	\$ 77,511	RVTD	\$ 754,736			\$ 754,736
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Transportation Demand Management Rideshare in 2024	n/a	21697	FFY2024	Other	\$ 134,595	STBG FLEX	\$ 15,405	RVTD	\$ 150,000			\$ 150,000
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Urban Operations Support and Preventive Maintenance	n/a	23349	FFY2025	Other	\$ 3,900,000	FTA 5307	\$ 3,900,000	RVTD	\$ 7,800,000			\$ 7,800,000
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Urban Operations Support and Preventive Maintenance	n/a	23350	FFY2026	Other	\$ 4,000,000	FTA 5307	\$ 4,000,000	RVTD	\$ 8,000,000			\$ 8,000,000
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
Urban Operations Support and Preventive Maintenance	n/a	23351	FFY2027	Other	\$ 4,250,000	FTA 5307	\$ 4,250,000	RVTD	\$ 8,500,000			\$ 8,500,000
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies											
2021 Transportation Facility and Parking Structure (RVTD-5339)	n/a			Planning	\$ -		\$ -		\$ -			\$ -
		22687	2023	Design	\$ 1,040,000	5339	\$ 260,000	Local	\$ 1,300,000			\$ 1,300,000
				Land Purchase	\$ -		\$ -		\$ -			\$ -
				Utility Relocate	\$ -		\$ -		\$ -			\$ -
		22687	2024	Construction	\$ 11,512,523	5339	\$ 2,878,131	Local	\$ 14,390,654			\$ 14,390,654
				Other	\$ -		\$ -		\$ -			\$ -
Total FFY21-24					\$ 12,552,523		\$ 3,138,131		\$ 15,690,654			\$ 15,690,654
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Mass Transit, Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771											
Description:	Design and construct a transportation facility and parking structure located at RVTD's main operations headquarters. The transportation facility Includes approx. 10,000 sq ft building with offices, driver breakroom, lockers, and training room. The project also includes											
Subtotal RVTD Projects					\$ 47,960,251		\$ 19,485,388		\$ 39,564,332			\$ 55,254,985

**Table 3: Program of 2024-2 027 Transportation Projects, Continued**

Rogue Valley Council of Governments												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
Rogue Valley MPO Planning SFY25	n/a	21866	FFY2024	Planning	\$ 362,912	PL	\$ 41,537	ODOT	\$ 404,449			\$ 404,449
		21866	FFY2024	Planning	\$ 108,976	FTA 5303	\$ 12,473	RVMPO	\$ 121,449			\$ 121,449
				Design					\$ -			\$ -
				Land Purchase					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
		Total FFY21-24			\$ 471,888		\$ 54,010		\$ 525,898			\$ 525,898
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Planning and technical studies											
Description:	Planning and Reasearch, Support Transit Planning through RTP & TIP											
Rogue Valley MPO Planning SFY26	n/a	22908	FFY2025	Planning	\$ 526,851	PL	\$ 60,300	ODOT	\$ 587,151			\$ 587,151
		22908	FFY2025	Planning	\$ 198,246	FTA 5303	\$ 22,690	RVMPO	\$ 220,936			\$ 220,936
				Design					\$ -			\$ -
				Land Purchase					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
		Total FFY24-27			\$ 725,097		\$ 82,990		\$ 808,087			\$ 808,087
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Planning and technical studies											
Description:	Planning and Reasearch, Support Transit Planning through RTP & TIP											
Rogue Valley MPO Planning SFY27	n/a	22911	FFY2026	Planning	\$ 528,019	PL	\$ 60,434	ODOT	\$ 588,453			\$ 588,453
		22911	FFY2026	Planning	\$ 207,249	FTA 5303	\$ 23,721	RVMPO	\$ 230,970			\$ 230,970
				Design					\$ -			\$ -
				Land Purchase					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
		Total FFY24-27			\$ 735,268		\$ 84,155		\$ 819,423			\$ 819,423
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Planning and technical studies											
Description:	Planning and Reasearch, Support Transit Planning through RTP & TIP											
Rogue Valley MPO Planning SFY28	n/a	22912	FFY2027	Planning	\$ 529,197	PL	\$ 60,568	ODOT	\$ 589,765			\$ 589,765
		22912	FFY2027	Planning	\$ 216,578	FTA 5303	\$ 24,788	RVMPO	\$ 241,366			\$ 241,366
				Design					\$ -			\$ -
				Land Purchase					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
		Total FFY24-27			\$ 745,775		\$ 85,356		\$ 831,131			\$ 831,131
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Planning and technical studies											
Description:	Planning and Reasearch, Support Transit Planning through RTP & TIP											
Subtotal RVCOG Projects					\$ 2,678,028		\$ 306,511		\$ 2,984,539	\$ -		\$ 2,984,539
Total RVMPO 2024-2027 RVMPO TIP Projects												\$162,842,945



Figure 2: RVMPO 2024-2027 TIP Projects



## Appendix A: Resolution

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**Resolution Number 2023-02**  
**Rogue Valley Metropolitan Planning Organization - Policy Committee**

**Adopting 2024-2027 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 2024-2027 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 2021-2024 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 2024-2027 TIP.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 23 day of May 2023.

  
\_\_\_\_\_  
Jerry Marmon  
RVMPO Policy Committee Chair

# Appendix B: Transportation Project Funding Sources

## Financial Constraint

The Infrastructure Investment and Jobs Act (IIJA) 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 2021-2045 RTP (RTP Financial Plan).

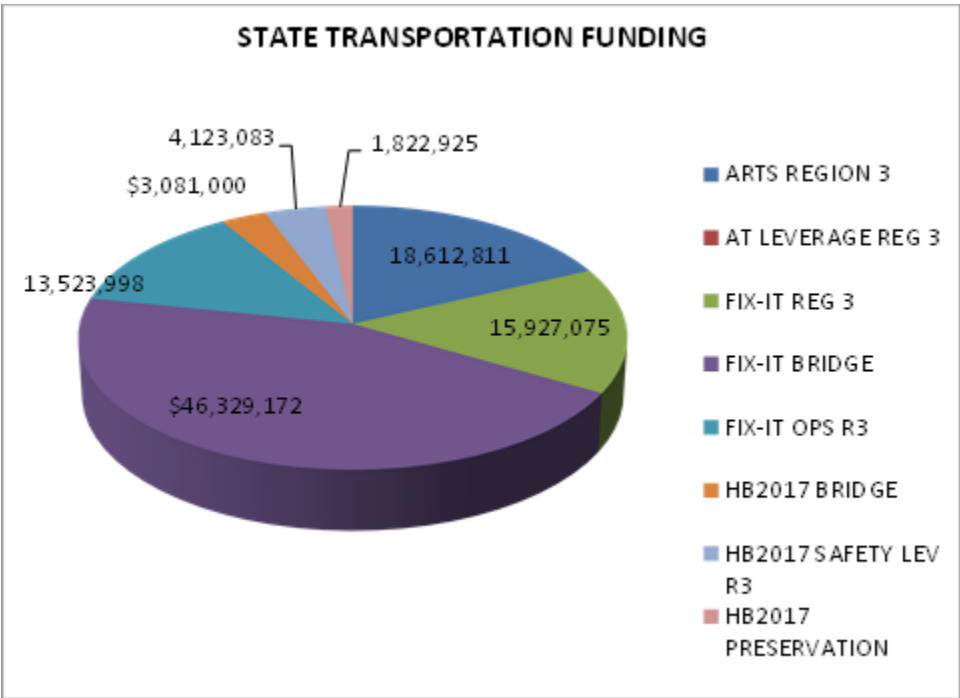
Demonstration of Financial Constraint needs to be reflected in the TIP. For the 2024- 2027 TIP, available funding has been identified in several ways depending on the funding source and agency. Funding for projects to be pursued by the Oregon Department of Transportation is tied directly to the projects being pursued and therefore

is considered, by the MPO, to be fiscally constrained. For those projects that are to be pursued by member local governments or by the local transit district (RVTD), a forecast of federal funding sources has been provided by the Oregon DOT and is identified in the subsequent figures.

## Adequate Maintenance and Operation of Existing System

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. Primary emphasis has been placed on the maintenance and operation of the existing system to ensuring that these needs are met before resources are devoted to capital projects. Projects contained in the 2024-2027 TIP reflect this emphasis.

Figure 3: ODOT Project Types and Associated Funding Sources 2024-2027



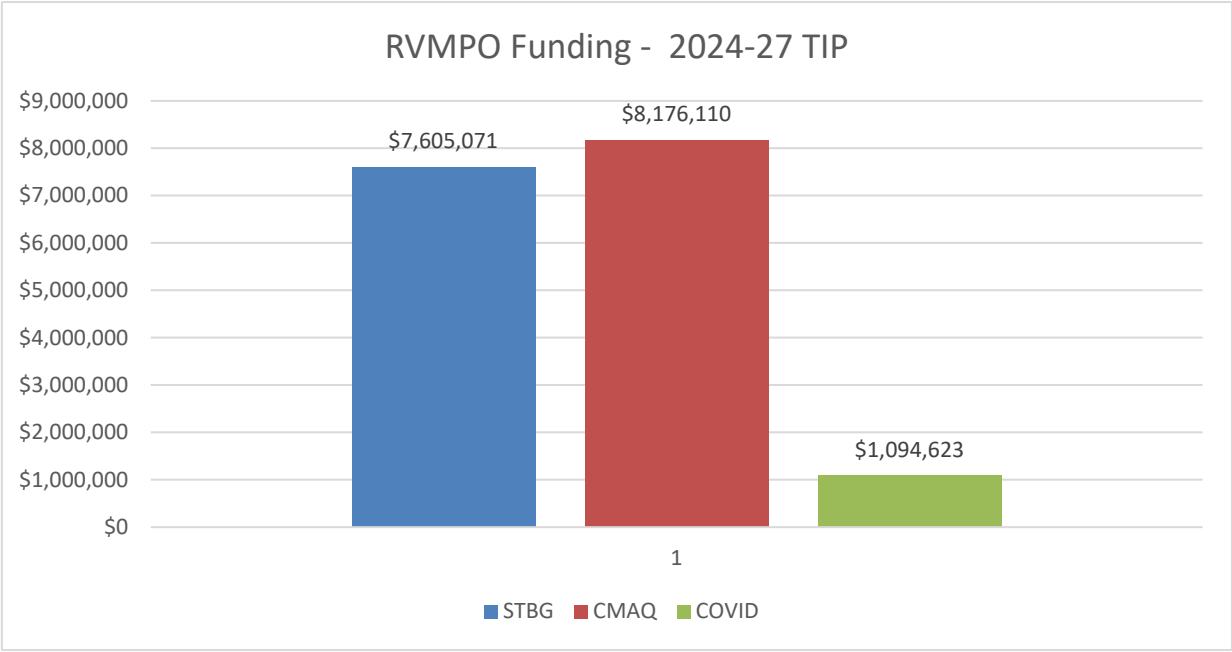
# Appendix B: Transportation Project Funding Sources

## Available and Committed Revenues and Funding Sources

The Oregon Department of Transportation distributes federal Surface Transportation Block Grant (STBG) funds to the MPOs by formula. As part of an Inter-Governmental Agreement, the RVMPO dedicates \$700,000 of its STBG funds to the RVTD. The RVMPO is also a non-attainment area for PM10 (particulate matter of 10 microns or less in size) and Carbon Monoxide (CO). As a non-attainment area, the RVMPO receives Congestion Mitigation and Air Quality (CMAQ) funds. Member jurisdictions vie for STBG and CMAQ funds to help them pursue those projects that meet the federal requirements and help them towards their local goals. Figure 4 identifies the available STBG and CMAQ funds for the period 2024-2027. The funds for 2024 have already been programmed through the previous TIP cycle.

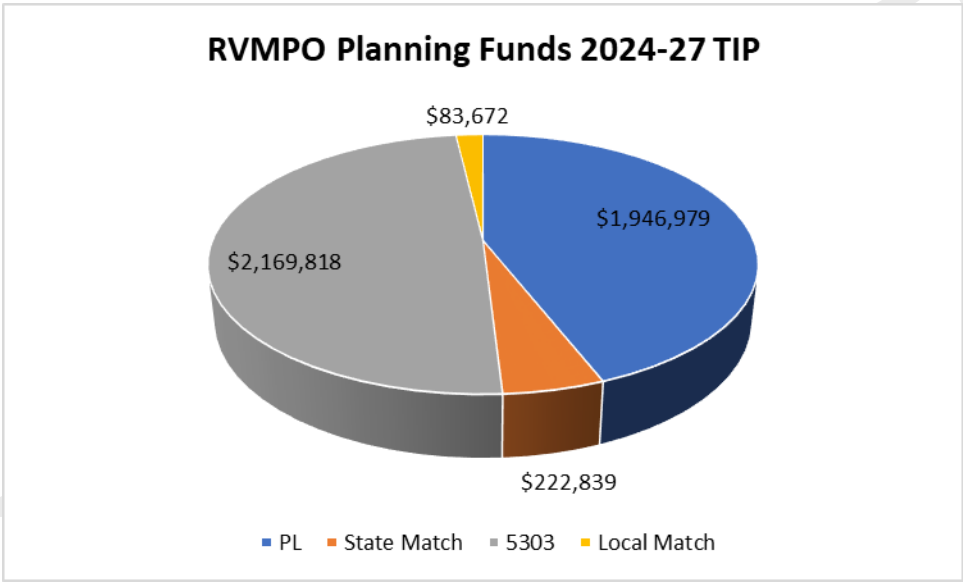
MPOs are also recipients of Planning (PL) funds from the Federal Highway Administration and Section 5303 funds from the Federal Transit Administration. These funds are used to support the primary work of an MPO – the Unified Planning Work Program (UPWP), the TIP, the RTP, and the day-to-day administration and operation of the MPO. Federal funds require a “match” of funding by the state and/or recipient. The State, through the Department of Transportation, matches the PL funds from the FHWA. The MPOs are required to provide the match for the FTA’s Section 5303 funds. Figure 5 below identifies the projected planning funds revenue stream for the 2024- 2027 TIP.

Figure 4: CMAQ, STBG, and COVID Relief Funds Available for the 2024-2027 RVMPO TIP



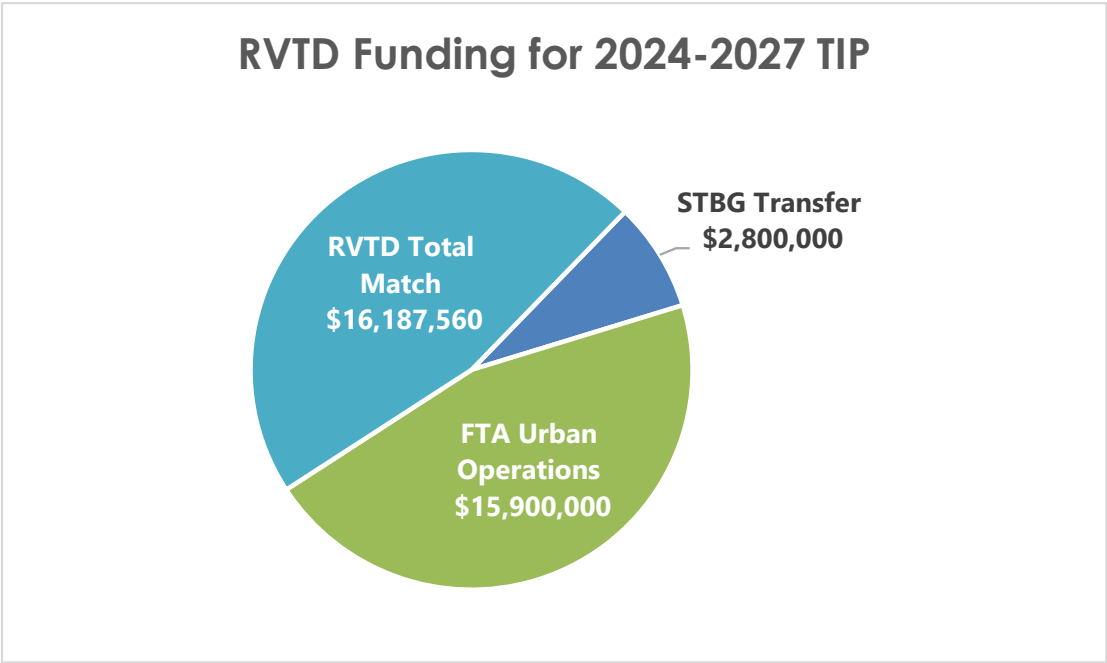
# Appendix B: Transportation Project Funding Sources

Figure 5: Available PL and 5303 Funds for 2024-2027 RVMPO TIP



The region also receives FTA funds, through the RVTD, for both capital and operational expenses of transit. The RVTD receives direct allocations of State funds and can also apply for state grants. Figure 6 below provides a summary of anticipated revenues for the RVTD over the four-year period covered by this TIP.

Figure 6: RVTD Funding for 2024-2027 TIP





## Appendix B: Transportation Project Funding Sources

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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 Figure 3 on Page 15.

### Federal Highway Administration

Federal surface transportation legislation is the primary federal revenue source for highway projects in the region. The current federal legislation on surface transportation, the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021. It continued the emphasis on a streamlined and performance-based transportation program. Estimates of available federal funding are provided to the MPOs by the Oregon Department of Transportation.

### COVID Relief

These funds came to the MPO with no strings attached. The RVMPO received \$2.515 million in COVID Relief funds. The initial distribution of these funds was as follows: \$250,000 each to the cities of Eagle Point, Jacksonville, Phoenix, and Talent; \$400,000 to the city of Ashland; and \$75,000 to be expended for Near Map to assist the local governments with aerial photography. The remaining \$1,040,367 was set aside for use in this round of TIP project selection.

### 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 pay for infrastructure projects that improve highway safety. The High Risk Rural Roads Program is eliminated as a set aside, although 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. ODOT will increase the amount of funding available for safety projects on local road because Oregon's funding under the HSIP increased significantly and there is direction in MAP-21 to address safety challenges on all public 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)

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 STBG funds can be used on bridge projects.

## Appendix B: Transportation Project Funding Sources

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### ODOT STBG

In the RVMPO area, STBG funds allocated to the State of Oregon through ODOT are primarily used to fund improvements to state highways in the region. STBG-funded projects generally require a 10.27 percent non-federal match. Bridges not on the NHS are funded using STBG flexible funds.

The Oregon Transportation Commission (OTC) and ODOT began a new program with the development of the 2015-2018 Statewide Transportation Improvements Program (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 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. As of 2017, with the signing of HB-2017 into law by Governor Brown, Enhance funds have been greatly restricted and are not available for use.

### RVMPO STBG

The IJA states that 50 percent of the STBG 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. These funds have increased to the sum of a little over \$2.3 million each year. The RVMPO Policy Committee has the most discretion of these funds within the TIP. A variety of multi-modal projects can be funded with STBG 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 and 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 (PM<sub>10</sub>) 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 STBG 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.

## Appendix B: Transportation Project Funding Sources

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### Federal Transit Administration

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 IIJA 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)

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)

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)

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. 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)

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)

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)

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 administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

## Appendix B: Transportation Project Funding Sources

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### Oregon State Highway

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 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 select transit- related projects.

### Small 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 \$100,000 each. The cities of Eagle Point, Jacksonville and Phoenix are eligible for Small 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

Systems Development Charges (SDC) are fees paid by land developers and reflect the increased capital costs incurred by a jurisdiction or utility as a result of a 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 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.

LIDs 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.

## Appendix B: Transportation Project Funding Sources

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### Local Parking Fees

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. This fee is 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.

### Local Jurisdictions

Local funds not only directly pay project costs, they also provide the matching funds for grants such as CMAQ program funds. Most transportation grant funds require a local match.

### Rogue Valley Transportation District

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 receipts, 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

Oregon gas tax revenues, systems development charges and utility fees are the primary sources of transportation revenue.

## Appendix B: Transportation Project Funding Sources

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### **City of Ashland**

Oregon gas tax receipts, STBG funds, street utility fees, and SDCs are the primary sources of transportation revenue.

### **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, STBG funds, street utility fees, and SDCs are the primary sources of transportation revenue.

### **City of Talent**

Oregon gas tax receipts, STBG funds, street utility fees, and SDCs are the primary sources of transportation revenue.



## Appendix C: Transportation Planning Acronyms and Terms

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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, 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 (gridlock)
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
MTIP:	Metropolitan Transportation Improvement Program (same as TIP)
NAAQS:	National Ambient Air Quality Standards
NARC:	National Association of Regional Councils



## Appendix C: Transportation Planning Acronyms and Terms

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NHS:	National Highway System
NPTS:	Nationwide Personal Transportation Survey
NTI:	National Transit Institute
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission
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
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

## Appendix C: Transportation Planning Acronyms and Terms

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### **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.

### **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 it 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.

## Appendix C: Transportation Planning Acronyms and Terms

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### **Maintenance Area**

“Any geographical region of the United States that the EPA has designated (under Section 175A of the CAA) for 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), hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM10). Mobile sources are subject to a different set of regulations than 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;
- (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: Regionally Significant Projects Definition

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August 13, 2014

### Background

This document is intended to serve as a tool for assisting with determining whether a roadway facility in the RVMPO planning area is “Regionally Significant” with respect to the air quality conformity requirements found in the Transportation Conformity Rule (40 CFR Part 93). The purpose is to provide pertinent information to the Interagency Consultation Group (IACG) on the characteristics that would normally be used to consider the regional significance of a transportation project and in particular one that is on a roadway facility classified as a Minor Arterial or lower. The IACG will make the final determination of regional significance on a case-by-case basis, and additional criteria beyond what is being presented in this document may be used at the IACG’s discretion.

The RVMPO shall provide initial determinations regarding exemption and significance status for each project to the IACG for review and comment. Following consultation, the RVMPO shall make a final determination for the project pool.

### Federal Conformity Rule Definition of Regional Significance

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 of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals themselves and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

### Examples of Regionally-Significant Projects

Below are examples of projects which must be included in the network modeling for the regional emissions analysis for the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and amendments to RTP and TIP. This list is not necessarily comprehensive.

- **Interstates and Expressways**
  - \* New segment
  - \* Added through lane
  - \* Continuous auxiliary lane
  - \* New interchange
- **Other Principal Arterial**
  - \* New segment
  - \* Added through lane
  - \* Continuous auxiliary lane
  - \* New interchange
- **Rail and Fixed Guide-Way Transit**
- **Major expansion of fixed rail or fixed guide-way system**

## Appendix D: Regionally Significant Projects Definition

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- **Examples of Non-Exempt Projects that are not Regionally Significant**
  - \* Addition of thru traffic lanes on arterial roads that do not extend the full distance between major intersections
  - \* Addition of thru traffic lanes on roads that are not functionally classified as an arterial or higher and do not serve regional transportation needs
  - \* New collector roads that serve minor developments
  - \* New or expanded park-and-ride lots that do not serve regional transportation needs
  - \* New collector road overpasses

## Appendix E: Comments and Responses

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TO: Rogue Valley Metropolitan Planning Organization Board of Directors  
From: Streets for Everyone, an Action Team of the Ashland Climate Collaborative  
CC: Ashland City Council  
Scott Fleury, City of Ashland Director of Public Works  
Date: May 20, 2023  
RE: Comments on Proposed Project # 21184 - Ashland Street in Ashland

Streets for Everyone appreciates the opportunity to provide these recommendations to the Rogue Valley Metropolitan Planning Organization Board of Directors regarding proposed work on Ashland Street.

We believe that the proposed work on OR 66 (Ashland Street), project number 21184, represents an important opportunity to make safety improvements in a cost-effective manner during upcoming repaving between the railroad bridge and the southbound I-5, exit 14 on-ramp. We offer four specific recommendations below with their rationale.

### Who We Are

Streets for Everyone is a volunteer Action Team of the Ashland Climate Collaborative ([www.AshlandClimate.org](http://www.AshlandClimate.org)), a 501c3 organization. ACC serves as a hub for community collaboration to reduce our climate impact and build a more equitable and resilient Ashland. Our vision is that people of all ages, abilities, and means can choose to bike, walk, and roll throughout Ashland for their everyday travel needs, because it is safe, convenient, and efficient. ACC and its Action Teams are supported by local charitable contributions. We'd be pleased to discuss this matter further with you. Learn more at [StreetsForEveryone.net](http://StreetsForEveryone.net); or we can be reached at [info@ashlandclimate.org](mailto:info@ashlandclimate.org).

### Background

Kent Chamberlain, an Ashland resident, tragically lost his life on December 30, 2022, when he was struck by a Cadillac SRX, a midsize SUV, while crossing Ashland Street at YMCA Way. The National Highway Traffic Safety Administration made the connection in 2015 that SUVs were deadlier for pedestrians than cars, referenced on page 90 of a 195-page report. That report, citing 12 independent studies of injury data, said pedestrians are two to three times "more likely to suffer a fatality when struck by an SUV or pickup than when struck by a passenger car."<sup>1</sup>

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<sup>1</sup> [Death on foot: America's love of SUVs is killing pedestrians](#); Dec. 16, 2019.



## Appendix E: Comments and Responses

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SUVs and pickup trucks are the fastest growing class of motor vehicles in the U.S.<sup>2</sup>

The city of Ashland plans to make safety improvements when it repaves Ashland Street between the railroad bridge and Siskiyou Boulevard (Rogue Valley Highway, OR99). A key feature of the city's work will include the addition of protected bike lanes.<sup>3</sup> [Research](#) shows that protected bike lanes improve safety for all road users. In addition, protected bike lanes serve to [boost the number of people bicycling](#) and, potentially, [help to close the gender gap](#) in cycling as well as reduce vehicle miles of travel and [carbon emissions](#). They also serve to improve human health and save people money by avoiding the high cost of driving.

**Recommendation 1: Protected bike lanes should be included on all of Ashland Street, independent of jurisdiction (RR overpass to southbound I-5 on-ramp).**

Consistent facility design between jurisdictions is an essential principle of transportation planning. Adding protected bike lanes to project 21184 is vital to begin building a continuous network of safe, practical and efficient bicycle routes in Ashland (see also project #22278). For that reason we ask that project 21184 include protected bike lanes throughout its length.

**Recommendation 2: Add a pedestrian crossing and flashing beacon at the intersection of YMCA Way and OR66**

YMCA Way intersects OR66 approximately 460 feet west of Tolman Creek Road. The Donald E. Lewis Retirement Center (DLRC), located on YMCA Way, includes 30 one-bedroom and 10 subsidized studio apartments for seniors. It is within walking distance of several shopping centers, restaurants, and the YMCA. Walking to Shop'n Kart grocery store requires residents to either cross OR66 at the intersection of YMCA Way (where Mr. Chamberlain was struck) or increase the round-trip walking distance by approximately one-quarter mile to cross OR66 at the existing signal at Tolman Road. A quarter-mile out-of-direction walk is an insurmountable distance for many elderly and disabled persons, especially with groceries. Including a pedestrian crossing and flashing beacon at YMCA Way is a critically important safety measure.

**Recommendation 3: Include [bike boxes](#) on all legs of the Tolman Creek/Ashland Street intersection**

A [bike box](#) is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. Including bike boxes on all legs of

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<sup>2</sup> [Light Trucks Now Outselling Cars 3-to-1](#); January 30, 2022.

<sup>3</sup> [Network of bike lanes green-lighted by Ashland council](#); April 5, 2023



## Appendix E: Comments and Responses

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the Tolman Creek/Ashland Street intersection, will complement the existing bicycle signal on Ashland Street at the I-5 southbound on-ramp, serving to isolate bicycle turning and through movements from those of motor vehicles at intersections. This design should be utilized at all traffic signals within urban areas.

### **Recommendation 4: Lower the speed on OR66**

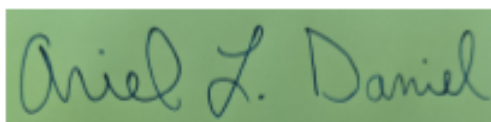
The current speed limit has proven deadly and lower maximum speeds will improve safety of all road users. It is incongruous that the speed limit on the ODOT section of Ashland Street, where traffic volumes are greater and turning conflicts higher, is faster than on the city owned section. The entire stretch between Siskiyou and the southbound I-5 ramps should be slower. That will do more to save lives and avoid serious injuries than any other "safety" improvement. Redesigning the cross-section to reflect the slower posted speed is also recommended.

### **Recommendation 5: Try it Yourself**

To evaluate the merits of these recommendations, we ask that you conduct the following test, suitable for transportation engineers, planners, elected and appointed officials, and staff:

Park in the Shop'n Kart parking lot, cross Ashland Street at YMCA Way, and walk, using the sidewalk, over the bridge to Faith Street, then after crossing OR66 again, walk back over the bridge but this time walk in the painted bike lane (if only for a moment) before returning to your parked car. That experience will easily demonstrate why the above recommendations are warranted and necessary for safety, travel efficiency and to meet a multitude of goals/policies contained in the Oregon Transportation Plan.

Thank you again for the opportunity to provide this input. We welcome the opportunity to engage with you further on these important issues, and encourage you to reach out to us to continue this discussion with the people of Ashland. To discuss further, please feel free to contact us at [info@ashlandclimate.org](mailto:info@ashlandclimate.org)

A handwritten signature in blue ink that reads "Ariel L. Daniel". The signature is written in a cursive, flowing style.

Ariel Daniel  
Co-chair, Streets for Everyone

## Appendix E: Comments and Responses

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### ***Rogue Valley Metropolitan Planning Organization***

#### **Regional Transportation Planning**

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

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May 23, 2023

Re: Comments on Proposed Project #21184

Dear Ms. Daniel:

On behalf of the Policy Committee of the Rogue Valley MPO let me thank you for your considered and well laid out comments. I would like to state that safety is the number one priority of the RVMPO. Promoting alternate forms/modes of transportation, including bicycle, pedestrian, and transit has been another major concern of the Policy Committee. Over the past two years the MPO has revised its project selection process to emphasize the need for these alternatives to the single occupancy automobile.

Your suggestions are thoughtful and rational. However, the project in question is merely a resurfacing project and the funds assigned to that project are to cover the cost of resurfacing. Additional modifications require additional funds, and those funds are hard to come by. The other primary issue is that this project, whilst inside the jurisdiction of the city of Ashland, is a project being pursued by the Oregon Department of Transportation and they have authority over how to allocate their scarce resources.

I would like to reiterate that your suggestions are very plausible but expensive, save for the pedestrian crossing and flashing signal, which is relatively cheaper to undertake. I suggest that you keep in touch with the city of Ashland staff so that when we undertake another call for projects that they are aware and could pursue funding for some of your suggestions.

In the meantime, we here at the Rogue Valley Council of Governments (of which the MPO is a part of) is expanding its outreach and assistance to local governments to pursue federal and state grants that may be used for safety and transportation related projects. With the recent passage of the Infrastructure Investment & Jobs Act (IIJA) many new grant programs were created, and we are doing everything we can to take advantage of these new pots of money.

Additionally, I would like to provide you with a contact at the Oregon DOT. His name is Jerry Marmon and he is the ODOT Area Manager for the Rogue Valley. His phone number is 541-744-6353. His email address is [jerry.marmon@odot.oregon.gov](mailto:jerry.marmon@odot.oregon.gov). He also just happens to be the current Chair of the RVMPO.

Sincerely,

Karl D. Welzenbach, Planning Program Manager

RVMPO is staffed by Rogue Valley Council of Governments • 155 N. First St. • P O Box 3275 • Central Point OR 97502 • 664-6674

## Appendix F: RVMPO Self-Certification



### **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

#### **METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION**

THE ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION FOR THE MEDFORD URBANIZED AREA HEREBY CERTIFIES THAT THE TRANSPORTATION PLANNING PROCESS IS ADDRESSING THE MAJOR ISSUES IN THE METROPOLITAN PLANNING AREA AND IS BEING CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:

1. 23 U.S.C 134, 49 U.S.C. 5303, and 23 CFR 450 (c);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
Jerry Mannon, Chair  
RVMPO Policy Committee

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**Rogue Valley**  
Metropolitan Planning  
Organization  
2023