



# **Annual Listing of Obligated Projects FFY2022**



**ROGUE VALLEY**  
METROPOLITAN PLANNING ORGANIZATION

Staffed by the  
Rogue Valley Council of Governments  
155 N 1st St, Central Point, OR 97502 | 541-664-6674 | [rvcog.org](http://rvcog.org)

# Executive Summary

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*A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2022 federal fiscal year (FFY), Oct. 1, 2021, through Sept. 30, 2022*

## **Rogue Valley Metropolitan Planning Organization (RVMPO)**

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

## **RVCOG Mission**

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

## **RVMPO Mission**

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

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Rogue Valley Council of Governments  
155 N. First St.; P O Box 3275  
Central Point, OR 97502  
Phone: 541.664.6674  
[www.rvmppo.org](http://www.rvmppo.org)

# Table of Contents

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- Introduction.....4
  - The Obligation Process.....4
  - Federal Requirements .....4
  - Federal Funding Sources.....5
- Obligation Distribution .....7
  - Distribution of Funds by Jurisdiction and Agency.....7
  - Distribution of Funds by Project Type .....8
- Project Delivery, Phasing .....9
- List of Obligated Projects .....10
- Map of Obligated Projects.....13
- Appendix A: Federal Regulations .....14

# Introduction

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## About this Report

This report provides information about the projects and distributions of federal funds across jurisdictions within the RVMPO and modes. The time span covered is Oct. 1, 2021 through Sept. 30, 2022.

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

## The Obligation Process

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

Typically, obligation covers a particular phase of a project, such as the preliminary engineering or purchase of rights-of-way for a highway project. Therefore, projects listed in this report indicate the phase or portion of work for which the federal funds have been secured. Projects that can be linked to a specific location are shown on a map of the RVMPO area on Page 14.

Projects listed here were originally approved by the RVMPO Policy Committee via approval of the RVMPO Transportation Improvement Program (TIP). The TIP signifies local approval of transportation projects receiving federal funds. This report indicates progress on those projects and federal agency commitments to their delivery.

## Federal Requirements

The U.S. Congress, through adoption of the FAST Act (Fixing America's Surface Transportation Act), requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation.

Federal law requires that MPOs publish for public review, including investments in pedestrian walkways and bicycle transportation facilities, projects for which federal funds were obligated in the preceding year. Specific statutory requirements are shown in Appendix A.

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. FTA, Oregon Department of Transportation (ODOT), Josephine County, Jackson County and RVMPO cities provided information and feedback to the RVMPO for this report.

## Federal Funding Sources

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

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

- **Surface Transportation Block Grant (STBG):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects are also eligible. STBG has several sub-programs, including safety and enhancements. A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The RVMPO allocates the share for cities within the Medford metropolitan area, known as STBG-L funds, and amount to about \$1.8 million annually. To simplify access to these funds, RVMPO jurisdictions can utilize ODOT's STBG fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the jurisdiction receives state roadway funds at a 94% exchange rate. Additionally, each state must set aside 10% of its base STBG funds for safety programs. The match rate for safety projects is 80% federal and 20% state/local.
- **National Highway Performance Program:** Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **Interstate Maintenance (IM):** IM funds are reserved for interstate highway projects that do not add capacity; they generally fund construction or reconstruction of bridges, interchanges, and overcrossings on existing interstate routes.
- **Metropolitan Planning (MPO):** A 1.25% portion of certain Highway Trust Fund programs are set aside by Congress to support metropolitan planning activities in urban areas with a population of 50,000 or more. This fund supplies most of the revenue for RVMPO planning activities.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ funds are dedicated for projects that address on-road vehicle emissions and relieving congestion problems that are harming air quality. The entire RVMPO planning area qualifies for CMAQ funds to address particulate and carbon dioxide emissions. The CMAQ Program requires a local match of 10.27% of the total project cost.

- **Federal Transit Administration (FTA):** Supports public transportation activities through several activity-specific programs. Rogue Valley Transportation District (RVTD) receives funds from FTA Section 5307, which is distributed on a formula basis for capital, planning and certain operating activities. Publicly owned transit systems are eligible. When used for operating costs, funds must be matched 50 percent with local funds. For planning and other activities, the match required is 20 percent. Additionally, RVTD receives FTA Section 5310 funds for transit improvements serving the elderly, disabled, and low-income populations.
  - \* Section 5311: Rural transit operations for general public services
  - \* Section 5310: Operations/capital for transportation series/projects that benefit the elderly and disabled
  - \* Section 5309: Capital projects
  - \* Section 5303: Planning funds
- **Other Funding Sources :** State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds. Local match funds are not included in the obligated amounts shown in this report.

# Obligation Distribution

## Distribution of Funds by Jurisdiction and Agency

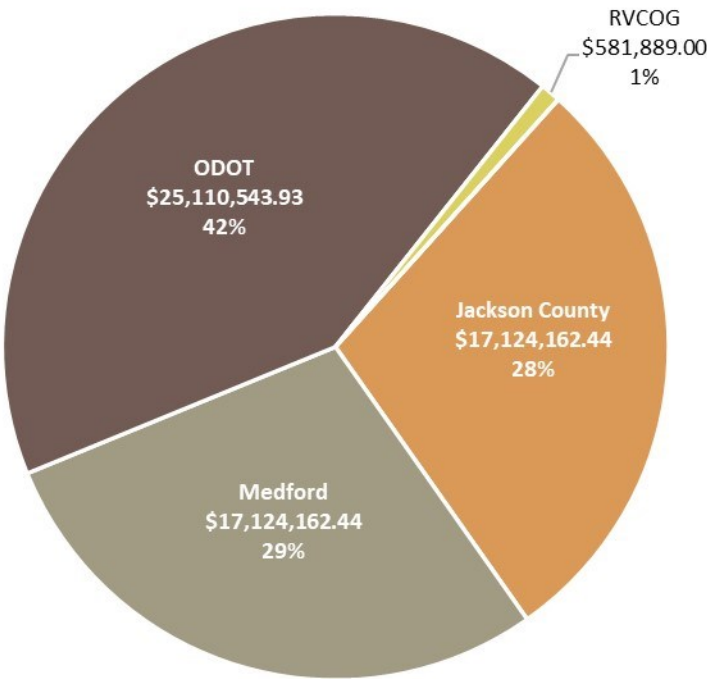
Projects set to receive federal funds are programmed, or approved, by the RVMPO Policy Committee through adoption and amendments of the TIP. Amendments are common and reflect changing conditions and demands fund recipients face as they move forward with project implementation.

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

Chart 1 below shows the distribution of federal funds within the RVMPO by jurisdiction and agency. Federal funds obligated in FFY 2022 totaled **\$59,922,758** and are reflected in Charts 1 and 2. It is important to note that this does not include de-obligated federal funds in FFY 2022. De-obligated funds are shown as negative amounts in the List of Obligated Projects beginning on Page 10. De-obligations occur when a project phase has been closed and funding is returned.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 10.

**Chart 1: Distribution of Obligated Federal Funds & STBG-L Fund Exchange for State Funds by Jurisdiction, FFY 2022**





## Distribution of Funds by Project Type

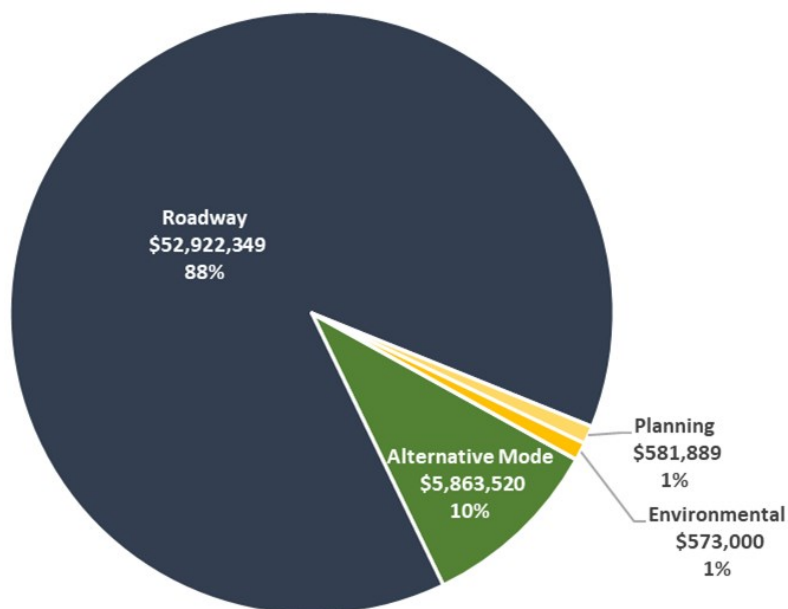
Federal funds were used for a variety of transportation projects in the 2022 federal fiscal year, from planning, to transit service to interstate interchanges. This section addresses the distribution of funds among four major activity categories:

- **Roadway** - encompassing projects that improve and preserve facilities for vehicle use.
- **Transit** - support for services provided by RVTD.
- **Planning** - consisting of RVMPO activities in FFY 2022, although in past years other planning projects and funding occurred.
- **Alternative Mode (Alt. Mode)** - projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks. This category includes RVTD's Transportation Demand Management Program, which focuses on changing travel behavior to reduce use of single-occupant vehicles.
- **Environmental** - projects that address emergency mitigation of environmental damage to ODOT properties.

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

### Chart 2: Distribution of Obligated Federal Funds and STBG-L Fund Exchange for State Funds by Project Type, FFY 2022

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





# Project Delivery

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## Phasing

Distributions shown on these pages and the project listing that follows represent funding amounts approved by FHWA and FTA. The distribution of funds signifies authorization for work to begin. Because it may take some time for recipient agency to complete the work, the obligation funds shown here may not clearly coincide with work visible on the ground in local communities.

Transportation projects are generally accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in FFY 2022 are shown in the project listing.

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

Phases generally are:

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

# List of Obligated Projects

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The following pages list projects for which federal funds were obligated in the 2022 federal fiscal year by jurisdiction. The project numbers, assigned by ODOT as a project is programmed, are shown in the first column and can be used to track a single project through its various phases over time, from programming in the TIP to final delivery.

The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the TIP. Projects that can be illustrated by mapping are shown on the map on Page 14.

## List of Obligated Projects

Lead Agency	FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2022 PRO-GRAMMED	FFY 2022 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
Ashland	None								
Central	None								
Eagle Point	None								
Jackson County	4700076	21029 (19231)	Foothill Rd. Corridor/ Foothill Rd. Delta Waters to Dry Creek	CON, RW, UR, PE	NATL INF INVEST BUILD 2019, CM MAP-21, STBG 500 -200K POP IIA, STBG Flex, CM FAST Ext	\$2,298,734	\$17,124,162	\$2,011,304	\$3,298,734
Jacksonville	None								
Medford	4700076	19231 (21029)	Foothill Rd. Corridor/ Foothill Rd. Delta Waters to Dry Creek	CON, RW, UR, PE	NATL INF INVEST BUILD 2019, CM MAP-21, STBG 500 -200K POP IIA, STBG Flex, CM FAST Ext	\$3,343,364	\$17,124,162	\$3,000,000	\$14,477,600
ODOT	SA00445	22477	OR99/I-5 Emergency Water Treatment	PE, CON, OTH	Emergency REL 2022 Sup	\$838,582	\$573,000	\$838,582	\$838,582
ODOT	S001547	22410	I-5: emergency fence repair.	PE, CON, OTH	Emergency REL 2019 Sup	\$495,892	\$1,351,339	\$444,964	\$495,892
ODOT	S021020	21180	OR66 over RR bridge & E. Main St. over I-5 bridge	PE, CON, N/A-ICAP	Nat Hwy Perf Prog, Nat Hwy Perf IIA, Nat Hwy Perf FAST Ext	\$3,500,000	\$0	\$3,140,550	\$3,500,000
ODOT	S022051	21511	OR62: Rogue Valley Expressway	PE, CON, OTH, N/A- ICAP	Nat Hwy Perf FAST	\$0	\$0	\$0	\$2,736,250
ODOT	S063037	20162	OR99: Coleman Ck. (Phoenix)	N/A-ICAP, OTH, RW, CON, UR	ST Flex, STP <5k POP MAP21, STP <5k POP MAP 21 Ext. NH Perf FAST Ext. STBG <5k POP FAST, STBG Flex, Hwy Infr <5k POP	\$5,987,952	\$669,239	\$4,832,990	\$6,087,952
ODOT	S063038	21196	OR99: South Valley View	RW, N/ A_ICAP	ST Flex MAP 21	\$500,000	-\$38,226	\$448,650	\$500,000
ODOT	S063039	20185	OR99: I-5 to Scenic Ave	PE, N/A- ICAP, RW, CON, OTH	SEC 164 Pen For HSIP, Hwy Safe Imp Prog Ext, SEC 164 Pen HSIP IIA, SEC 164 Pen HSIP FAST, Rail Hwy Prot Dev FAST	\$4,129,849	\$4,536,968	\$7,799,133	\$7,799,133

## List of Obligated Projects

Lead Agency	FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2022 PRO-GRAMMED	FFY 2022 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
ODOT	S063042	22384	OR99: Glenwood - Coleman Creek	PE, N/A-ICAP, RW, UR	Nat Hwy Perf IIA, Nat Hwy Perf FAST Ext	\$12,743,358	\$7,114,737	\$11,646,566	\$17,574,568
ODOT	S063043	22428	OR99 at Water St. Signal (Ashland)	PE, N/A-ICAP	Hwy Sfty Imp Prog FAST Ext	\$950,000	\$170,250	\$876,090	\$950,000
ODOT	S270040	18975	OR140: Exit 35 Blackwell Road	PE, N/A-ICAP, OTH, RW, CON,	STP State Flex STEA03, ST Flex S-LU Ext, STP <5k POP MAP 21, ST Trans Flex Map 21, STBG Flex, STBG <5k POP FAST Ext, CM FAST Ext	\$9,105,836	-\$43,048	\$8,142,305	\$9,605,836
ODOT	S270045	21716	OR140: Lakeview Dr. Left Turn Lane	CON, N/A-ICAP, PE	Hwy Safety Imp Prog IIA, SEC 164 Penal HSIP IIA, SEC 164 Penal, HSIP FAST	\$1,814,000	\$1,272,236	\$1,642,679	\$1,814,000
ODOT	SA00346	22127	OR238/OR62 curb ramps	RW, N/A-ICAP, CON	STBG 5-200k POP FAST, STBG 5-200k POP FAST Ext	\$3,568,280	\$45,864	\$3,201,817	\$3,568,280
ODOT	SA00352	21676	OR99/OR238/OR62: Big X intersection (Medford)	RW, N/A-ICAP, PE	Nat Hwy Perf IIA, STBG 5-200k POP FAST, STBG 5-200k POP FAST Ext	\$12,041,504	\$875,252	\$10,806,497	\$14,273,172
ODOT	SA00401	22389	OR99/I-5 curb ramps	RW, CON, N/A-ICAP	Nat Hwy Perf FAST Ext	\$6,272,500	\$5,817,656	\$5,628,314	\$6,742,500
ODOT	S060002	21408	OR99: Rogue Valley Inter-section Improvements	PE, N/A-ICAP, RW	Hwy Safety Imp Prog, Hwy Safety Imp Prog FAST	\$1,415,000	\$325,481	\$1,287,683	\$1,415,000
ODOT	SA00250	20166	I-5 & OR138E: Variable Message & Curve Warning Signs	N/A-ICAP, OTH, RW, CON, PE	Nat Hwy Perf Prog Ext, ST Flex MAP21, STBG Flex IIA, Hwy Safety Imp Prog IIA, Nat Hwy Perf FAST Ext, STBG Flex	\$4,894,328	\$2,358,524	\$4,443,017	\$4,894,328
Phoenix	None								
RVCOG	PR21301	20611	ROGUE VALLEY MPO PLANNING SFY21	PL	FTA Met Tran, STBG Flex, Met Plan FAST	\$310,873	-\$444,485	\$278,946	\$310,873
RVCOG	PR23301	21845	ROGUE VALLEY MPO PLANNING SFY23	PL	STBG Flex IIA, Met Plan IIA	\$1,064,931	\$581,889	\$955,563	\$1,064,931

## Map of Obligated Projects

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Map is under development and  
will be inserted at a future date

# Appendix A: Federal Regulations

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

**Infrastructure Investments and Jobs Act (IIJA), effective November 15, 2021**

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

**Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), July 6, 2012**

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

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

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

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

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



**Rogue Valley**

Metropolitan Planning Organization

2022