



Transportation Improvement Program

for

**Federal Fiscal Years
2021-2024**



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

Rogue Valley MPO

Transportation Improvement Program **Federal Fiscal Years 2021 to 2024**

Adopted by the RVMPO Policy Committee
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The RVMPO

Following the 1980 Census, the Greater Medford urbanized area was designated a Metropolitan Statistical Area (an urbanized area with a population in excess of 50,000 persons). Transportation planning activities in such areas must be coordinated through a Metropolitan Planning Organization (MPO). The Rogue Valley Council of Governments (RVCOG) was designated by the Governor of Oregon as the Rogue Valley MPO (RVMPO) in July 1982. Local jurisdictions initially involved in the planning activities were Medford, Central Point, Jackson County and Rogue Valley Transportation District. Phoenix was added to the Medford Urbanized Area (UZA) after the 1990 Census, and subsequently became a member of the RVMPO. After the 2000 Census the Medford UZA expanded to include Ashland, Talent and Jacksonville (Federal Register notice May 1, 2002), and so the RVMPO again expanded to include the additional UZA area, consistent with 23 USC 134 (c). After the 2010 Census, the RVMPO expanded to add Eagle Point to the UZA (Eagle Point joined the MPO in 2002 as a voluntary member). The planning area is shown in Figure 1, page 2. In addition, the Oregon Department of Environmental Quality, Oregon Department of Transportation, Oregon Department of Land Conservation and Development, Federal Highway Administration, and Federal Transit Administration participate in the MPO process. Estimated population in the RVMPO is 181,138 (estimated July 2018).

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

- Develop and maintain a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) consistent with state and federal planning requirements.
- Perform regional air quality conformity analyses for carbon monoxide (CO), for which the Medford area is a Maintenance Area, and particulate matter (PM₁₀) for which an area corresponding roughly to the expanded MPO boundary is a Maintenance Area.
- Review specific transportation and development proposals for consistency with the RTP.
- Develop a Public Participation Plan that establishes an open decision-making process in which interested parties have the opportunity to influence decisions.
- Coordinate transportation decisions among local jurisdictions, state agencies and area transit operators.
- Develop an annual planning work program.
- House and staff the regional travel demand model for the purposes of assessing, planning and coordinating regional travel demand impacts. (NOTE: ODOT's Transportation Planning Analysis Unit (TPAU) provides modeling services to the RVMPO).

The RVCOG Board of Directors has delegated responsibility for RVMPO policy functions to the Policy Committee, which consists of elected and appointed officials from Central Point, Medford, Phoenix, Ashland, Talent, Eagle Point, Jacksonville, Jackson County(and the White City Urban Renewal Agency), the Oregon Department of Transportation and Rogue Valley Transportation District. The Policy Committee considers recommendations from the public and RVMPO advisory committees as part of its decision-making process. Standing RVMPO advisory committees are the Public Advisory Council (PAC), made up of representatives from a broad range of constituencies; and the Technical Advisory Committee (TAC), made up of jurisdictional public Works and planning staff and state agency staff. Committee rosters are on the next page.

**Rogue Valley
Metropolitan
Planning
Organization**

Policy Committee

Mike Quilty, Vice	City of Central Point
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Rich Rosenthal	City of Ashland
Eleanore Ponomareff	City of Talent
Jim Lewis, Chair	City of Jacksonville
Ruth Jenks	City of Eagle Point
Chris Luz	City of Phoenix
Rick Dyer	Jackson County
Tonia Moro	Rogue Valley Transportation District
Art Anderson	Oregon Department of Transportation

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Ashland	Karl Johnson: Public Works
Central Point	Tom Humphrey, Vice-Chair: Planning
Central Point	Matt Samitore: Public Works
DLCD	Josh LeBombard
Eagle Point	Mike Upston: Planning
Eagle Point	Robert Miller: Public Works
Jackson County	Charles Bennett: Planning
Jackson County	Mike Kuntz: Roads and Parks
Jacksonville	Ian Foster: Planning
Jacksonville	Jeff Alvis: Public Works
Medford	Kyle Kearns: Planning
Medford	Alex Georgevitch, Chair: Public Works
RVTD	Paige West: Planning
RVTD	Melissa Lowry: Planning
Phoenix	Evan Mackenzie: Planning
Phoenix	VACANT: Public Works
Talent	Zac Moody: Planning
ODOT	Dan Roberts: Region 3
ODOT	Ian Horlacher: Region 3

Non-voting Members:

FHWA	Jazmin Harris
RVMPO (staff)	Karl Welzenbach

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Council**

Mary Wooding	Ashland
Edgar Hee	Bicycle/Pedestrian
Jennifer Boardman	Central Point
Larry Martin	Central Point
Michael Stanek	Eagle Point
VACANT	East Medford
Mark Earnest	East Medford
Mike Montero, Chair	Freight
Ron Holthusen	Jacksonville
VACANT	Low Income Community Interest
Patrick McKechnie	Mass Transit
George Ike Eisenhower	Phoenix
Michael Polich	Public Health
Robin Lee	Senior
VACANT	Talent
VACANT	West Medford
Haley Cox	West Medford

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Introduction

The Rogue Valley Metropolitan Planning Organization (RVMPO) Transportation Improvement Program (TIP) identifies transportation projects in the RVMPO that are expected to be implemented in federal fiscal years 2021-2024 (2021 year begins October 1, 2020). Projects included in the TIP are drawn from the RVMPO 2017-2042 Regional Transportation Plan (RTP). All of the projects selected and scheduled for implementation in the TIP are consistent with the RTP. Both the RTP and the TIP have been found by the U.S. Department of Transportation to meet air quality conformity requirements over at least a 20-year rolling planning horizon.

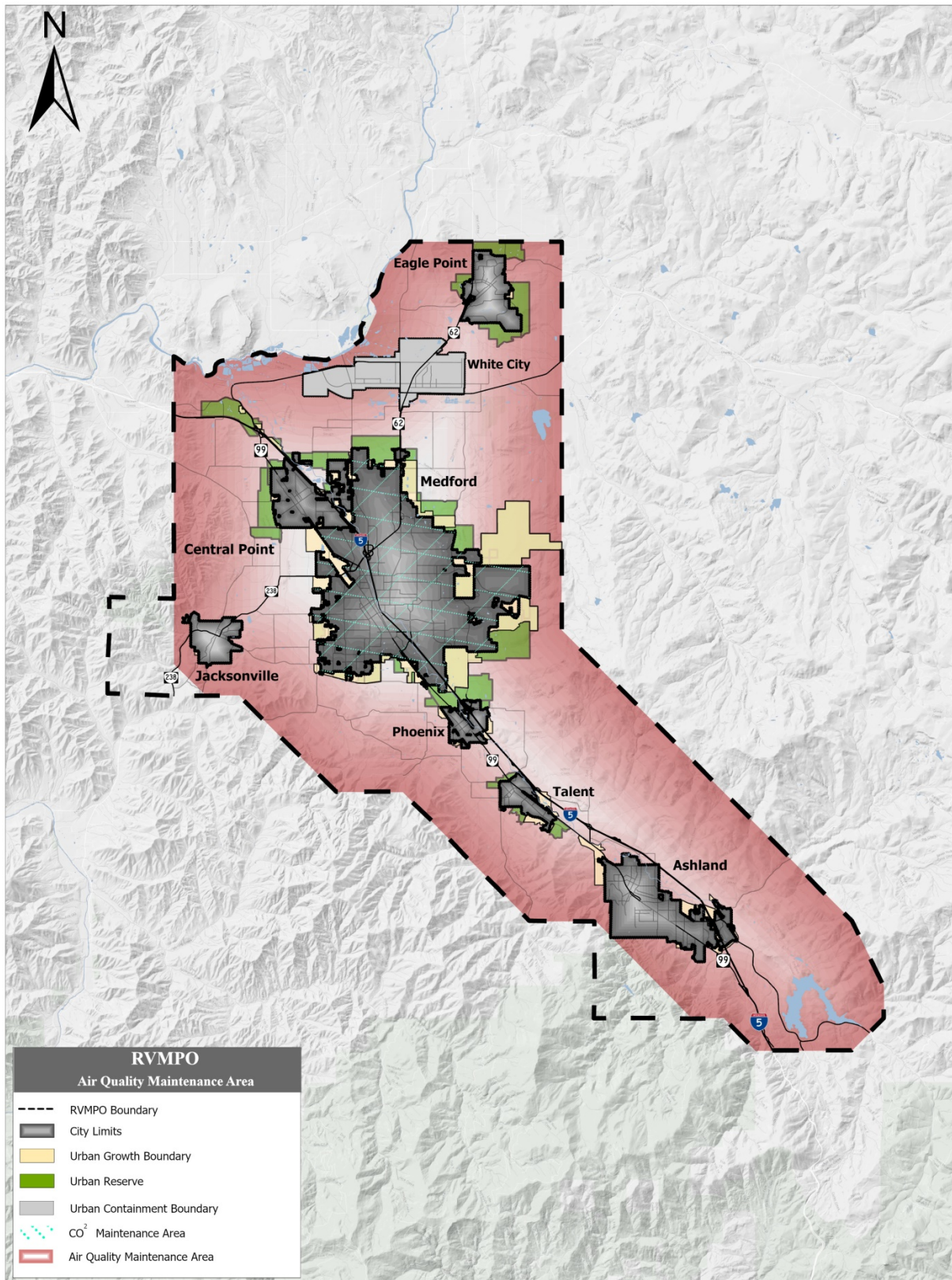
The projects listed in this document are “financially constrained,” meaning that funds required for completion are identified and expected to be available as indicated. As the amount of federal funds coming into the region may vary as the result of Congressional action, the revenues anticipated in the TIP represent the best estimates possible at this time based on federal, state and local consultation. Programmed projects may need to be delayed or phased over two or more years if less federal funding is received than originally forecast. The scheduling of projects listed may also change due to delays in funding, project changes, and other unforeseen circumstances.

This TIP was prepared as a coordinated and cooperative effort of the RVMPO member jurisdictions. In addition to RVMPO Technical Advisory Committee and Public Advisory Council meetings at which drafts of the TIP content were discussed, advance notice was given to the public and other interested parties, and the draft document underwent a 30-day public review and comment period as required by the RVMPO Public Participation Plan.

An air quality conformity determination was performed on the TIP, and is submitted as a separate document showing conformity with requirements of the Clean Air Act and well as Oregon rules. The RVMPO contains two separate air quality maintenance areas that must be monitored for conformity with federal air quality standards as illustrated in Figure 1 on the following page. The Medford-Ashland AQMA area is designated as an attainment and maintenance area for particulate matter (PM₁₀). The Medford Urban Growth Boundary (UGB) area is an attainment and maintenance area for carbon monoxide (CO). All known “regionally significant” (see definition, p.29) and federally-funded transportation projects have been included in the 2021-2024 TIP, and their estimated air quality impacts analyzed.

The Air Quality Conformity Determination (AQCD) prepared on this TIP demonstrates that projects scheduled will result in carbon monoxide and particulate (PM₁₀) emissions lower than the budgeted amounts (see the AQCD for further details). As a result, the TIP complies with specific requirements of the federal Clean Air Act and Oregon State Conformity Rule (OAR 340 Division 252).

Figure 1: RVMPO Area and Air Quality Area Boundaries



Project Selection and Prioritization

Federal regulations require a program of transportation investments for the urban area covering a period of at least four years be prepared under the direction of the Metropolitan Planning Organization (MPO). The 2021-2024 Transportation Improvement Program (TIP) fulfills this requirement, prioritizing the short-term projects identified in the Regional Transportation Plan (RTP). It is consistent with the long-range transportation plan (RTP) as required by 23 CFR 450.234 (f) (2). It provides the mechanism by which the incremental implementation of the RTP is accomplished. Development of the TIP represents an important consensus among the jurisdictions in the region concerning the identification and implementation of priority transportation projects.

The TIP is the formal programming mechanism by which funds are committed to specific transportation projects. Funding levels identified by the RVMPO Policy Committee through TIP adoption indicate regional commitments to specific dollar amounts, but not necessarily the completion of projects. Cost overruns remain the responsibility of the implementing jurisdiction(s).

TIP Project Summary

The TIP must contain all the transportation projects which either: a) use federal funds; or b) use state and/or local funds and are deemed to be “regionally significant.” In addition, the TIP must describe the selected projects and identify the funding necessary to complete them. For federally funded and regionally significant projects to be implemented within the RVMPO region they must be found to be consistent the Clean Air Act requirements – more specifically projects must conform to maintenance plans for particulates (PM₁₀) and carbon monoxide (see the current RVMPO Air Quality Conformity Determination for details at www.rvmopo.org). Once conformity is established the RVMPO may consider listing the project in this program. To be considered for the TIP, the project must already be listed in the RVMPO long-range plan (RTP) or it must be consistent with the RTP goals so that it can be amended into the RTP. Then, the Statewide Transportation Improvement Program is developed and maintained to be consistent with the TIP.

There are different processes for developing projects for inclusion in the TIP, depending on the funding sources and the sponsoring agency. Projects are funded with federal discretionary funds that come to the region for allocation, or with funds provided by the sponsoring agency. Often a combination of sources is used to fully fund a project.

For projects receiving federal funds over which the RVMPO has discretion -- typically Surface Transportation Block Grant Program – local share (STBG-L) and Congestion Mitigation and Air Quality program (CMAQ) funds – the RVMPO engages in an open solicitation of project applications from the member jurisdictions, develops a project evaluation and selection process that reflects regional, state and federal priorities, and selects projects and sets funding levels. Although the RVMPO Policy Committee is responsible for allocating regional discretionary federal transportation funds to projects, USDOT make final eligibility determinations. Details about project evaluation for RVMPO funding is available on the internet, www.rvmopo.org The RVMPO awards about \$1.7 million a year in STBG-L funds and about \$1.3 million in CMAQ funds (RVMPO CMAQ funds were reduced from \$2.5 million in FY2017 due to Salem/Keizer MPO and Central Lane MPO becoming eligible for CMAQ funds). 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 state Transportation System Plans (TSPs) (for cities and the county) and other long- and short-ranged planning documents. The jurisdiction and agency funded projects reflect priorities of the agency as well as the RVMPO.

Setting project priorities involves considering local and regional needs; addressing deficiencies with both short and long-range projects; and allocating investments among the various transportation modes. Regional transportation investment priorities are implemented through the decisions of the RVMPO Policy Committee. As required by 23 CFR 450.324(n) (1), the criteria for prioritization and implementation of TIP projects are shown in the RTP, and implemented through a discretionary funding process (see materials at <https://www.rvmmpo.org/index.php/ct-menu-item-13/2019-2021projectsolic>), and on file at RVCOG. Generally, priorities set in 2018 with adoption of the RTP have been implemented through the previous TIP, and continue in this TIP; there are no changes in prioritization from previous TIPs.

Public Involvement Process

Projects included in the TIP are subject to public review as they typically come from adopted plans such as local TSPs as well as the RTP. Before their inclusion in the draft TIP, the public has several opportunities to comment and suggest revisions to these projects and whether and what amount of funds should be allocated. Prior to its adoption by the Policy Committee, the proposed TIP is reviewed and recommended for adoption by the standing RVMPO advisory committees and undergoes a publicized 30-day public review and comment period. Public, staff, agency, and other interested party comments received during this process are considered by the Policy Committee at the time of adoption. If significant changes to the Draft TIP are to be made, a revised draft document is resubmitted to the public for an additional 30-day review and comment period. Such revisions haven't occurred with this TIP.

Amending the TIP

Conditions under which projects are implemented can change before and during implementation. All such changes must be in the TIP before they can actually occur on the ground. For that reason, the TIP often is amended. For the most current status on any given project, the sponsoring agency or the RVMPO staff should be contacted.

The process of amending the TIP involves with “administrative” or “full” amendments. Full amendments require Policy Committee approval with a 21-day public participation and comment period. Federal regulations do not require this process for administrative amendments, so they are accomplished through staff action. Table 1 on the following page describes the amendment process in detail.

Table 1: TIP Amendment Process

Type of Change	Federal Action	Full Amend	Admin Amend
If it is NOT in the TIP:			
1. Adding a state or federally funded (FHWA or FTA*) project, or a project that requires an action by FHWA or FTA (any funding source), to the TIP	Approval if in first 3 years	✓	
2. Adding a regionally significant project to the TIP (any funding source)	Approval if in first 3 years	✓	
3. Adding a federally funded project that is funded with discretionary funds	Notification		✓
4. Adding a non-federally funded project that doesn't impact air quality conformity or require FHWA or FTA action to the TIP	Notification		✓
If it is already in the TIP:			
5. Deleting a state or federally funded project, or a project that requires an action by FHWA or FTA (any funding source), from the TIP	Approval if in first 3 years	✓	
6. Major change in scope of a project with state or federal funds, or a project with CMAQ funds that requires a new CMAQ eligibility finding, or a project that requires a new regional air quality conformity finding.	Approval if in first 3 years	✓	
7. Advancing a project or phase of a project from the fourth year to the first three years of the TIP **	Approval	✓	
8. Advancing an approved project or phase of a project from year two or three into the current year of the STIP	Notification		✓
9. Slipping an approved project or phase of a project from the current year of the STIP to a later year			✓
10. Adding PE or ROW phase to an approved project in the first three years of the STIP	Notification		✓
11. Combining two or more approved projects into one project	Notification		✓
12. Splitting one approved project into two or more projects	Notification		✓
13. Minor technical corrections to make the printed STIP consistent with prior approvals	Notification		✓
14. Adding FHWA funds to an approved FTA-funded project	Notification		✓
15. Increasing or decreasing the federal funds of an FTA-funded project, without affecting fiscal constraint of the STIP	Notification		✓
16. Increasing or decreasing the federal funds of an FHWA-funded project, without affecting fiscal constraint of the STIP			✓

***Funds from 49 USC Chapter 53 or 23 USC, excluding State Planning & Research funds, Metropolitan Planning funds, and most Emergency Relief funds.**

****The federally approved STIP contains years one to three; year four is informational only.**

RVMPO 2021-2024 TIP Projects

The RVMPO TIP identifies transportation projects and programs to be implemented in the RVMPO planning area in the years 2021 through 2024. All RVMPO member jurisdictions participated in developing the TIP as well as the project solicitation and selection process for RVMPO discretionary funds and development and adoption of the Air Quality Conformity Determination. Details about RVMPO committee discussion of these processes is available at www.rvmppo.org

The TIP provides the intended schedule and estimated cost for each phase of listed projects. Table 2, below, lists the abbreviations that are used to identify the funding sources for TIP projects. Funding sources are described in detail in Appendix c.

Table 2: Glossary of Fund Source Abbreviations

<u>Federal Sources</u>	
CMAQ	Congestion Mitigation and Air Quality
TE	Transportation Enhancement
Earmark	Earmarked Funds
HEP	Hazard Elimination Program
HBRR	Highway Bridge Rehabilitation and Replacement
NHS	National Highway System
STBG	Surface Transportation Block Grant Program
FTA 5307	Urban Operations Support
FTA 5310	Transit Elderly and Disabled Services
<u>State Sources</u>	
Bike/Ped	Bicycle and Pedestrian Grants
LSN	Local Street Network
Mod	State Modernization Fund
OTIA	Oregon Transportation Investment Act
TDM	Transportation Demand/Rideshare Program
JTA	Jobs & Transportation Act (2009 Legislature)
<u>Local Sources</u>	
Local	Funds provided by project sponsor

Table 3, on the following pages, lists 2021-2024 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 3: Program of 2021-2024 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Ashland															
No Projects						Planning									
						Design									
						Land Purchase									
						Utility Relocate									
						Construction									
						Other									
						Total FFY21-24									
Subtotal Ashland Projects							\$ -		\$ -		\$ -	\$ -		\$ -	
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Central Point															
West Pine St. Reconstruction: Glenn Way to Brandon Ave	Widen w. Pine St between Glenn Way and Brandon Ave; add sidewalk, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will	234	Exempt (Table 2) Safety			Planning					\$ -	\$ -		\$ -	
						21017	FFY2021	Design	\$ 517,385	CMAQ (L400)	\$ 344,923	Central Point	\$ 862,308	Other	\$ 862,308
						21017	FFY2021	Land Purchase			\$ 50,000	Central Point	\$ 50,000	Other	\$ 50,000
						21017	FFY2021	Construction	\$ 1,000,000	CMAQ (L400)	\$ 1,449,230	Central Point	\$ 2,449,230	Other	\$ 2,449,230
						21017	FFY2021	Construction	\$ 1,000,000	STBG (L)	\$ -	Central Point	\$ 1,000,000	Other	\$ 1,000,000
						21017	FFY2021	Other	\$ 187,462	STBG (L)	\$ -		\$ 187,462	\$ -	\$ 187,462
						Total FFY21-24	\$ 2,704,847		\$ 1,844,153		\$ 4,549,000	\$ -	\$ 4,549,000		
Subtotal Central Point Projects							\$ 2,704,847		\$ 1,844,153		\$ 4,549,000	\$ -	\$ 4,549,000		
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Eagle Point															
No Projects						Planning									
						Design									
						Land Purchase									
						Utility Relocate									
						Construction									
						Other									
						Total FFY21-24									
Subtotal Eagle Point Projects							\$ -		\$ -		\$ -	\$ -	\$ -		
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Jacksonville															
No Projects						Planning									
						Design									
						Land Purchase									
						Utility Relocate									
						Construction									
						Other									
						Total FFY21-24									
Subtotal Jacksonville Projects							\$ -		\$ -		\$ -	\$ -	\$ -		

Table 3: Program of 2021-2024 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Medford														
Alley A-48 Paving - Hamilton to Orange	Pave the existing gravel alley which will reduce dust and provide air quality benefits by removing fine particulates.	n/a	Exempt (Table 2) Safety			Planning								
				22276	FFY2022	Design	\$ 32,197	CMAQ (L400)	\$ 3,685	Medford	\$ 35,882		\$ 35,882	
				22276	FFY2022	Land Purchase	\$ 50,000	CMAQ (L400)	\$ 5,723	Medford	\$ 55,723		\$ 55,723	
						Utility Relocate	\$ -		\$ -		\$ -		\$ -	
				22276	FFY2023	Construction	\$ 237,527	CMAQ (L400)	\$ 27,186	Medford	\$ 264,713	\$ 43,406	Medford	\$ 308,119
						Other					\$ -		\$ -	
		Total FFY21-24		\$ 319,724		\$ 36,594		\$ 356,318	\$ 43,406		\$ 399,724			
Stevens Street Improvements Project - Crater Lake Ave to Wabash	Design and construct bike and pedestrian facilities to improve pedestrian safety.	n/a	Exempt (Table 2) Safety			Planning								
				22277	FFY2022	Design	\$ 283,334	STBG (L)	\$ 32,429	Medford	\$ 315,763		\$ 315,763	
				22277	FFY2022	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	FFY2022	Other	\$ 76,000	STBG (L)	\$ 8,699	Medford	\$ 84,699		\$ 84,699	
		Total FFY21-24		\$ 2,107,167		\$ 241,175		\$ 2,348,342	\$ 358,825		\$ 2,707,167			
10th Street Lane Reconfiguration (Medford)	Restripe 10th Street between Riverside Ave and Siskiyou Blvd to include bike lanes. Restripe 10th Street at Riverside Ave to move bike lanes from the curb between through and right turn lan	n/a	Exempt (Table 2) Safety			Planning								
				21730	FFY2021	Design	\$ 76,542	HSIP	\$ 6,457	Medford	\$ 82,999		\$ 82,999	
				21730	FFY2021	Land Purchase	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000		\$ 5,000	
				21730	FFY2021	Utility Relocate	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000		\$ 5,000	
				21730	FFY2021	Construction	\$ 296,944	HSIP	\$ 25,051	Medford	\$ 321,995		\$ 321,995	
						Other					\$ -		\$ -	
		Total FFY21-24		\$ 382,708		\$ 32,286		\$ 414,994	\$ -		\$ 414,994			
Crater Lake Ave Signal Improvements (Medford)	Improvements to 8 signalized intersections	n/a	Exempt (Table 2) Safety			Planning								\$ -
				21728	FFY2021	Design	\$ 373,788	HSIP	\$ 31,534	Medford	\$ 405,322		\$ 405,322	
				21728	FFY2021	Land Purchase	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000		\$ 5,000	
				21728	FFY2021	Utility Relocate	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000		\$ 5,000	
				21728	FFY2021	Construction	\$ 1,485,928	HSIP	\$ 125,358	Medford	\$ 1,611,286		\$ 1,611,286	
						Other					\$ -		\$ -	
		Total FFY21-24		\$ 1,868,938		\$ 157,670		\$ 2,026,608	\$ -		\$ 2,026,608			
McAndrews Road Cycle Track (Medford)	Install a cycle track and sidewalk behind the curbs on McAndrews to better separate bike traffic. Includes driveway reconstruction, signal modifications, and ROW purchases.	n/a	Exempt (Table 2) Safety			Planning								\$ -
				21724	FFY2021	Design	\$ 406,903	HSIP	\$ 34,328	Medford	\$ 441,231		\$ 441,231	
				21724	FFY2021	Land Purchase	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000		\$ 5,000	
				21724	FFY2021	Utility Relocate	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000		\$ 5,000	
				21724	FFY2021	Construction	\$ 1,618,392	HSIP	\$ 136,533	Medford	\$ 1,754,925		\$ 1,754,925	
						Other					\$ -		\$ -	
		Total FFY21-24		\$ 2,034,517		\$ 171,639		\$ 2,206,156	\$ -		\$ 2,206,156			
Foothill Rd: Corridor	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes - Add signals	863	Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2015 Conformity Determination)			Planning								
				19231	FFY2015	Design	\$ 165,103	CMAQ	\$ 18,897	Medford	\$ 184,000	\$ 616,000	Medford	\$ 800,000
				19231	FFY2018	Land Purchase	\$ 600,000	CMAQ	\$ 68,673	Medford	\$ 668,673	\$ 931,327	Med / Other	\$ 1,600,000
				19231	FFY2020	Utility Relocate	\$ 7,742	CMAQ	\$ 886	Medford	\$ 8,628	\$ 31,372	Medford	\$ 40,000
				19231	FFY2021	Construction	\$ 2,227,155	CMAQ	\$ 254,908	Medford	\$ 2,482,063	\$ 9,555,537	Med / Other	\$ 12,037,600
						Other								
		Total FFY21-24		\$ 3,000,000		\$ 343,364		\$ 3,343,364	\$ 11,134,236		\$ 14,477,600			
Subtotal Medford Projects							\$ 9,713,054	\$ 982,728	\$ 10,695,782	\$ 11,536,467	\$ 22,232,249			

Table 3: Program of 2021-2024 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Phoenix																
No Projects						Planning										
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
						Other										
					Total FFY21-24											
Subtotal Phoenix Projects							\$ -		\$ -		\$ -	\$ -		\$ -		
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Talent																
No Projects						Planning										
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
						Other										
					Total FFY21-24											
Subtotal Talent Projects							\$ -		\$ -		\$ -	\$ -		\$ -		
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Jackson County																
Foothill Rd., Corey Rd to Atlantic Ave.	New 2-lane rural major collector, add signal at 140.	809	Non-Exempt	21028	FFY2020	Design										
						Land Purchase										
						Utility Relocate										
						Construction						\$ 1,800,000	Local	\$ 1,800,000		
					Other											
					Total FFY21-24							\$ 1,800,000		\$ 1,800,000		
Foothill Rd., Delta Waters to Dry Creek	Wden to add shoulders and turn lanes at intersections, minor alignment changes	858	Exempt (Table 2) Safety			21029	FFY2019	Design	\$ 141,082	STBG (L)	\$ 16,147	County	\$ 157,229		\$ 157,229	
						21029	FFY2019	Design	\$ 105,792	CMAQ (L400)	\$ 16,147	County	\$ 121,939		\$ 121,939	
						21029	FFY2020	Land Purchase	\$ 134,595	STBG (L)	\$ 15,405	County	\$ 150,000		\$ 150,000	
						21029	FFY2020	Land Purchase	\$ 105,791	CMAQ (L400)	\$ 15,405	County	\$ 121,196		\$ 121,196	
						21029	FFY2021	Construction	\$ 979,975	STBG (L)	\$ 112,163	County	\$ 1,092,138	\$ 500,000	County	\$ 1,592,138
						21029	FFY2021	Construction	\$ 544,069	CMAQ (L400)	\$ 112,163	County	\$ 656,232	\$ 500,000	County	\$ 1,156,232
									Total FFY21-24	\$ 2,011,304		\$ 287,430		\$ 2,298,734	\$ 1,000,000	
Clay St. Faith Ave. to Siskiyou Blvd	Design and consturct bike and pedestrian facilities to improve pedestrian safety.		Exempt (Table 2) Safety			FFY2022	Design	\$ 289,877	STBG (L)	\$ 33,178	County	\$ 323,055		\$ 323,055		
						FFY2022	Design	\$ 289,877	CMAQ (L400)	\$ 33,178	County	\$ 323,055		\$ 323,055		
						FFY2022	Land Purchase	\$ 44,865	STBG (L)	\$ 5,135	County	\$ 50,000		\$ 50,000		
						FFY2022	Land Purchase	\$ 44,865	CMAQ (L400)	\$ 5,135	County	\$ 50,000		\$ 50,000		
						FFY2022	Construction	\$ 1,933,165	STBG (L)	\$ 221,259	County	\$ 2,154,424		\$ 2,154,424		
						FFY2023	Construction	\$ 1,933,154	CMAQ (L400)	\$ 221,259	County	\$ 2,154,413		\$ 2,154,413		
									Total FFY21-24	\$ 4,535,803		\$ 519,144		\$ 5,054,947	\$ -	
Crew s Road Paving	Pave the existing gravel road (curb,gutter and sidewalk) which will reduce dust and provide air quality benefits by removing fine particulates.		Exempt (Table 2) Safety			Planning	\$ -		\$ -		\$ -			\$ -		
						FFY2022	Design	\$ 109,780	CMAQ (L400)	\$ 12,565	County	\$ 122,345		\$ 122,345		
						FFY2023	Land Purchase	\$ 17,946	CMAQ (L400)	\$ 2,054	County	\$ 20,000		\$ 20,000		
							Utility Relocate	\$ -			\$ -		\$ -			
						FFY2024	Construction	\$ 345,926	CMAQ (L400)	\$ 39,593	County	\$ 385,519		\$ 385,519		
							Other	\$ -			\$ -		\$ -			
			Total FFY21-24	\$ 473,652		\$ 54,212		\$ 527,864	\$ -		\$ 527,864					
Subtotal Jackson County Projects							\$ 7,020,759		\$ 860,786		\$ 7,881,545	\$ 2,800,000		\$ 10,681,545		

Table 3: Program of 2021-2024 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Oregon Department of Transportation (ODOT)															
OR99: Downtown Couplet Jurisdictional Transfer	Transfer ownership of the highway to the City of Ashland (fund transfer)	n/a	Exempt (Table 2) Safety			Planning									
						Design									
						Land Purchase									
						Utility Relocate									
				22073	FFY2021	Other							\$ 4,500,000	ODOT	\$ 4,500,000
		Total FFY21-24									\$ 4,500,000	\$ 4,500,000			
Rogue Valley Rural Intersection Improvements	Install safety signs at various intersection approaches in the rural Rogue Valley. Install flashing lights at the intersections.	n/a	Exempt (Table 2) Safety			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		
		Total FFY21-24		\$ 1,120,473		\$ 94,527		\$ 1,215,000	\$ -	\$ 1,215,000					
OR140: Lakeview Dr. Left Turn Lane	Construct left turn lanes to improve traffic flow.	n/a	Exempt (Table 2) Safety			Planning									
				21716	FFY2021	Design	\$ 395,624	HSIP	\$ 33,376	ODOT	\$ 429,000		\$ 429,000		
				21716	FFY2022	Land Purchase	\$ 1,844	HSIP	\$ 156	ODOT	\$ 2,000		\$ 2,000		
				21716	FFY2024	Utility Relocate	\$ 23,055	HSIP	\$ 1,945	ODOT	\$ 25,000		\$ 25,000		
				21716	FFY2023	Construction	\$ 1,119,551	HSIP	\$ 94,449	ODOT	\$ 1,214,000		\$ 1,214,000		
		Total FFY21-24		\$ 1,540,074		\$ 129,926		\$ 1,670,000	\$ -	\$ 1,670,000					
I-5: Region 3 Clear Zone Improvements	Install traffic safety barriers to protect drivers from roadside hazards that cannot be removed	n/a	Exempt (Table 2) Safety			Planning									
				21713	FFY2021	Design	\$ 207,495	NHP FAST	\$ 17,505	ODOT	\$ 225,000		\$ 225,000		
				21713	FFY2022	Land Purchase	\$ 2,767	NHP FAST	\$ 233	ODOT	\$ 3,000		\$ 3,000		
				21713	FFY2023	Utility Relocate	\$ -		\$ -		\$ -		\$ -		
				21713	FFY2023	Construction	\$ 1,378,505	NHP FAST	\$ 116,295	ODOT	\$ 1,494,800		\$ 1,494,800		
		Total FFY21-24		\$ 2,510,967		\$ 211,833		\$ 2,722,800	\$ -	\$ 2,722,800					
I-5: Southern Oregon Wrong Way Driver Mitigation	Install signs for wrong-way drivers on I-5 ramps throughout Southern Oregon to help improve safety to the travelling public	n/a	Exempt (Table 2) Safety			Planning									
				21699	FFY2021	Design	\$ 239,772	HSIP	\$ 20,228	ODOT	\$ 260,000		\$ 260,000		
				21699	FFY2021	Land Purchase	\$ 5,533	HSIP	\$ 467	ODOT	\$ 6,000		\$ 6,000		
						Utility Relocate	\$ -		\$ -		\$ -		\$ -		
				21699	FFY2022	Construction	\$ 2,057,428	HSIP	\$ 173,572	ODOT	\$ 2,231,000		\$ 2,231,000		
		Total FFY21-24		\$ 2,302,733		\$ 194,267		\$ 2,497,000	\$ -	\$ 2,497,000					
OR99/OR238/OR62 : Big X Intersection (Medford)	Remove existing pavement and replace. Replace ADA ramps and improve bike and ped connections through the intersection.	n/a	Exempt (Table 2) Safety			Planning									
				21676	FFY2021	Design	\$ 908,383	NHP FAST	\$ 103,617	ODOT	\$ 1,012,000		\$ 1,012,000		
				21676	FFY2022	Land Purchase	\$ 698,997	NHP FAST	\$ 80,003	ODOT	\$ 779,000		\$ 779,000		
				21676	FFY2023	Utility Relocate	\$ 53,838	NHP FAST	\$ 6,162	ODOT	\$ 60,000		\$ 60,000		
				21676	FFY2023	Construction	\$ 6,316,874	NHP FAST	\$ 719,858	ODOT	\$ 7,036,732		\$ 7,036,732		
		Total FFY21-24		\$ 7,978,092		\$ 909,640		\$ 8,887,732	\$ -	\$ 8,887,732					
I-5: North Ashland - South Ashland	Design for a future construction project to remove existing pavement and replace.	n/a	Exempt (Table 2) Safety			Planning									
				21675	FFY2022	Design	\$ 829,980	NHP FAST	\$ 70,020	ODOT	\$ 900,000		\$ 900,000		
						Land Purchase	\$ -		\$ -		\$ -		\$ -		
						Utility Relocate	\$ -		\$ -		\$ -		\$ -		
						Construction	\$ -		\$ -		\$ -		\$ -		
		Total FFY21-24		\$ 829,980		\$ 70,020		\$ 900,000	\$ -	\$ 900,000					
OR62: Corridor Solutions unit 2 (Medford) Phase 4	Construct footings and structures to install signs, radios, cameras, bluetooth sensors, ethernet switches, traffic sensors and signal controllers	n/a	Exempt (Table 2) Safety			Planning									
				21511	FFY2020	Design	\$ -		\$ 282,000	ODOT	\$ 282,000		\$ 282,000		
				21511	FFY2021	Land Purchase	\$ -		\$ 61,000	ODOT	\$ 61,000		\$ 61,000		
				21511	FFY2021	Utility Relocate	\$ -		\$ 60,000	ODOT	\$ 60,000		\$ 60,000		
				21511	FFY2021	Construction	\$ -		\$ 2,045,000	ODOT	\$ 2,045,000		\$ 2,045,000		
		Total FFY21-24		\$ -		\$ -		\$ 2,448,000		\$ 2,448,000					
I-5: Siskiyou Pass Variable Speed Signs	Install weather responsive variable speed system for I-5 Siskiyou mountain pass.	964	Exempt (Table 2) Safety			Planning									
				20170	FFY2018	Design	\$ 553,634	FIX-IT R3	\$ 63,366	ODOT	\$ 617,000		\$ 617,000		
						Land Purchase	\$ -		\$ -		\$ -		\$ -		
				20170	FFY2020	Utility Relocate	\$ 9,870	FIX-IT R3	\$ 1,130	ODOT	\$ 11,000		\$ 11,000		
				20170	FFY2021	Construction	\$ 3,895,179	NHP	\$ 445,821	ODOT	\$ 4,341,000		\$ 4,341,000		
		Total FFY21-24		\$ 6,075,683		\$ 510,317		\$ 6,586,000	\$ -	\$ 6,586,000					

Table 3: Program of 2021-2024 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Southern Oregon Seismic Slopes Stability	Perform seismic upgrades on 7 hillside slopes	n/a	Exempt (Table 2) Safety			Planning					\$ -			\$ -	
				21452	FFY2019	Design	\$ 3,589,200	HB2017	\$ 410,800	ODOT	\$ 4,000,000		\$ 4,000,000		\$ 4,000,000
				21452	FFY2020	Land Purchase	\$ 448,650	HB2017	\$ 51,350	ODOT	\$ 500,000		\$ 500,000		\$ 500,000
				21452	FFY2020	Utility Relocate	\$ 44,865	HB2017	\$ 5,135	ODOT	\$ 50,000		\$ 50,000		\$ 50,000
				21452	FFY2021	Construction	\$ 9,174,893	HB2017	\$ 1,050,107	ODOT	\$ 10,225,000		\$ 10,225,000		\$ 10,225,000
						Other				\$ -			\$ -		
						Total FFY21-24	\$ 13,257,608		\$ 1,517,392	\$ 14,775,000	\$ -		\$ 14,775,000		
I-5 & OR138E: Variable Message & Curve Warning Signs	Install traffic cameras and message signs at intermittent locations to provide real-time communication with the public	n/a	Exempt (Table 2) Safety	20166	FFY2019	Design	\$ 265,594	HSIP	\$ 22,406	ODOT	\$ 288,000		\$ 288,000		
				20166	FFY2019	Design	\$ 479,158	STP-FLX	\$ 54,842	ODOT	\$ 534,000		\$ 534,000		
				20166	FFY2019	Design	\$ 234,195	STP-FLX	\$ 26,805	ODOT	\$ 261,000		\$ 261,000		
				20166	FFY2021	Land Purchase	\$ 897	STP-FLX	\$ 103	ODOT	\$ 1,000		\$ 1,000		
				20166	FFY2020	Utility Relocate	\$ 27,666	STP-FLX	\$ 2,334	ODOT	\$ 30,000		\$ 30,000		
				20166	FFY2022	Construction	\$ 4,439,471	STP-FLX	\$ 374,529	ODOT	\$ 4,814,000		\$ 4,814,000		
				20166	FFY2022	Construction	\$ 2,121,362	HSIP	\$ 178,966	ODOT	\$ 2,300,328		\$ 2,300,328		
						Total FFY21-24	\$ 7,568,343		\$ 659,985	\$ 8,228,328	\$ -	\$ 8,228,328			
Oregon Department of Transportation (ODOT), continued															
OR140: Exit 35 Blackwell Road	Add center turn lane, widen shoulders, add bike path	921	Exempt (Table 2) Safety	18975	FFY2014	Design	\$ 192,937	STP-5K	\$ 22,083	ODOT	\$ 215,020		\$ 215,020		
				18975	FFY2014	Design	\$ 168,923	STP-FLX	\$ 19,333	ODOT	\$ 188,256		\$ 188,256		
				18975	FFY2014	Design	\$ 6,033	STATE-FLX	\$ 691	ODOT	\$ 6,724	\$ -	\$ 6,724		
				18975	FFY2014	Design	\$ 755,527	STP-FLX	\$ 86,473	ODOT	\$ 842,000	\$ -	\$ 842,000		
				18975	FFY2014	Design	\$ 179,460	ACPO	\$ 20,540	ODOT	\$ 200,000		\$ 200,000		
				18975	FFY2019	Land Purchase	\$ 1,369,280	STP-FLX	\$ 156,720	ODOT	\$ 1,526,000		\$ 1,526,000		
				18975	FFY2020	Utility Relocate	\$ 142,671	STP-FLX	\$ 16,329	ODOT	\$ 159,000		\$ 159,000		
				18975	FFY2021	Construction	\$ 4,818,501	NHP FAST	\$ 551,499	ODOT	\$ 5,370,000		\$ 5,370,000		
				18975	FFY2021	Construction	\$ 500,000	CMAQ (L400)	\$ 88,836	ODOT	\$ 588,836		\$ 588,836		
				18975	FFY2021	Construction					\$ -	\$ 500,000	ODOT	\$ 500,000	
18975	FFY2020	Other	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000		\$ 10,000						
						Total FFY21-24	\$ 8,142,305		\$ 963,531	\$ 9,105,836	\$ 500,000	\$ 9,605,836			
OR99: I-5 TO SCENIC AVE	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	926	Exempt (Table 3) Safety			Planning					\$ -		\$ -		
				20185	FFY2018	Design	\$ 373,000	HSIP			\$ 373,000		\$ 373,000		
				20185	FFY2020	Land Purchase	\$ 11,000	HSIP			\$ 11,000		\$ 11,000		
						Utility Relocate					\$ -		\$ -		
				20185	FFY2021	Construction	\$ 2,878,000	HSIP			\$ 2,878,000		\$ 2,878,000		
						Other	\$ -			\$ -					
						Total FFY21-24	\$ 3,262,000		\$ -	\$ 3,262,000	\$ -	\$ 3,262,000			
OR140: Bear Creek - Table Rock Road	Grind out the existing pavement and replace with new asphalt	927	Exempt (Table 2) Safety			Planning					\$ -		\$ -		
				20135	FFY2017	Design	\$ 331,104	STP-FLX	\$ 37,896	ODOT	\$ 369,000	\$ 400,000	HB2017	\$ 769,000	
				20135	FFY2020	Land Purchase	\$ 38,584	STP-FLX	\$ 4,416	ODOT	\$ 43,000		\$ 43,000		
				20135	FFY2020	Utility Relocate	\$ 22,433	STP-FLX	\$ 2,567	ODOT	\$ 25,000		\$ 25,000		
				20135	FFY2021	Construction	\$ 4,517,517	STP-FLX	\$ 517,050	ODOT	\$ 5,034,567		\$ 5,034,567		
						Other	\$ -			\$ -					
						Total FFY21-24	\$ 4,909,638		\$ 561,929	\$ 5,471,567	\$ 400,000	\$ 5,871,567			
I-5: ASHLAND - GOLD HILL	Repair or replace culverts, address scour and road embankment problems near culverts	928	Exempt (Table 2) Safety			Planning					\$ -		\$ -		
				20133	FFY2019	Design	\$ 300,293	STP-FLX	\$ 34,370	ODOT	\$ 334,663		\$ 334,663		
				20133	FFY2022	Land Purchase	\$ 9,222	NHP FAST	\$ 778	ODOT	\$ 10,000		\$ 10,000		
						Utility Relocate					\$ -		\$ -		
				20133	FFY2022	Construction	\$ 4,001,878	NHP FAST	\$ 337,612	ODOT	\$ 4,339,490		\$ 4,339,490		
						Other	\$ -			\$ -					
						Total FFY21-24	\$ 4,311,393		\$ 372,760	\$ 4,684,153	\$ -	\$ 4,684,153			

Table 3: Program of 2021-2024 Transportation Projects

OR-99 COLEMAN CK. (PHOENIX)	Replace culvert, add sidewalk, bike lanes, pedestrian crossing, install signal prioritization on OR-99 Ashland to Central Point	931	Exempt (Table 3)		Planning					\$ -				
				20162	FFY2017	Design	\$ 627,096	STP-FLX	\$ 71,774	ODOT	\$ 698,870	\$ 256,290	ACPO	\$ 955,160
				20162	FFY2020	Land Purchase	\$ 726,813	STP-FLX	\$ 83,187	ODOT	\$ 810,000			\$ 810,000
				20162	FFY2020	Utility Relocate	\$ 228,812	NHP	\$ 26,188	ODOT	\$ 255,000			\$ 255,000
				20162	FFY2021	Construction	\$ 2,666,764	STP-FLX	\$907,028	ODOT	\$ 3,573,792.00			\$ 3,573,792
				20162	FFY2019	Other	\$ 89,730	FX-IT	\$ 10,270	ODOT	\$ 100,000			\$ 100,000
	Total FFY21-24		\$ 4,339,215		\$ 1,098,447		\$ 5,437,662	\$ 256,290		\$ 5,693,952				
OR66 over RR Bridge & E. Main St. over I-5 Bridge (Ashland)	Deck overlay, Bridge numbers 00406A and 08743	n/a	Exempt (Table 2) Safety		Planning				\$ -					
				21180	FY2019	Design	\$ 448,650	HB2017	\$ 51,350	ODOT	\$ 500,000		\$ 500,000	
						Land Purchase					\$ -		\$ -	
						Utility Relocate					\$ -		\$ -	
				21180	FY2021	Construction	\$ 2,691,900	HB2017	\$308,100	ODOT	\$ 3,000,000.00		\$ 3,000,000	
						Other					\$ -		\$ -	
	Total FFY21-24		\$ 3,140,550		\$ 359,450		\$ 3,500,000	\$ -		\$ 3,500,000				
OR99: Rogue Valley Intersection Improvements	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	n/a	Exempt (Table 2) Safety		Planning				\$ -					
				21408	FFY2019	Design	\$ 276,660	STP-FLX	\$ 23,340	ODOT	\$ 300,000		\$ 300,000	
				21408	FFY2020	Land Purchase	\$ 142,941	STP-FLX	\$ 12,059	ODOT	\$ 155,000		\$ 155,000	
				21408	FFY2020	Utility Relocate	\$ 44,865	STP-FLX	\$ 5,135	ODOT	\$ 50,000		\$ 50,000	
				21408	FFY2021	Construction	\$ 576,067	STP-FLX	\$65,933	ODOT	\$ 642,000		\$ 642,000	
						Other					\$ -		\$ -	
	Total FFY21-24		\$ 1,040,533		\$ 106,467		\$ 1,147,000	\$ -		\$ 1,147,000				
Subtotal ODOT Projects														
					\$ 72,329,587		\$ 7,760,491		\$ 80,090,078	\$ 8,104,290		\$ 88,194,368		

Table 3: Program of 2021-2024 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Transportation District (RVTD)														
Oregon Transportation Network - RVTD FFY22		n/a	Exempt (Table 2) - Operating assistance to transit agencies	22025	FFY2022	Other	\$ 509,191	STBG FLEX	\$ 58,279	RVTD	\$ 567,470			\$ 567,470
Oregon Transportation Network - RVTD FFY23		n/a	Exempt (Table 2) - Operating assistance to transit agencies	22041	FFY2023	Other	\$ 509,191	STBG FLEX	\$ 58,279	RVTD	\$ 567,470			\$ 567,470
Oregon Transportation Network - RVTD FFY24		n/a	Exempt (Table 2) - Operating assistance to transit agencies	22054	FFY2024	Other	\$ 509,191	STBG FLEX	\$ 58,279	RVTD	\$ 567,470			\$ 567,470
Urban Operations Support and Preventive Maintenance		1087	Exempt (Table 2) - Operating assistance to transit agencies	21024	FFY2021	Other	\$ 2,900,000	FTA 5307	\$ 2,900,000	RVTD	\$ 5,800,000			\$ 5,800,000
Enhanced Mobility Program - RVTD FY22		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21972	FFY2022	Other	\$ 320,591	FTA 5310	\$ 80,148	RVTD	\$ 400,739			\$ 400,739
Enhanced Mobility Program - RVTD FY23		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21982	FFY2023	Other	\$ 327,000	FTA 5310	\$ 81,750	RVTD	\$ 408,750			\$ 408,750
Enhanced Mobility Program - RVTD FY24		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21991	FFY2024	Other	\$ 334,000	FTA 5310	\$ 83,500	RVTD	\$ 417,500			\$ 417,500
Capitalization of Maintenance (MPO STP Transfer)		1095	Exempt (Table 2) - Rehabilitation of transit vehicles	21027	FFY2021	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Rehabilitation of transit vehicles		FFY2022	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Rehabilitation of transit vehicles		FFY2023	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Rehabilitation of transit vehicles		FFY2024	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
Transportation Demand Management Rideshare in 2022		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21695	FFY2022	Other	\$ 134,595	STBG FLEX	\$ 15,405	RVTD	\$ 150,000			\$ 150,000
Transportation Demand Management Rideshare in 2023		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21696	FFY2023	Other	\$ 134,595	STBG FLEX	\$ 15,405	RVTD	\$ 150,000			\$ 150,000
Transportation Demand Management Rideshare in 2024		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21696	FFY2024	Other	\$ 134,595	STBG FLEX	\$ 15,405	RVTD	\$ 150,000			\$ 150,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1092	Exempt (Table 2) - Operating assistance to transit agencies	20052	FFY2021	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
RVTD - 5339 Transit Signal Priority Technology & Equipment		1100	Exempt (Table 2) - Operating assistance to transit agencies	21366	FFY2020	Other	\$ 1,020,014	FTA 5339	\$ 680,030	RVTD	\$ 1,700,044			\$ 1,700,044
Rogue Valley Transit District Bus Replacement FFY19		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21520	FFY2020	Other	\$ 177,665	5310	\$ 20,335	RVTD	\$ 198,000			\$ 198,000
Subtotal RVTD Projects							\$ 9,939,839		\$ 4,402,076		\$ 14,341,915			\$ 14,341,915

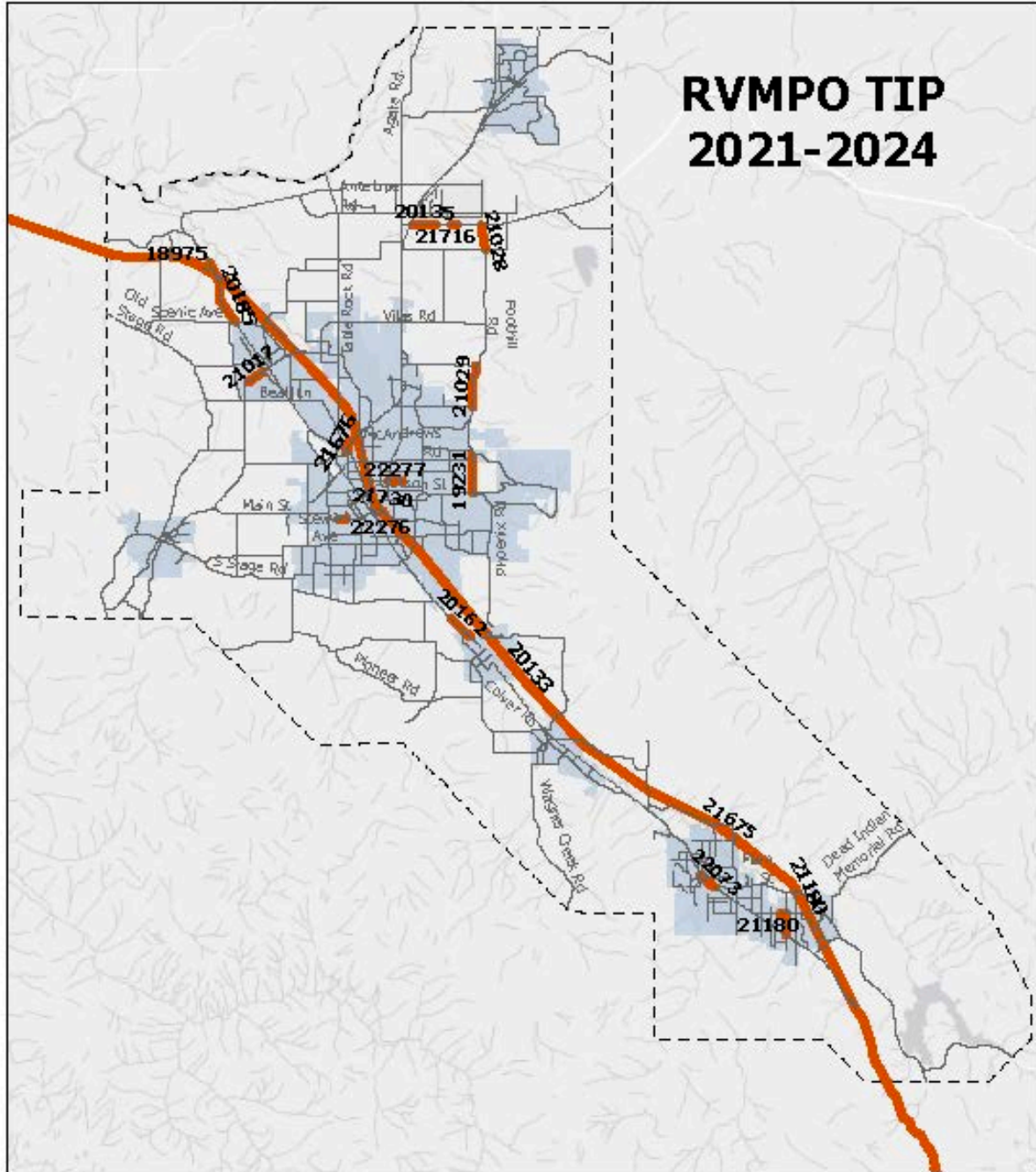
Table 3: Program of 2021-2024 Transportation Projects

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources			
							\$	Source	\$	Source		\$	Source				
Rogue Valley Council of Governments																	
RVMPO Travel Survey FFY22		n/a	Exempt (Table 2)			Planning					\$ -			\$ -			
						Design						\$ -			\$ -		
						Land Purchase								\$ -			\$ -
						Construction								\$ -			\$ -
					FFY2022	Other	\$ 47,000	STBG (L)	\$ 5,379	RVMPO	\$ 52,379			\$ 52,379			\$ 52,379
					Total FFY21-24		\$ 47,000		\$ 5,379		\$ 52,379	\$ -		\$ 52,379			\$ 52,379
RVMPO Travel Survey FFY23		n/a	Exempt (Table 2)			Planning					\$ -			\$ -			
						Design						\$ -			\$ -		
						Land Purchase								\$ -			\$ -
						Construction								\$ -			\$ -
					FFY2023	Other	\$ 47,000	STBG (L)	\$ 5,379	RVMPO	\$ 52,379			\$ 52,379			\$ 52,379
					Total FFY21-24		\$ 47,000		\$ 5,379		\$ 52,379	\$ -		\$ 52,379			\$ 52,379
RVMPO Travel Survey FFY24		n/a	Exempt (Table 2)			Planning					\$ -			\$ -			
						Design						\$ -			\$ -		
						Land Purchase								\$ -			\$ -
						Construction								\$ -			\$ -
					FFY2024	Other	\$ 47,000	STBG (L)	\$ 5,379	RVMPO	\$ 52,379			\$ 52,379			\$ 52,379
					Total FFY21-24		\$ 47,000		\$ 5,379		\$ 52,379	\$ -		\$ 52,379			\$ 52,379
Rogue Valley MPO Planning SFY23	Support Transit Planning through RTP & TIP	n/a	Exempt (Table 2)	21845	FFY2022	Planning	\$ 104,479	FTA 5303	\$ 11,958	RVMPO	\$ 116,437			\$ 116,437			
						Design						\$ -			\$ -		
						Land Purchase							\$ -			\$ -	
						Construction							\$ -			\$ -	
						Other							\$ -			\$ -	
					Total FFY21-24		\$ 104,479		\$ 11,958		\$ 116,437	\$ -		\$ 116,437			\$ 116,437
Rogue Valley MPO Planning SFY23	Planning and Reasearch	n/a	Exempt (Table 2)	21845	FFY2022	Planning	\$ 361,954	PL	\$ 41,427	ODOT	\$ 403,381			\$ 403,381			
						Design						\$ -			\$ -		
						Land Purchase							\$ -			\$ -	
						Construction							\$ -			\$ -	
						Other							\$ -			\$ -	
					Total FFY21-24		\$ 361,954		\$ 41,427		\$ 403,381	\$ -		\$ 403,381			\$ 403,381
Rogue Valley MPO Planning SFY24	Support Transit Planning through RTP & TIP	n/a	Exempt (Table 2)	21855	FFY2023	Planning	\$ 106,725	FTA 5303	\$ 12,215	RVMPO	\$ 118,940			\$ 118,940			
						Design						\$ -			\$ -		
						Land Purchase							\$ -			\$ -	
						Construction							\$ -			\$ -	
						Other							\$ -			\$ -	
					Total FFY21-24		\$ 106,725		\$ 12,215		\$ 118,940	\$ -		\$ 118,940			\$ 118,940
Rogue Valley MPO Planning SFY24	Planning and Reasearch	n/a	Exempt (Table 2)	21855	FFY2023	Planning	\$ 362,435	PL	\$ 41,482	ODOT	\$ 403,917			\$ 403,917			
						Design						\$ -			\$ -		
						Land Purchase							\$ -			\$ -	
						Construction							\$ -			\$ -	
						Other							\$ -			\$ -	
					Total FFY21-24		\$ 362,435		\$ 41,482		\$ 403,917	\$ -		\$ 403,917			\$ 403,917

Table 3: Program of 2021-2024 Transportation Projects

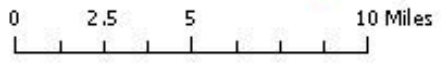
Rogue Valley MPO Planning SFY25	Support Transit Planning through RTP & TIP	n/a	Exempt (Table 2)	21866	FFY2024	Planning	\$ 108,976	FTA 5303	\$ 12,473	RVMP0	\$ 121,449		\$ 121,449
						Design					\$ -		\$ -
						Land Purchase					\$ -		\$ -
						Construction					\$ -		\$ -
						Other					\$ -		\$ -
					Total FFY21-24		\$ 108,976		\$ 12,473		\$ 121,449	\$ -	\$ 121,449
Rogue Valley MPO Planning SFY25	Planning and Reasearch	n/a	Exempt (Table 2)	21866	FFY2024	Planning	\$ 362,912	PL	\$ 41,537	ODOT	\$ 404,449		\$ 404,449
						Design				\$ -		\$ -	
						Land Purchase				\$ -		\$ -	
						Construction				\$ -		\$ -	
						Other				\$ -		\$ -	
					Total FFY21-24		\$ 362,912		\$ 41,537		\$ 404,449	\$ -	\$ 404,449
RVMP0 5303 Funds	Support Transit Planning through RTP & TIP	1016	Exempt (Table 2)			Planning				\$ -			
						Design				\$ -			
						Land Purchase				\$ -			
						Construction				\$ -			
				20611	FFY2020	Other	\$ 90,493	FTA 5303	\$10,357	RVMP0	\$ 100,850		
					Total FFY21-24		\$ 90,493		\$ 10,357		\$ 100,850		\$ 100,850
RVMP0 Planning (SFY 2021)	Planning and Reasearch	1017	Exempt (Table 2)			Planning				\$ -			
						Design				\$ -			
						Land Purchase				\$ -			
						Construction				\$ -			
				20611	FFY2020	Other	\$ 278,946	PL	\$31,927	ODOT	\$ 310,873		
					Total FFY21-24		\$ 278,946		\$ 31,927		\$ 310,873		\$ 310,873
RVMP0 5303 Funds	Support Transit Planning through RTP & TIP	1018	Exempt (Table 2)			Planning				\$ -			
						Design				\$ -			
						Land Purchase				\$ -			
						Construction				\$ -			
				20612	FFY2021	Other	\$ 387,970	FTA 5303	\$44,405	RVMP0	\$ 432,375		
					Total FFY21-24		\$ 387,970		\$ 44,405		\$ 432,375		\$ 432,375
RVMP0 Planning (SFY 2022)	Planning and Reasearch	1019	Exempt (Table 2)			Planning				\$ -			
						Design				\$ -			
						Land Purchase				\$ -			
						Construction				\$ -			
				20612	FFY2021	Other	\$ 347,766	PL	\$39,803	ODOT	\$ 387,569		
					Total FFY21-24		\$ 347,766		\$ 39,803		\$ 387,569		\$ 387,569
Subtotal RVC0G Projects							\$ 2,653,656	\$ 303,721		\$ 2,957,377		\$ 2,957,377	
Total RVMP0 2021-2024 RVMP0 TIP Projects												\$ 142,956,455	

Appendix B: Transportation Project Funding Sources



**RVMPO TIP
2021-2024**

-  Streets
-  City Limits
-  TIP Projects
-  RVMPO Boundary



This map product is for planning purposes only and has not been created for, nor is suitable for, legal, engineering, or survey purposes.
Created: 05/2020 N.Hart-Brinkley
Sources: RVMCOG, ODOT, Oregon GEO, ESRI

Appendix B: Transportation Project Funding Sources

Financial Constraint

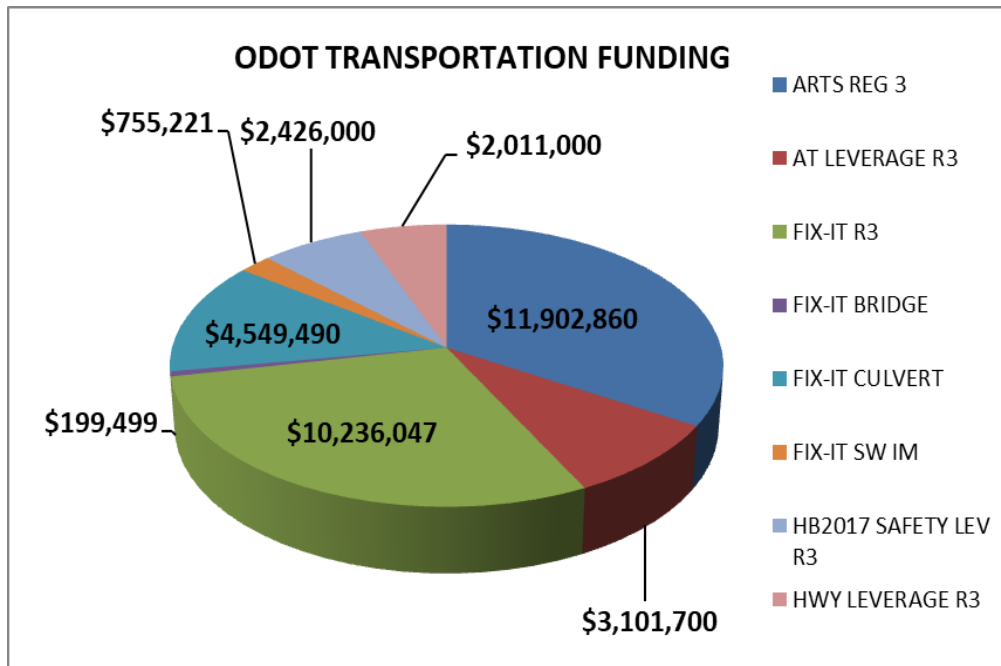
Fixing America’s Surface Transportation (FAST Act) requires the development of a financial plan as part of the RTP and TIP planning process. The financial plan demonstrates that the existing system of transportation facilities is being adequately operated and maintained. The plan further demonstrates which projects can be implemented using current revenues and funding sources and which projects will be implemented using proposed revenue sources. A comprehensive financial analysis was conducted to develop the 2017-2042 RTP (RTP Financial Plan).

Demonstration of Financial Constraint needs to be reflected in the 4-year Transportation Improvement Program or TIP. For the 2021-2024 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 – the Rogue Valley 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. Through the use of conservative assumptions for non-capital needs, and ensuring that these needs are met before resources are devoted to capital projects, primary emphasis has been placed on the maintenance and operation of the existing system. Projects contained in the 2021-2024 TIP reflect this emphasis.

Figure 3: Breakdown of ODOT Project Types and Associated Funding Sources

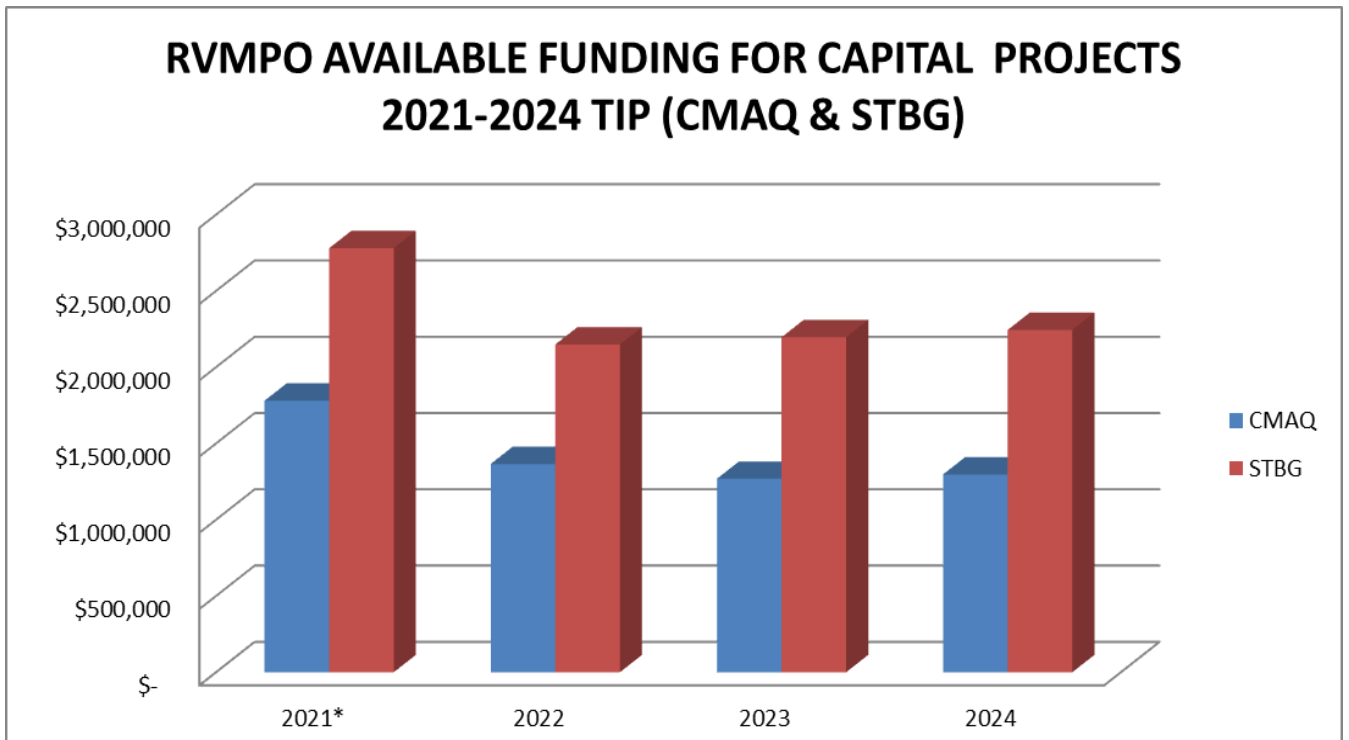


Appendix B: Transportation Project Funding Sources

Available and Committed Revenues and Funding Sources

The Oregon Department of Transportation distributes federal Surface Transportation Block Grant (STBG) funds to the MPOs in the State by formula. As part of an Inter-governmental Agreement, the RVMPO dedicates \$700,000 of its STBG funds to the RVTD. The Rogue Valley MPO 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. It is these funds, STBG and CMAQ, that the member jurisdictions vie for to help them pursue those projects that meet the federal requirements and help them towards their respective goals. Figure 4 below identifies the available STBG and CMAQ funds for the period 2021-2024. Keep in mind that the funds for 2021 have already been programmed through the previous TIP cycle.

Figure 4: CMAQ and STBG Funds Available to the RVMPO for the 2021-2024 TIP

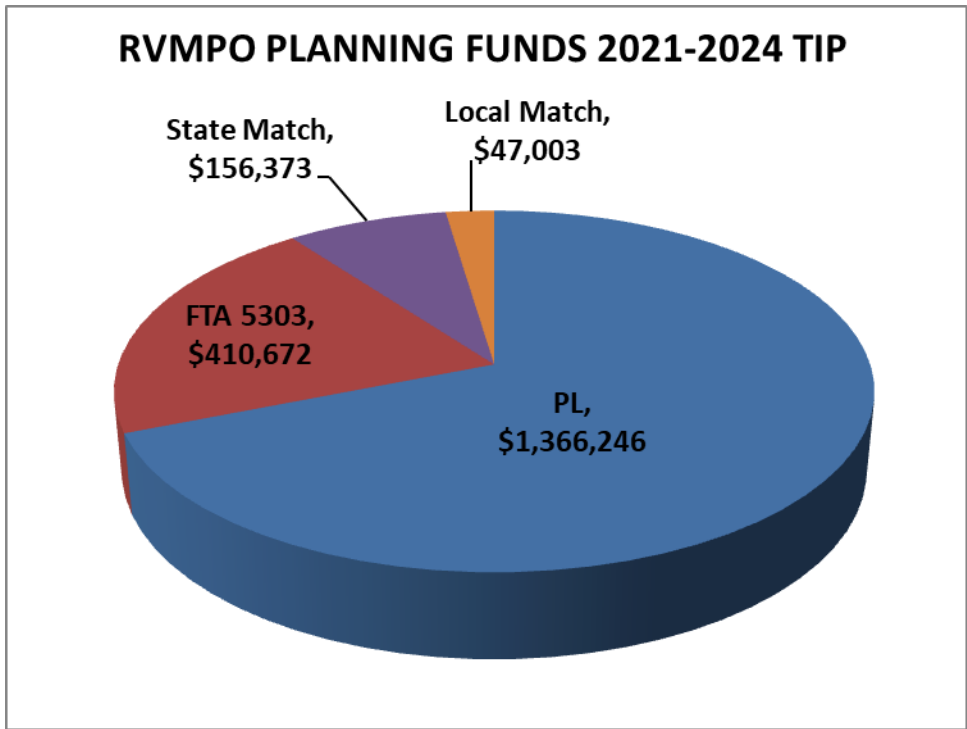


**Already Programmed*

MPOs are also recipients of planning funds – Planning (PL) funds from the Federal Highway Administration and Section 5303 funds from the Federal Transit Administration. These funds are utilized by the MPO to undertake the necessary work to develop and complete the typical work of an MPO – development of the Unified Planning Work Program (UPWP), development of the TIP and the Regional Transportation Plan as well as the day-to-day administration and operation of the MPO. Federal funds require a “match” of funding by the state and/or the 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 Y below identifies the projected planning funds revenue stream for the 2021-2024 TIP.

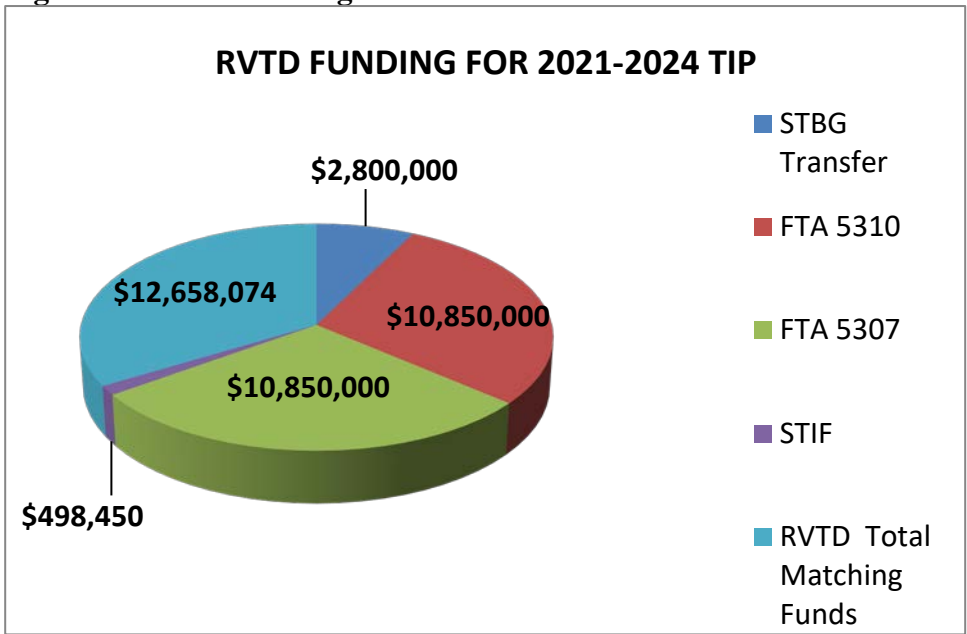
Appendix B: Transportation Project Funding Sources

Figure 5: Available PL and 5303 Funds for the 2021-2024 TIP



In addition to the federal funds discussed in the previous paragraphs, the region (through the RVRTD) also receives FTA funds for both capital and operational expenses of transit. The RVRTD also receives direct allocations of State funds as well as has the opportunity to apply for state grants. Figure 6 below provides a summary of anticipated revenues for the RVRTD over the four year period covered by this TIP.

Figure 6: RVRTD Funding for 2021-2024 TIP



Appendix B: Transportation Project Funding Sources



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*

Resolution Number 2020-3 Rogue Valley Metropolitan Planning Organization - Policy Committee

Adopting 2021-2024 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 2021-2024 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 2021-2024 TIP.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 23 day of June 2020.



Jim Lewis
RVMPO Policy Committee Chair

Appendix B: Transportation Project Funding Sources

Overview

The jurisdictions in the RVMPO use a variety of federal, state, and local funding sources for implementing the transportation projects and programs outlined in this TIP. A brief description of each of the fund sources, along with project programming information is provided below. A breakdown of funding sources by program year is provided in Table 4 of the TIP.

Federal Highway Administration (FHWA) Funding

Federal surface transportation legislation is the primary federal revenue source for highway projects in the region. The current federal legislation on surface transportation, Fix America's Surface Transportation Act (FAST Act), was passed on December 4, 2015. It created a 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.

National Highway Performance Program (NHPP)

Under Map-21, the majority of highway funding will be focused on preserving and improving the National Highway System (NHS) under the National Highway Performance Program (NHPP), which combines the Interstate Maintenance and National Highway System programs and a portion of Bridge funding (those bridges on the NHS).

Highway Safety Improvement Program (HSIP)

Highway Safety Improvement Program (HSIP) funds pays for infrastructure projects that improve highway safety. The High Risk Rural Roads Program is eliminated as a set aside; though, HSIP funding can be spent on high risk rural road projects. States that see increased crashes on high risk rural roads face a requirement to obligate a set amount for these projects. With Oregon's funding under the HSIP increased significantly and direction in MAP-21 to address safety challenges on all public roads, ODOT will increase the amount of funding available for safety projects on local roads. Through a process that is still under development, safety funding will be distributed to each ODOT region, which will collaborate with local governments to select projects that can reduce fatalities and serious injuries regardless of whether they lie on a local road or a state highway.

Federal Surface Transportation Block Grant Program (STBG) Funds

The Federal surface transportation program provides funding for roads functionally classified as rural major collector and above. The program is largely the same as under SAFETEA-LU with the exception that STBG funds can be used on bridge projects.

ODOT STBG Funds

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 OTC and ODOT began a new program with the development of the 2015-2018 STIP. Previously, there were several smaller programs with a separate funding pool and project selection process for each. The primary objective of the change is to enable ODOT to take care of the existing transportation assets 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.

Appendix B: Transportation Project Funding Sources

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 Funds

The FAST Act 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 in federal STBG funds. The RVMPO Policy Committee has the most discretion of these funds within the TIP. A variety of multi-modal projects can be funded with 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. The program is continued under MAP-21. States with areas that are designated as non-attainment for ozone or carbon monoxide (CO) must use their CMAQ funds in those non-attainment areas. A state may use its CMAQ funds in any of its particulate matter (PM10) non-attainment areas, if certain requirements are met. Funds are directed to projects and programs in certain non-attainment areas that meet standards contained in the Clean Air Act Amendments of 1990 (CAAA). The projects and programs must either be included in the air quality State Implementation Plan (SIP) or be good candidates to contribute to attainment of the National Ambient Air Quality Standards (NAAQS). If a state has no non-attainment areas, the allocated funds may be used for 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.

Federal Transit Administration Funding

The Federal Transit Administration (FTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal assistance to help urban areas (and, to some extent, nonurban areas) plan, develop, and improve comprehensive mass transportation systems. The transit formula and discretionary program requirements and program structure for FY 21-24 have changed from previous legislation.

MAP-21 will provide assistance to transit providers under the following formula grant programs:

- Urbanized Areas
- Rural Areas
- Enhanced Mobility for Seniors and Individuals with Disabilities
- Bus and Bus Facilities
- State of Good Repair
- Transportation Planning

Appendix B: Transportation Project Funding Sources

Urbanized Area Program (Section 5307 and 5340) Funds

Providers serving urbanized areas of 50,000 or more will continue to receive funding directly from FTA under the Section 5307 Urbanized Area program. The Job Access and Reverse Commute (JARC) program is eliminated as a standalone program, but urbanized areas are required to spend a portion of their FTA resources on these activities. The federal share for capital assistance is 80 percent. The federal share for operating assistance is 50 percent. The federal share for ADA non-fixed route paratransit service is 80 percent and can use up to 10 percent of a recipient's apportionment.

Rural Area Program (Section 5311) Funds

The Rural Area program (Section 5311) provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more).

Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Funds

The New Freedom (Section 5317) program is consolidated into the Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) to create a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities. MAP-21 makes this program subject to the standard non-federal match rate of 20 percent. Operating assistance is now an eligible expense with a 50 percent non-federal match rate. Funds are distributed by formula.

Bus and Bus Facilities (Section 5339) Funds

The Bus and Bus Facilities Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program replaced the Section 5309 Bus and Bus Facilities Program. It is a formula grant program and requires a 20 percent match.

State of Good Repair (Section 5337) Funds

The State of Good Repair program is a formula based program that is dedicated to repairing and upgrading the nation's rail transit system along with high-intensity motor bus systems that use high-occupancy vehicle lanes. This program replaces the Fixed Guideway Modernization program. RVMPO does not receive 5337 funds.

Metropolitan Statewide Transportation Planning (Section 5303) Funds

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

Oregon State Highway Funds

The major source of funding for transportation capital improvements and activities statewide is the State Highway Fund. The Highway Fund derives its revenue through fuel taxes, weight-mile taxes, and licensing and registration fees. Approximately 40 percent of this Highway Fund is distributed to cities and counties for developing and maintaining transportation facilities. ODOT retains the remaining 60 percent for improving and maintaining the state system. County shares of the Fund are based on the number of vehicle registrations, while the allocations to the cities are based on population. The majority of the funds received by cities and counties are used for maintenance projects.

Appendix B: Transportation Project Funding Sources

Oregon House Bill 2001 Funds

In 2009, the Oregon Legislature passed a bill (HB 2001) that increased gas taxes and registration fees for the purposes of increasing revenues for transportation projects throughout the state. Included in HB 2001 were specific projects within each ODOT Region including the Highway 62 JTA Expressway project within the Medford area.

Oregon Special Transportation Funds (STF)

ODOT's Public Transit section administers a discretionary grant program (Community Transportation Program) derived from state cigarette tax revenues that provides supplementary support for selected transit-related projects.

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 (SDCS) – Systems Development Charges are fees paid by land developers intended to reflect the increased capital costs incurred by a jurisdiction or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as increased school enrollment, parks and recreation use, or traffic congestion. The SDC typically varies by the type of development. Transportation SDCs are collected by all MPO member cities and Jackson County.

Street Utility Fees – Most city residents pay water and sewer utility fees. Street utility fees apply the same concepts to city streets. A fee is assessed to all businesses and households in the city for use of streets based on the amount of traffic typically generated by a particular use. Street utility fees differ from water and sewer fees because usage cannot be easily monitored. The fees are typically used to pay 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.

Appendix B: Transportation Project Funding Sources

Local Improvement Districts are legal entities established by local government to levy special assessments designed to fund improvements that have local benefits. Through an LID, streets or other transportation improvements are constructed and a fee is assessed to adjacent property owners. LIDs are currently being used by RVMPO jurisdictions.

Local Parking Fees – are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements. Parking fees are not currently collected in the MPO area.

Revenue Bonds – Revenue bonds are financed by user charges, such as service charges, tolls, admissions fees and rents. If revenues from user charges are not sufficient to meet the debt service payments, the bond issuer generally is not legally obligated to levy taxes to avoid default, unless they are also backed by the full faith and credit of the issuing governmental unit. In that case, they are called Indirect General Obligation Bonds. Revenue bonds can be secured by a local gas tax, street utility fee or other transportation-related stable revenue stream.

General Obligation Bonds – All taxpayers of the issuing governmental unit, which must pay the interest and principal on the debt as they come due, finance general Obligation (GO) bonds. Municipal bonds are GO bonds issued by a local governmental subdivision, such as a city, and are secured by the full faith and credit of the issuing municipality. Oregon law requires GO bonds to be authorized by popular vote.

Property Taxes – Local property taxes are used to fund public transportation and could be used to fund other transportation projects. Within the Rogue Valley Transportation District, a portion of the property tax revenue (18 cents per \$1000 assessed valuation) collected by the state goes to RVTD.

Farebox Revenues And Bus Pass Revenues – Portions of RVTD's operating funds are received from farebox revenues and bus pass revenues.

Vehicle Registration Fees – Counties can implement a local vehicle registration fee. The fee would be similar to the state vehicle registration fee. A portion of a county's fee could be allocated to local jurisdictions. Jackson County does not currently have a vehicle registration fee.

LOCAL JURISDICTION FUNDING

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

Rogue Valley Transportation District – As described above, the Rogue Valley Transportation District receives transportation revenues from property taxes, farebox revenues and bus pass revenues. Nearly all sources of federal and state public transit revenue require a local match, with some grants requiring a 50% local match.

Appendix B: Transportation Project Funding Sources

Jackson County – Primary sources of transportation revenue include Timber Receipts and Oregon gas tax receipts. The County’s revenues are grouped into one large fund known as the Jackson County Road Fund for purposes of developing the capital improvement program.

City of Medford – Revenue sources include Oregon gas tax revenues; systems development charges, utility fees, and parking fees.

City of Central Point – Oregon gas tax receipts and system development charges are the primary sources of transportation revenue.

City of Phoenix – receives transportation revenues from several sources including: Oregon gas tax revenues, systems development charges and utility fees.

City of Ashland – Oregon gas tax revenues, STBG funds, systems development charges, and utility fees to fund transportation projects.

City of Jacksonville – Oregon gas tax receipts, SDCs and franchise fees are the primary source of transportation revenue.

City of Eagle Point – Oregon gas tax receipts, 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

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CMAQ:	Congestion Mitigation & Air Quality
CO:	Carbon Monoxide
COATS:	California Oregon Advanced Transportation Systems
DLCD:	Department of Land Conservation and Development
EMME/2:	Computerized Transportation Modeling Software
EPA:	Environmental Protection Agency
FAST:	Fixing America's Surface Transportation
FFY:	Federal Fiscal Year: from October 1 to September 31.
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FTZ:	Foreign Trade Zone
FY:	Fiscal Year: (Oregon state fiscal year from July 1 to June 30)
GCP:	General Corridor Planning
GIS:	Geographic Information Systems
HOT:	High Occupancy Toll lane with extra charge for single occupants
HOV:	High Occupancy Vehicle lane for cars with more than one occupant
HPMS:	Highway Performance Monitoring System
I/M or I & M:	Inspection and Maintenance Program for emissions control
ITS:	Intelligent Transportation Systems
JJTC:	Jackson-Josephine Transportation Committee
LOS:	Level of Service, a measure of traffic congestion from A (free-flow) to F (grid-lock)
LRT:	Light Rail Transit, self-propelled rail cars such as Portland's MAX
MAP-21:	Moving Ahead for Progress in the 21st Century Act
MIS:	Major Investment Study
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area
MTIP:	Metropolitan Transportation Improvement Program (same as TIP)
NAAQS:	National Ambient Air Quality Standards
NARC:	National Association of Regional Councils
NHS:	National Highway System
NPTS:	Nationwide Personal Transportation Survey
NTI:	National Transit Institute

Appendix C: Transportation Planning Acronyms and Terms

OAR:	Oregon Administrative Rules
ODFW:	Oregon Department of Fish and Wildlife
ODOT:	Oregon Department of Transportation
ORS:	Oregon Revised Statutes
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PL Funds:	Public Law 112, Federal Transportation Planning Funds
PM10:	Particulate Matter of less than 10 Micrometers
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
RVTD:	Rogue Valley Transportation District
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, 2005 Federal transportation act governing programming and planning.
SIP:	State Implementation Plan
SOV:	Single Occupant Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STBG:	Surface Transportation Block Grant Program
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TEA-21:	Transportation Equity Act for the 21st Century
TIP:	Transportation Improvement Program
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
TSM:	Transportation Systems Management
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
US DOT:	U.S. Department of Transportation
VMT:	Vehicle Miles Traveled

Appropriation - Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Appendix C: Transportation Planning Acronyms and Terms

Authorization - Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs - Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Conformity Analysis - A determination made by the MPOs and the US DOT that transportation plans and programs in non-attainment areas meet the “purpose” of the SIP, which is to reduce pollutant emissions to meet air quality standards.

Emissions Budget - The part of the SIP that identifies the allowable emissions levels for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstration.

Emissions Inventory - A complete list of sources and amounts of pollutant emissions within a specific area and time interval (part of the SIP).

Exempt / Non-Exempt Projects - Transportation projects which will not change the operating characteristics of a roadway are exempt from the Transportation Improvement Program conformity analysis. Conformity analysis must be completed on projects that affect the distance, speed, or capacity of a roadway.

Federal-aid Highways - Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Functional Classification - The grouping of streets and highways into classes, or systems according to the character of service that they are intended to provide, e.g., residential, collector, arterial, etc.

Key Number - Unique number assigned by ODOT to identify projects in the TIP/STIP.

Maintenance - Activities that preserve the function of the existing transportation system.

Maintenance Area - “Any geographical region of the United States that the EPA has designated (under Section 175A of the CAA) for transportation related pollutant(s) for which a national ambient air quality standard exists.” This designation is used after non-attainment areas reach attainment.

Mobile Sources - Mobile sources of air pollutants include motor vehicles, aircraft, seagoing vessels, and other transportation modes. The mobile source related pollutants of greatest concern are carbon monoxide (CO), transportation hydrocarbons (HC), nitrogen oxides (NOx), and particulate matter (PM10). Mobile sources are subject to a different set of regulations than are stationary and area sources of air pollutants.

Non-attainment Area - “Any geographic region of the United States that the EPA has designated as non-attainment for a transportation related pollutant(s) for which a national ambient air quality standard exists.”

Regionally Significant – From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- (a) All principal arterial highways;
- (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.

Appendix C: Transportation Planning Acronyms and Terms

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: Public Comments and Responses on the TIP

#	Comment Received	RVMPO Response
1	(None)	
2		
3		
4		

Appendix E: Agency Comments and Responses on the TIP

#	Comment Received	RVMPO Response
1		
2		
3		

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 MAP-21 (Pub. L. 112-141) and 23 USC 104(a), 140(b)-(c), 504(e) regarding involvement of disadvantaged business enterprises in USDOT 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.



Jim Lewis, Chair
RVMPO Policy Committee |