



Date: Wednesday, May 14, 2025

Time: 1:30 p.m.

Join In-Person

Location: Lewis Conference Room
 RVCOG, 155 N 1st Street,
 Central Point
Transit: Served by RVTD Route #40
Contact: RVCOG: 541-423-1375
Website: www.rvmppo.org

Or via Zoom

Meeting ID: 876 0096 3358
Phone #: +1 253 215 8782
Zoom Link:
<https://us06web.zoom.us/j/87600963358>

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. 48 HOURS ADVANCE NOTICE IS PREFERABLE, AND WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS

1. Call to Order / Introductions / Review Agenda Chair

Consent Agenda

2. Review / Approve Minutes Chair

Attachment: [#1 RVMPO TAC Meeting Draft Minutes 04/09/2025](#)

Action Items

3. Revised 2025-2050 RTP Financial Forecasts & Tier 1 Project List Dan Moore

Background: The TAC is being asked to review, comment, and recommend Policy Committee approval on the revised financial forecasts and Tier 1 project list. The revisions are in response to Mike Baker, ODOT Region 3 Planning and Development Manager’s letter dated March 31, 2025, *RE: 2025-2050 Draft Regional Transportation Plan Financial Constraint*.

Attachment: [Memo: Revised 2025-2050 RTP Financial Forecasts & Tier 1 Project List](#)
[ODOT Letter: 2025-2050 Draft RTP Financial Constraint](#)

Action Requested: Review and recommendations



4. 2025-2050 Regional Transportation Plan Chapter 5

Yazeed Alrashdi

Background: The TAC is being asked to review and provide any comments on the following RTP Chapter. PLEASE NOTE: While SharePoint is being used, the formatting will be inconsistent. This will be fixed before final approval of the full document.

Chapter 5 – Regional Transportation System (Broken into 8 parts)

Link to Website: [Draft RTP Chapters](#)

Action Requested: *Review and recommendations*

Discussion Items

5. Public Comment

Chair

Regular Updates

6. RVMPO Update

Ryan MacLaren

7. Other Business / Local Business

Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

8. Adjournment

Chair

Scheduled Meetings		
RVMPO TAC	June 11, 2025	1:30 p.m.
RVMPO PAC	May 20, 2025	5:30 p.m.
RVMPO Policy Meeting	May 27, 2025	2:00 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



SUMMARY MINUTES
Rogue Valley Metropolitan Planning Organization
 Technical Advisory Committee

Date: Wednesday, April 9, 2025

Voting Members	Organization	Phone Number
Karl Johnson	Ashland PW	488-5587
Matt Samitore, Vice-Chair	Central Point PW	664-3321 x205
Mike Upston	Eagle Point PL	826-4212
Alex Georgevitch, Chair	Medford PW	774-2114
Gaoying Vigoa	Talent PL	813-9267
Charles Bennett	Jackson County PL	774-6115
James Philp	Jackson County R&P	774-6236
Justin Shoemaker	ODOT	774-6376
Thomas Guevara	ODOT	608-2429
Paige West	RVTD	608-4249
Sean Eisma	RVTD	779-5821

Alternate Members	Organization	Phone Number
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Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Yazeed Alrashdi	RVCOG	423-1378
Dan Moore	RVCOG	423-1393
Jeff Stump	RVCOG	423-1367

Interested Parties	Organization
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Mike Montero RVMPO PAC

RVMPO TAC Minutes – Wednesday, April 9, 2025

[Agenda Packet](#)

[Meeting Audio](#)

1. Call to Order at 1:30 / Introductions / Review Agenda 00:00 – 01:05

Quorum: 6 jurisdictions represented.

2. Review / Approve Minutes 01:05 – 02:10

01:26 Matt Samitore moved to approve March 12, 2025, RVMPO TAC Meeting Minutes as presented. Seconded by Mike Upston.

No further discussion.

Motion passed unanimously by voice vote.



Action Items

3. **2025-2050 Regional Transportation Plan (RTP) Chapter 4 and 7 02:10 – 10:50**
 - 08:49 Thomas Guevara moved to recommend approval of RTP Chapters 4 and 7 with incorporated changes. Seconded by Justin Shoemaker.
 - 09:06 Friendly Amendment from Alex Georgevitch to clarify this approval is on condition of further comments and suggestions. Seconded by Justin Shoemaker.
 No further discussions.
 Friendly Amendment passed unanimously by voice vote.
 Motion passed unanimously by voice vote.

Discussion Items

4. **2025-2050 Regional Transportation Plan (RTP) Chapter 5 10:50 – 15:27**
5. **RTP Financial Constraint Concerns 15:27 – 01:10:22**
6. **Public Comment 01:10:23 – 01:10:59**
Comments received from Mike Montero

Regular Updates

7. **MPO Planning Update 01:10:59 – 01:14:15**
Update provided by Ryan MacLaren regarding upcoming changes to the STIP/TIP Cycles.
8. **Other Business / Local Business 01:14:15 – 01:30:26**
Updates from Central Point, RVTD, and ODOT.
9. **Adjournment**
 3:23 p.m.

Scheduled Meetings		
RVMPO TAC	May 14, 2025	1:30 p.m.
RVMPO PAC	May 20, 2025	5:30 p.m.
RVMPO Policy Meeting	May 27, 2025	2:00 p.m.



**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

DATE: May 8, 2025
TO: RVMPO Technical Advisory Committee (TAC)
FROM: Dan Moore, Senior Transportation Planner
SUBJECT: Revised 2025 – 2050 RTP Financial Forecasts & Tier 1 RTP Project List

This memo includes revised financial forecasts and Tier 1 project list (Appendix A) for the 2025–2050 RTP for TAC review, comment, and recommendation for Policy Committee approval. The revisions are in response to Mike Baker, ODOT Region 3 Planning and Development Manager’s letter dated March 31, 2025, *RE: 2025-2050 Draft Regional Transportation Plan Financial Constraint* (attached). The letter outlines ODOT Region 3’s deeper dive into the RTP to review its financial constraint as it relates to both state and federal regulations for all projects. Below are ODOT Region 3’s Corrective Actions and Recommendations and the RVMPO staff responses.

Corrective Action 1: As required in 23CFR 450.324(f)(11)(iv), the 2025-2050 RTP shall develop a financial plan which includes revenue and cost estimates for projects based on year of expenditure dollars.

Revenue (3.3% annual growth rate¹) and project cost (3.3% annual growth rate²) estimates for projects are based on growth rates and inflation factors derived from *Financial Assumptions for the Development of MPO Transportation Plans (July 2022)*, ODOT Finance Section. The methodology was developed by an ad hoc committee. The committee consisted of ODOT staff, staff of each of Oregon’s eight MPOs, and representatives of the nine public transit operators (PTOs) in the MPOs’ planning areas.

Corrective Action 2: The MPO shall identify available and eligible revenue sources to ensure that the allocation of funds is consistent with eligibility requirements.

The financial forecast shows approximately \$407.6 million available (\$42.6M CMAQ & \$365.1M federal funds) for Tier 1 projects included in the 2025-2050 RTP. A total of \$312.4 million in future RVMPO funding is needed to fully fund Tier 1 RTP projects. Not all projects

¹ The average annual growth rate of Oregon formula funding between the final year of TEA-21 and final year of IIJA (2003-2026) is 3.4 percent; the average annual growth rate of formula funding between the final year of MAP-21 and IIJA (2014-2026) is also 3.4 percent. The average annual growth rate of formula funding between the final year of ISTEA and the final year of IIJA (1997-2026) is 4.1%. Adoption of an expected 3.3 percent rate of growth for Oregon formula funding is not an unreasonable expectation.

² After a couple of ad hoc committee meeting discussions, a decision was made to adopt 3.3 percent as the average annual growth rate for costs of transportation projects and OM&P.

will be eligible for CMAQ funds. There would be approximately \$53M excess federal / local funds available to cover the costs of projects not eligible for CMAQ funds.

Corrective Action 3: The MPO shall provide clarity if a BUILD or other competitive federal grant is included as a revenue source in the RTP financial plan³ and if so, make findings on the actions and processes the MPO will undertake to assure receipt of those federal competitive grant(s).

A review of the awards for the last round of Federal INFRA grants shows that this program provides grants for multimodal freight and highway projects of national or regional significance. There were several grants for hundreds of millions of dollars given around the country. The largest grant in the last round was \$275M.

The City of Medford will be seeking federal grants for the South Stage Overcrossing. The city has a successful track record for approval of federal TIGER and BUILD grants in 2009, 2010 and 2019. It is feasible that the city will be successful in securing a federal grant in the \$200M price range in 2040 - 2050.

Recommendation 1: As recommended by FHWA guidance, use a cost-band for the South Stage Overcrossing Project and identify available funding to support the highest level of the cost-band with inflation to the planned year of expenditure.

The City of Medford estimated the South Stage Overcrossing, Long-Range project cost at \$162,000,000 which was inflated to \$310,114,052 based on a 3.3% annual growth rate. Local and RVMPO funding is available to support the construction of the project.

³ 23CFR 450.324(11)(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

Table 1 – Federal Funds/Grants

CMAQ (\$ X 1,000)			Gas Tax, STBG & Federal Grants (\$ X 1,000)						Total CMAQ, STBG/Gas Tax & Grants for Projects	
YEAR	Total CMAQ	Available CMAQ (by time frame)	YEAR	Total Funds	RVTD Share of Funds	Available Funds for Projects	Federal Grants for Projects	Available Project Funds (by time frame)		
2025	Funds Committed to 2027		2025	Funds Committed to 2027						
2026										
2027										
2028	\$1,265	\$3,922	2028	\$2,800	\$566	\$2,234				
2029	\$1,307		2029	\$2,892	\$566	\$2,326				
2030	\$1,350		2030	\$2,988	\$566	\$2,422	\$25,000		\$31,982	\$35,903
2031	\$1,394	\$16,208	2031	\$3,086	\$566	\$2,520				
2032	\$1,440		2032	\$4,500	\$566	\$3,934				
2033	\$1,488		2033	\$4,649	\$566	\$4,082				
2034	\$1,537		2034	\$4,802	\$566	\$4,236				
2035	\$1,588		2035	\$4,960	\$566	\$4,394				
2036	\$1,640		2036	\$5,124	\$566	\$4,558				
2037	\$1,694		2037	\$5,293	\$566	\$4,727				
2038	\$1,750		2038	\$5,468	\$566	\$4,902				
2039	\$1,808		2039	\$5,648	\$566	\$5,082				
2040	\$1,868		2040	\$5,835	\$566	\$5,268	\$25,000			\$68,703
2041	\$1,929	\$22,425	2041	\$6,027	\$566	\$5,461				
2042	\$1,993		2042	\$6,226	\$566	\$5,660				
2043	\$2,059		2043	\$6,432	\$566	\$5,865				
2044	\$2,127		2044	\$6,644	\$566	\$6,078				
2045	\$2,197		2045	\$6,863	\$566	\$6,297				
2046	\$2,269		2046	\$7,090	\$566	\$6,523				
2047	\$2,344		2047	\$7,323	\$566	\$6,757				
2048	\$2,422		2048	\$7,565	\$566	\$6,999				
2049	\$2,501		2049	\$7,815	\$566	\$7,249				
2050	\$2,584		2050	\$8,073	\$566	\$7,506	\$200,000			\$264,395
	\$42,555			\$128,103	\$13,024	\$115,079	\$250,000	Total Funds	\$407,634	
3.3% annual increase			3.3% annual increase							

Revenue forecasts based on data from “Financial Assumptions for the Development of Metropolitan Transportation Plans SFY 2020/2021 – 2049/2050, Oregon Department of Transportation, Office of Revenue, Finance and Compliance, July 2022.

Table 1 depicts Federal fund revenue projections for 2025 to 2050 (3.3% annual growth rate for STBG beginning in 2031 and Federal grants totaling \$250M over the 25-year planning horizon). The table also shows the CMAQ total @ 3.3% annual growth rate. The RVMPO estimates the \$407,634,000 will be available for the 2025-2050 RTP.

Table 2 – RVMPO 2025-2050 RTP Revenue and Expenditure Forecast

Jurisdiction	Time Frame	Year of Expenditure (YoE) X \$1,000									
		Federal Funds in TIP	State Gas Tax	Local			Total	Non-Capital Needs	Funds Available	Tier 1 RTP Project Costs "YoE" 3.3%	RVMPO Future Discretionary Funds
				SDC's	Fees	Other					
Ashland	short	\$4,600	\$11,705	\$990	\$10,673	\$1,026	\$28,994	\$17,590	\$11,403	\$8,458	\$0
	medium		\$25,384	\$2,014	\$22,586	\$1,710	\$51,694	\$43,347	\$7,847	\$0	\$0
	long		\$35,154	\$2,578	\$30,354	\$1,710	\$69,795	\$70,293	\$2	\$0	\$0
Central Point	short	\$3,200	\$10,728	\$300	\$5,100	\$5,000	\$24,328	\$5,647	\$18,681	\$5,763	\$0
	medium		\$23,266	\$500	\$8,500	\$6,500	\$38,766	\$11,485	\$27,280	\$1,555	\$0
	long		\$32,220	\$500	\$8,500	\$4,250	\$45,470	\$14,702	\$30,767	\$9,645	\$0
Eagle Point	short		\$5,431	\$5,270	\$2,640	\$0	\$13,340	\$5,647	\$7,693	\$912	\$0
	medium		\$11,777	\$10,719	\$5,812	\$0	\$28,308	\$11,485	\$16,822	\$8,301	\$0
	long		\$16,310	\$13,721	\$8,198	\$0	\$38,228	\$14,702	\$23,526	\$40,056	-\$16,530
Jacksonville	short		\$1,744	\$83	\$984	\$0	\$2,811	\$2,217	\$595	\$0	\$0
	medium		\$3,782	\$169	\$1,777	\$0	\$5,728	\$4,508	\$1,220	\$0	\$0
	long		\$5,238	\$216	\$1,963	\$0	\$7,417	\$5,771	\$1,646	\$0	\$0
Medford	short	\$60,150	\$49,580	\$17,436	\$68,286	\$5,110	\$200,562	\$86,234	\$114,327	\$23,292	\$0
	medium		\$107,523	\$35,416	\$138,395	\$10,394	\$291,728	\$175,399	\$116,329	\$35,406	\$0
	long		\$148,904	\$45,335	\$168,703	\$23,305	\$386,247	\$224,525	\$161,722	\$369,792	-\$208,070
Phoenix	short		\$2,058	\$681	\$1,048	\$0	\$3,787	\$3,379	\$408	\$3,294	-\$2,886
	medium		\$4,464	\$1,500	\$2,307	\$0	\$8,271	\$6,873	\$1,398	\$15,087	-\$13,689
	long		\$6,181	\$2,116	\$3,255	\$0	\$11,552	\$8,798	\$2,754	\$1,474	\$0
Talent	short		\$2,949	\$504	\$963	\$0	\$4,416	\$3,513	\$903	\$0	\$0
	medium		\$6,396	\$1,110	\$2,120	\$0	\$9,626	\$7,146	\$2,480	\$6,973	-\$4,493
	long		\$8,857	\$1,566	\$2,990	\$0	\$13,413	\$9,147	\$4,266	\$16,712	-\$12,446
Jackson Co. (RVMPO Area)	short	\$28,500	\$57,698	\$3,000	\$3,600	\$1,700	\$94,498	\$22,894	\$71,604	\$20,584	\$0
	medium		\$63,273	\$5,000	\$6,000	\$7,000	\$81,273	\$46,565	\$34,708	\$31,338	\$0
	long		\$87,543	\$5,000	\$6,000	\$1,700	\$100,243	\$59,607	\$40,636	\$67,000	-\$26,364
Street System Totals		\$96,450	\$728,162	\$155,724	\$510,753	\$69,405	\$1,560,494	\$861,476	\$699,019	\$665,642	-\$284,478
Total MPO Funds Available 2025-2050											\$407,634
Total MPO Funds Less Future MPO Funds Needed for Local Projects											\$123,156

*A total of \$407.6 Million in MPO funds is available for RVMPO member jurisdiction future discretionary funding (see Table 1).

Table 3 – Revenue & Expenditure Assumptions

Jurisdiction	Revenues						Non-Capital Needs	Capital Funds Avail.
	Federal	State	RVTD	Local				
				SDC's	Street Utility Fees (SUFs)	Other		
Ashland	Federal fund estimates are from ODOT Financial Assumptions for the Development of MPO Transportation Plans (July 2022) and ODOT's Finance Section. Approximately \$42.5 million in CMAQ funds will be available to the RVMPO from 2028-2050 @ 3.3% annual increase (CMAQ funds for 2025-2027 already committed in TIP). ODOT (July 2022) estimates that \$128 million in STGB & HB 2017 funds will be available to the RVMPO from 2028-2050 @ 3.3% annual increase (funds for 2025-2027 already committed). \$566,240 per year (beginning in 2028) of these funds have been committed to transit (RVTD) through the year 2050 (this allocation is currently under review by the Policy Committee). Three (3) Federal grants are included in the forecast: \$25M Short Range, \$25M Medium Range & \$200M Long Range.	ODOT (July 2022) provided estimates for Hwy Funds for 2025-2050 for total MPO area: \$111M - Short Range \$234M - Medium Range \$340M - Long Range Total City Share = Total of all funds available to incorporated cities in Oregon. Current Law - RVMPO City Share = % of city's population divided by incorporated cities total population e.g., Ashland population - 21,457 / 3,074,353 = 0.00698 * \$257.3 million (2025 Current Law City Share) = \$1.8 million -- Jackson County City Share (population within RVMPO) = % of population divided by incorporated cities total population	Revenues: 5307 - \$4.1M in 2025, 5% annual increase. Title XIX - \$330K in 2025, 2% annual increase. TDM/Rideshare - \$152K in 2025, 1% annual increase. STF - \$659K in 2025, 2% annual increase. In-Lieu-of Tax - \$583K in 2025, 1% annual increase. Property Taxes - \$3.5M in 2025, 4% annual increase. Farebox Returns - \$900K in 2025, 2% annual increase. RVMPO Gas Tax/STBG - \$566.24K/Year, STIF & STF - 4% per Year, Expenditures: Operations - \$10.8M in 2025, 5% annual increase. Alt Operations - \$2.2M in 2025, 5% annual increase. Maintenance - \$6M in 2025, 5% annual increase. Admin - \$2.4M in 2025, 5% annual increase. Support Services - \$2.3M in 2025, 5% annual increase. Capital Projects - \$1.1M biannually.	SDC's are expected to be about \$155K in 2025 and increase at 2.5% through 2050.	Street Utility Fees are expected to be about \$1.65M in 2025 and increase by 3% per year through 2050.	Other revenues include intergovernmental and misc. and are expected to average about \$171K per year.	2025 expenses include: admin (\$1.1M), maintenance (\$1.4M) and RVTD bus passes (\$50K). An annual increase of 5% is assumed for admin & maintenance expenses, respectively, through 2050.	Capital funds available for cities in the RVMPO equal the amounts in the "Revenues" column minus the amounts in the "Non-Capital Needs" column.
Central Point			SDC's are expected to be about \$50K in 2025 with no increase through 2050.	Street Utility Fees are expected to be \$850K in 2025 with no increase through 2050	Other revenues are expected to be \$5M Short Range, \$6.5M Medium Range and \$4.25M Long Range. Revenues are from developer and urban renewal contributions.	2025 expenses include administration and maintenance (\$884K). An annual increase of 2.5% has been assumed for these expenses through 2050.		
Eagle Point			SDC's are expected to be about \$825K in 2025 and increase at 2.5% per year.	Street Utility Fees are expected to be about \$403K in 2025 and increase by 3.5% per year.	No other revenues are expected through 2050	2025 expenses include: admin (\$364K) and maintenance (\$520K). An annual increase of 2.5% is assumed for these expenses through 2050.		
Jacksonville			SDC's are expected to be about \$13K in 2025 and increase at 2.5% per year.	Franchise Fees are expected to be about \$160K in 2025 and increase by 1.0% per year.	There are no "other" revenues expected.	Expenses include: admin (\$46K) and maintenance (\$301K) with an annual increase of 2.5% to 2050.		
Medford			SDC's (2.5% annual increase) are expected to be about \$2.75M in 2025, 1.6% increase in 2026 then 2.5% growth rate after that.	Street Utility Fees are expected to be about \$10M in 2025, 6% increase for years 2026, 27 & 28 and increase by 2% per year thereafter.	Other revenue in 2025 is estimated at \$800K with a 2.5% annual increase thereafter. \$10M in developer fees estimated in 2050.	Fixed Expenditures include: admin, maintenance and debt service at 2.5% annual increase. Short Range - \$86.2M; Medium Range - \$175.4M and Long Range - \$224.5M.		
Phoenix			SDC's are expected to be about \$104K in 2025 and increase at an average of 3.5% per year.	Street Utility Fees are expected to be about \$160K in 2025 and increase by about 3.5% per year.	No other revenues are expected through 2050	2025 expenses include: admin (\$50K) and maintenance (\$479K). An annual increase of 2.5% has been assumed for these expenses through 2050.		
Talent			SDC's are expected to be about \$77K in 2025 and increase at 3.5% per year to 2050.	SUFs are expected to be about \$147K in 2025 and increase 3.5%/yr to 2050	There are no "other" revenues expected.	2025 expenses include: admin (\$64K) and maintenance (\$386K) with an annual increase of 2.5% through 2050.		
Jackson Co. (MPO Area)			SDC's are expected to be about \$500K in 2025 with no increase to 2050.	STBG funds are expected to be about \$600K in 2025 with no increase to 2050	Other revenue = \$1.7M Short Range, \$7M Medium Range, and \$1.7 Long Range	Non-Capital Needs is estimated at \$3.6 in 2025 with a 2.5% annual increase to 2050.		
ODOT (MPO Area)	Short Range (2025-2030) project funding is \$184,356,284. Medium Range (2031-2040) project funding is \$7,009,729. Long Range (2041-2050) project funding is \$73,000,000.							

Appendix A – Revise 2025 – 2050 RTP Tier 1 Project List @ 3.3 YoE (Year of Expenditure)

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	Conformity Status	Within PM10/CO Maintenance Areas
Ashland									
Short Range 2025-2030	NEW	ASH-116	Clay St: Faith Ave to Siskyou Blvd	Reconstruct roadway to add bike and pedestrian facilities with curb, gutter, sidewalk and underground drainage to facilitate the addition of the bike and pedestrian facilities. Approximate length of project is 3,350 ft (0.63 miles)	Short	\$ 7,190,217	\$ 8,457,531	Exempt - Table 2 - Bicycle & pedestrian facilities.	PM10
	Short Range (2025-2030) Total						\$ 7,190,217	\$ 8,457,531	
Medium Range 2031-2040	-	-	NO MID-RANGE PROJECTS	NO MID-RANGE PROJECTS	Medium	-	-		
	Medium Range (2031-2040) Total						\$ -	\$ -	
Long Range 2041-2050	-	-	NO LONG-RANGE PROJECTS	NO LONG-RANGE PROJECTS	Long	-	-		
	Long Range (2036-2045) Total						\$ -	\$ -	
Total Cost						\$	\$ 8,457,531		

	Project Status	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	Conformity Status	Within PM10/CO Maintenance Areas
Central Point									
Short Range 2025-2030	OLD	CP-001	Beebe at Hamrick Road Signal	Install new four way signal at Beebe and Hamrick Roads	Short	\$ 350,000	\$411,689	Exempt 93.127 Table 3 - Signalization at individual intersections	PM10
	OLD	CP-003	W. Pine Street Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded (2,200 ft, 0.42 miles)	Short	\$ 4,549,000	\$5,350,786	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
Short Range (2025-2030) Total						\$ 4,899,000	\$5,762,475		
Medium Range 2031-2040	OLD	CP-004	OR 99: Traffic Calming Unit 3	Traffic Calming (300 ft)	Medium	\$ 259,043	\$358,405	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.	PM10
	OLD	CP-005	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidewalks (urban upgrade - no new travel lanes) (700 ft)	Medium	\$ 865,078	\$1,196,902	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
Medium Range (2031-2040) Total						\$ 1,124,121	\$1,555,307		
Long Range 2041-2050	OLD	CP-006	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	Long	\$ 1,751,803	\$3,353,449	Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	CP-007	Hanley – Brandon to Beall Lane	Widen to add center turn lane, bike lanes, sidewalks (no new travel lanes) (2,150 ft)	Long	\$ 3,286,685	\$6,291,649	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
Long Range (2041-2050) Total						\$ 5,038,488	\$9,645,098		
Total Cost						\$	\$ 16,962,880		

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	Conformity Status	Within PM10/CO Maintenance Areas
Eagle Point									
Short Range 2025-2030	OLD	EP-001	South Shasta Avenue - Alta Vista Road to Arrowhead Trail (Phase I)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,060 ft	short	\$ 450,000	\$529,315	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-002	Stevens Road - Riley Road	Pedestrian Path to EP National Cemetery 1,750	short	\$ 325,000	\$382,283	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
Short Range (2025-2030) Total						\$ 775,000	\$911,598		
Medium Range 2031-2040	OLD	EP-004	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail 2,500 ft	medium	\$ 2,000,000	\$2,767,153	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-006	Barton Road - Highway 62 to Havenwood	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,800 ft	medium	\$ 2,000,000	\$2,767,153	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-007	Havenwood Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 690 ft.	medium	\$ 1,000,000	\$1,383,577	Non-exempt	PM10
	OLD	EP-008	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 700 ft.	medium	\$ 1,000,000	\$1,383,577	Non-exempt	PM10
Medium Range (2031-2040) Total						\$ 6,000,000	\$ 8,301,460		

Long Range 2041-2050	OLD	EP-009	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 1,000,000	\$1,914,284	Non-exempt	PM10
	OLD	EP-010	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 1,000,000	\$1,914,284	Non-exempt	PM10
	OLD	EP-011	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,600 ft	long	\$ 1,500,000	\$2,871,426	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-012	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 6,050 ft	long	\$ 2,000,000	\$3,828,569	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-013	Hannon Road - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,000 ft.	long	\$ 1,000,000	\$1,914,284	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-014	Nick Young Road - OR 62 to Hannon Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 600 ft.	long	\$ 1,000,000	\$1,914,284	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-015	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,500 ft.	long	\$ 2,000,000	\$3,828,569	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-016	South Shasta Avenue - Highway 62 to Arrowhead Trail (Phase II)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 3,020 ft.	long	\$ 2,000,000	\$3,828,569	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-017	Royal Ave/Old Highway 62 Intersection	Intersection Realignment	long	\$ 550,000	\$1,052,856	Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	EP-018	Little Butte Park Pedestrian Bridge	New Pedestrian Bridge Near Teakwood	long	\$ 2,500,000	\$4,785,711	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
	OLD	EP-019	S. Shasta Ave - Arrowhead Trail to Loto Street	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 4,500 ft.	long	\$ 2,000,000	\$3,828,569	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	EP-020	Cottonwood at Hwy 62	Planning Phase - Realign Intersection	long	\$ 50,000	\$95,714	Exempt 93.127 Table 3 - Intersection channelization projects	PM10
	OLD	EP-021	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	\$ 2,000,000	\$3,828,569	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous feature.	PM10
	OLD	EP-022	Onyx St Extension	Extension Collector with Bike Lanes and Sidewalks 1,250 ft.	long	\$ 325,000	\$622,142	Non-exempt	PM10
	OLD	EP-023	Hwy 62 @ Rolling Hills Dr	Signalization	long	\$ 2,000,000	\$3,828,569	Exempt 93.127 Table 3 - Intersection Signalization at individual intersections	PM10
Long Range (2041-2050) Total						\$ 20,925,000	\$ 40,056,399		
						Total Cost	\$ 49,269,457		

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	Conformity Status	Within PM10/CO Maintenance Areas
Phoenix									
Short Range 2025-2030	OLD	PHX-005	Colver Rd., 4th St. to 130 feet south of Samuel Lane	Widen and overlay with the addition of curbs, gutters, sidewalks and stormwater (no new travel lanes) - length: .723 miles	Short	\$ 1,600,000	\$1,882,009	Exempt - Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW	PHX-118	OR99/South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks - length: .453 miles	Short	\$ 1,200,000	\$1,411,506	Exempt - Table 3 - Intersection channelization projects.	PM10
Short Range (2025-2030) Total						\$ 2,800,000	\$3,293,515		
Medium Range 2031-2040	OLD	PHX-002	Rose St, Oak to 1st	Install sidewalks - length: .218 miles	Medium	\$346,500	\$479,409	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-003	Camp Baker Road, Hilsinger to Colver	new or improved sidewalks on both sides - length: .258 miles	Medium	\$445,000	\$615,692	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-004	Oak St. Rose to Main	Install sidewalks - length: .216 miles	Medium	\$363,000	\$502,238	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	OLD	PHX-006	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side - length: .410 miles	Medium	\$ 250,000	\$345,894	Exempt-93.126 Table 2 - Bicycle and Pedestrian facilities	PM10
	NEW	PHX-120	UGB west of railroad between S. Stage Road and Houston Rd	New collector street and railroad crossing to serve industrial/employment lands - length: 1.13 miles	Medium	\$ 9,500,000	\$13,143,978	Non-Exempt	PM10
Medium Range (2031-2040) Total						\$10,904,500	\$15,087,211		
Long Range 2041-2050	OLD	PHX-007	Hilsinger, Colver Road to UGB Boundary	Total reconstruct with addition of bike lanes and sidewalks, stormwater management facilities (no new travel lanes) .450 miles	long	\$ 770,000	\$1,473,999	Exempt-93.126 Table 2 - Pavement resurfacing and/or rehabilitation, Bicycle and Pedestrian facilities	PM10
Long Range (2041-2050) Total						\$ 770,000	\$1,473,999		
Total Cost						\$ 19,854,725			

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	Conformity Status	Within PM10/CO Maintenance Areas
Talent									
Short Range 2025-2030	-	-	NO SHORT RANGE PROJECTS	NO SHORT RANGE PROJECTS		-	-	-	
Short Range (2025-2030) Total						\$ -	\$ -		
Medium Range 2031-2040	OLD	TA-002	Rapp Rd.: 150' South of Graham Way to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicycle lanes, sidewalks) - no new travel lanes, approximately 3,500 feet	medium	\$ 3,430,000	\$4,745,668	Exempt 93.126 Table 2 - Bicycle and Pedestrian facilities, Shoulder improvements, widening narrow pavements (no additional travel lanes)	PM10
	OLD	TA-003	Wagner St.: Talent Ave to West Valley View Rd.	Construct new collector street (50 feet), approximately 525 feet	medium	\$ 730,000	\$1,010,011	Non-Exempt	PM10
	OLD	TA-004	Wagner Creek Greenway Path: West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway (install new creek crossing), approximately 995 feet	medium	\$ 880,000	\$1,217,547	Exempt-Table 2 - bicycle and pedestrian facilities	PM10
Medium Range (2031-2040) Total						\$ 5,040,000	\$ 6,973,226		
Long Range 2041-2050	OLD	TA-005	Railroad District Collector: Belmont Rd. to Rapp Rd.	Construct new railroad district collector street, approximately 5,135 feet	long	\$ 5,200,000	\$9,954,278	Non-Exempt	PM10
	OLD	TA-006	Belmont Rd.: Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hill Top) - no new travel lanes, approximately 400 feet	long	\$ 800,000	\$1,531,427	Exempt - Table 2 - Safety, widen narrow pavements (no additional travel lanes)	PM10
	OLD	TA-007	Westside Bypass: Wagner Creek Rd/Rapp Rd to Colver Rd.	Construct new collector street west of city in Urban Reserve area TA-1, approximately 4,415 feet	long	\$ 2,730,000	\$5,225,996	Non-Exempt	PM10
Long Range (2041-2050) Total						\$ 8,730,000	\$ 16,711,701		
Total Cost						\$ 23,684,927			

	PROJECT NUMBER	PROJECT STATUS	LOCATION	DESCRIPTION	TIMING	COST	YOE*	Conformity Status	Within PM10/CO Maintenance Areas
Medford									
Short Range 2025-2030	OLD	MED-001	South Stage Road, South Pacific Highway to North Phoenix Road	Complete the environmental process and purchase right-of-way for a new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5 (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	\$ 3,000,000	\$3,528,766	Non-exempt	PM10/CO
	OLD	MED-172	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through restriping and/or minor reconstruction at high-priority locations (\$100,000 annually)	Short	\$ 500,000	\$588,128	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-174	Signal System Upgrades	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	Short	\$ 1,000,000	\$1,176,255	Exempt - ITS systems for congestion reduction	PM10/CO
	OLD	MED-009	Biddle Road & Stevens Street	Replace/upgrade traffic signal	Short	\$ 400,000	\$470,502	Exempt - 93.127, table 3 - Intersection signalization projects at individual intersections.	PM10/CO
	OLD	MED-011	Foothill Road & Delta Waters Road	Install traffic signal when warranted (part of the N. Phoenix / Foothill and S Stage Corridor)	Short	\$ 400,000	\$470,502	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	OLD	MED-013	Crater Lake Avenue & Brookhurst Street	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	Short	\$ 400,000	\$470,502	Exempt 93.127 Table 3 - Intersection channelization	PM10/CO
	OLD	MED-014	Delta Waters Road, Nome Court to Foothill Road	Complete street improvements to Major Collector standard where one or both sides are not already completed	Short	\$ 1,818,348	\$2,138,842	Exempt Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	OLD	MED-015	Table Rock Road, Merriman Road to Interstate 5	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Short	\$ 3,575,000	\$4,205,113	Exempt Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	MED-090	Stevens Street, Crater Lake Avenue to Wabash Avenue	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Short	\$ 2,108,577	\$2,480,225	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10/CO
	NEW	MED-092	Highland Drive & East Main Street	Install traffic signal or roundabout when warranted	Short	\$ 2,200,000	\$2,587,762	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
	NEW	MED-094	Springbrook Road & Spring Street	Install traffic signal or roundabout when warranted	Short	\$ 2,200,000	\$2,587,762	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
NEW	MED-096	Jackson St and Columbus Avenue	Install traffic signal or roundabout when warranted	Short	\$ 2,200,000	\$2,587,762	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO	
Short Range (2025-2030) Total						\$ 19,801,925	\$ 23,292,121		

Medium Range 2031-2040	OLD	MED-016	McAndrews Road, Ross Lane to Jackson Street	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Medium	\$ 2,045,000	\$2,829,414	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	OLD	MED-017	South Stage Road, City Limits to Orchard Home Drive	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	Medium	\$ 4,345,000	\$6,011,640	Non-exempt	PM10/CO
	OLD	MED-018	12th Street & Riverside Avenue	Replace/upgrade traffic signal and increase vertical clearance	Medium	\$ 400,000	\$553,431	Exempt 93.127 Table 3 - Intersection signalization projects at individual intersections	PM10/CO
	OLD	MED-019	Coker Butte Road, Crater Lake Avenue to Springbrook Road	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	Medium	\$ 3,400,000	\$4,704,161	Non-exempt	PM10/CO
	OLD	MED-168	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations (\$250,000 annually)	Medium	\$ 2,500,000	\$3,458,942	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-166	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	Medium	\$ 1,000,000	\$1,383,577	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-024	Columbus Avenue, West McAndrews Road to Sage Road	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	Medium	\$ 4,345,000	\$6,011,640	Non-exempt	PM10/CO
	OLD	MED-026	Stewart Avenue, Lozier Lane to Dixie Lane	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	Medium	\$ 2,645,000	\$3,659,560	Non-exempt	PM10/CO
	NEW	MED-98	Spring Street, Crater Lake Avenue to Sunrise Avenue	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Medium	\$ 4,510,000	\$6,239,931	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	MED-100	Main Street & Lindley Street	Replace/upgrade Traffic Signal	Medium	\$ 400,000	\$553,431	Exempt - Table 3 - Intersection signalization at individual intersections	PM10/CO
Medium Range (2031-2040) Total						\$ 25,590,000	\$ 35,405,727		

Long Range 2041-2050	OLD	MED-025	Kings Highway, South Stage Road to Stewart Avenue	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	Long	\$ 8,495,000	\$16,261,845	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	OLD	MED-027	South Pacific Highway & Stewart Avenue	Intersection improvements such as second southbound left and second eastbound left-turn lanes	Long	\$ 3,000,000	\$5,742,853	Exempt 93.127 Table 3 - Intersection channelization	PM10/CO
	OLD	MED-028	Creek View Drive & North Phoenix Road	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (part of the N. Phoenix / Foothill and S Stage Corridor) (Also,	Long	\$ 400,000	\$765,714	Exempt 93.127 Table 3 - Intersection signalization at individual intersections	PM10/CO
	OLD	MED-029	Crater Lake Avenue & East Vilas Road	Install traffic signal at re-aligned Crater Lake Ave	Long	\$ 400,000	\$765,714	Exempt 93.127 Table 3 - Intersection signalization at individual intersections, intersection channelization	PM10/CO
	OLD	MED-030	Crater Lake Highway & East Vilas Road	Monitor needs after construction of Crater Lake Highway Bypass	Long	\$ 5,000	\$9,571	N/A	PM10/CO
	OLD	MED-164	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented districts (TOD)	Construct sidewalks or other pedestrian facilities at high-priority locations (\$250,000 annually) - TSP Plan year ends in 2038	Long	\$ 1,250,000	\$2,392,855	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-162	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually) - TSP Plan year ends in 2038	Long	\$ 500,000	\$957,142	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10/CO
	OLD	MED-160	South Stage Road, South Pacific Highway to North Phoenix Road	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5 (part of the N. Phoenix / Foothill and S Stage Corridor)	Long	\$ 162,000,000	\$310,114,052	Non-exempt	PM10/CO
	NEW	MED-102	Spring Street, Sunrise Avenue to Pierce Road	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Long	\$ 4,210,000	\$8,059,137	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	MED-104	12th Street, Central Avenue to Cottage Street	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Long	\$ 695,000	\$1,330,428	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	MED-106	Bullock Road, Crater Lake Highway to Lawnsdale Road	Upgrade to a Major Collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	Long	\$ 4,065,000	\$7,781,566	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	MED-108	South Peach Street, Garfield Street to Archer Drive	Upgrade to a Minor Collector standard including one lane in each direction, bike facilities, and sidewalks	Long	\$ 2,875,000	\$5,503,567	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10/CO
	NEW	MED-110	North Phoenix Road & Barnett Road	Intersection Improvements such as second SBTH lane, WBTH lane, and phasing all lefts as protected/permitted (part of N Phoenix/Foothill and S Stage Corridor)	Long	\$ 880,000	\$1,684,570	Exempt - Table 3 - Intersection Channelization Projects	PM10/CO
	NEW	MED-112	Hillcrest Road & Pierce Road	Install traffic signal or roundabout when warranted	Long	\$ 2,200,000	\$4,211,425	Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO
NEW	MED-114	Valley View Drive & Hillcrest Road	Install traffic signal or roundabout when warranted	Long	\$ 2,200,000	\$4,211,425	Exempt - Table 3 - Intersection signalization projects at individual intersections.	PM10/CO	
Long Range (2041-2050) Total						\$ 193,175,000	\$ 369,791,864		
Total Cost						\$	428,489,712		

	PROJECT STATUS	PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YOE*	Conformity Status	Within PM10/CO Maintenance Areas
Jackson County									
Short Range 25-2030	OLD	JCRV-002	Kirtland to Gold Ray	Rogue River Greenway extension - 0.31 miles	short	\$ 500,000	\$588,128	Exempt 93.126 - Bicycle and pedestrian facilities	PM10
	OLD	JCRV-003	Foothill Rd., Dry Creek Rd to Vilas Rd	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.1 miles	short	\$ 5,000,000	\$5,881,277	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-004	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.7 miles	short	\$ 6,000,000	\$7,057,532	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-008	Wilson Rd, Upton to Table Rock	Improve (widen) to rural minor collector standards with turn lanes (no new travel lanes) - 1.25 miles	short	\$ 6,000,000	\$7,057,532	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
Short Range (2025-2030) Total						\$ 17,500,000	\$ 20,584,469		
Medium Range 2031-2040	OLD	JCRV-010	Gold Ray Rd, Blackwell Rd to Upper River Rd.	Rogue River Greenway extension - 1.6 miles	medium	\$ 2,000,000	\$2,767,153	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-011	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility - 1.25 miles	medium	\$ 1,000,000	\$1,383,577	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-012	Old Stage Rd., Winterbrook to MPO Boundary	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 3.3 miles	medium	\$ 9,000,000	\$12,452,190	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-013	Eagle Mill Dr, S Valley View to Oak	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.75 miles	medium	\$ 4,000,000	\$5,534,306	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-014	Table Rock Rd/Vilas Rd Intersection	Intersection widening adding turn lanes	medium	\$ 3,000,000	\$4,150,730	Exempt 93.127, table 3 - Intersection Channelization	PM10
	OLD	JCRV-015	Crater Lake Highway, Medford CL to Fowler	Install enhanced bicycle facility - 1.0 miles	medium	\$ 500,000	\$691,788	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-026	Stewart Ave, Oak Grove to Hull	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.15 miles	Medium	\$ 500,000	\$691,788	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-027	Hull Rd, Stewart to S. Stage	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.75 miles	Medium	\$ 2,000,000	\$2,767,153	Exempt - Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	NEW	JCRV-122	Antelope Road, OR 62 to Division	Install enhanced pedestrian and bicycle facilities	Medium	\$ 650,000	\$899,325	Exempt - Table 2 - Bicycle and pedestrian facilities.	PM10
Medium Range (2031-2040) Total						\$ 22,650,000	\$31,338,010		

Long Range 2041-2050	OLD	JCRV-016	Upper River Rd., Gold Ray Rd to RVMPO Boundary	Rogue River Greenway extension - 0.4 miles	long	\$ 1,500,000	\$2,871,426	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-017	W Main St, Renault to Hanley	Improve (widen) to rural major collector standards with turn lanes and enhanced bike lanes (no new travel lanes) - 1.7 miles	long	\$ 3,000,000	\$5,742,853	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-018	Upton Rd, Penninger to Gibbon	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.6 miles	long	\$ 4,000,000	\$7,657,137	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-019	S. Valley View Rd, I-5 to W. Valley View	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 0.5 miles	long	\$ 1,500,000	\$2,871,426	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-020	Table Rock Rd/Biddle Rd Intersection	Intersection widening (capacity)- adding east bound left turn laned	long	\$ 2,000,000	\$3,828,569	Exempt - 93.127 Table 3 - channelization project	PM10
	OLD	JCRV-021	Atlantic Ave., Cole Dr to E Dutton	New 3-lane major collector	long	\$ 2,000,000	\$3,828,569	Non-exempt	PM10
	OLD	JCRV-022	Griffin Cr Rd, S Stage Rd to Pioneer Rd	Improve (widen) to rural major collector standards with turn lanes and sidepath (no new travel lanes) - 1.0 miles	long	\$ 3,000,000	\$5,742,853	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-023	Suncrest Rd, Bear Cr Greenway E to Bear Cr Greenway W	Install enhanced bike and ped facilities (does not include bridge widening)	long	\$ 500,000	\$957,142	Exempt 93.126 Table 2 - bicycle and pedestrian facilities	PM10
	OLD	JCRV-024	Bigham Brown Rd, Antelope to Alta Vista	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.9 miles	long	\$ 5,000,000	\$9,571,421	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-025	Antelope Rd/Atlantic Intersection	New Traffic Signal	long	\$ 500,000	\$957,142	Exempt 93.127 Table 3 - Intersection Signalization at individual intersections	PM10
	OLD	JCRV-028	Taylor Rd, Old Stage to Grant	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 1.0 miles	long	\$ 3,000,000	\$5,742,853	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-029	Nick Young Rd, Agate to Eagle Point CL	Improve (widen) to rural major collector standards with turn lanes (no new travel lanes) - 2.0 miles	long	\$ 6,000,000	\$11,485,706	Exempt 93.126 Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature, widening narrow pavements with no additional travel lanes	PM10
	OLD	JCRV-030	Old Stage Rd, Jacksonville CL to Ross	ulders to conform with Old Stage Road Corridor Plan	long	\$ 3,000,000	\$5,742,853	Exempt 93.126 Table 2 - Shoulder improvements	PM10
Long Range (2041-2050) Total						\$ 35,000,000	\$66,999,950		
Total Cost							\$ 118,922,429		



Oregon

Tina Kotek, Governor

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March 31, 2025

Ryan MacLaren
Rogue Valley MPO
155 N. 1st Street
PO Box 3275
Central Point, OR 97502

RE: 2025-2050 Draft Regional Transportation Plan Financial Constraint

Dear Ryan,

Thank you for providing the project list and funding tables for projects in the Draft 2025-2050 Regional Transportation Plan (RTP). We appreciate all the work that you and your agency put into developing such an important document. The RTP is an important tool to guide transportation investment and development in the Rogue Valley for the next 20+ years, ensuring a comprehensive and coordinated approach to meeting the region's transportation needs.

We were a bit surprised to see that the South Stage Overcrossing project was identified in the RTP as a financially constrained project. As a result, we decided to take a deeper dive into the RTP to review its financial constraint as it relates to both state and federal regulations for all projects.

As you know, ODOT completed a pre-NEPA planning document for a potential, future South Stage Overcrossing/Interchange in 2024 that identifies several alternatives. We noted that the overcrossing project identified in the RTP is currently shown at \$200 million. We also note that the two overcrossing alternatives in this study identify these potential solutions with associated costs on the low end ranging from \$162 million to \$213 million, and on the high end between \$211 to \$277 million dollars.

We undertook a review of all projects in the RTP Tier One fiscally constrained list and compared them to the metropolitan cities and county transportation system plans (TSP). We were able to locate most of the projects that were in the RTP within those documents. Those source TSPs include the 2016 Talent TSP, the 2012 Ashland TSP, the 2017/2019 Phoenix TSP, the 2008 Central Point TSP, the 2017 Medford TSP, the 2010 Eagle Point TSP, and the 2022 Jackson County TSP. Both the project and dollar amount in the RTP matched exactly with those TSPs.

Those project estimates are old and were developed generally between 3-17 years ago (with just a couple of exceptions that were adjusted from an email I sent earlier regarding project costs). Therefore, it does not appear that an inflationary factor was applied to project estimates consistent with the requirements under 23CFR 450.324(f)(11)(iv)¹. Project costs must be inflated to the projected year of expenditure in the RTP.

¹ 23CFR 450.324(f)(11)(iv): "Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)."

The National Highway Construction Cost Index (NHCCI) for highway construction projects has increased significantly since 2014. We as a State DOT, we have seen these increases, which in turn has limited our ability to deliver as many projects as possible. Here is a summary of the NHCCI inflation rate between 2014 and 2024.

- **2014-2019:** The average annual growth rate for this period was around 4.4%.
- **2020:** The growth rate dropped to 2.5%.
- **2021-2022:** Costs saw significant increases, with an average inflation rate of 8% in 2021 and 12% in 2022.
- **2023:** The NHCCI continued to rise, with the annualized rate reaching 9.6% in the first quarter of 2024, a 2.4% increase over the last quarter of 2023.
- **2024:** The NHCCI fell by 2.0% in the second quarter of 2024 from the first quarter of 2024 after reaching a new all-time high in the first quarter of 2024.

We do think it is unlikely that this rate of inflation will continue, however, due to inflation instability, a future rate is difficult to determine. FHWA has provided guidance² that using an annual inflation rate of 4% in the RTP is acceptable, unless a higher or lower number can be justified. Please note that inflation factors for revenue projections are normally different from inflation factors associated with actual construction costs.

Corrective Action 1: As required in 23CFR 450.324(f)(11)(iv), the 2025-2050 RTP shall develop a financial plan which includes revenue and cost estimates for projects based on year of expenditure dollars.

Federal regulations³ allow for MPOs to utilize cost-bands for large projects projected beyond the first ten-years, particularly where there is significant potential for uncertainty and risk. Future funding sources reasonably expected to be available shall be identified to carry out the upper band of the cost-band.

Cost bands are useful. Projects in the second 10-years of the Regional Transportation Plan might fall into this category, particularly larger projects. Risks and uncertainties may result from cost escalation (materials and labor), construction unknowns (unknown site conditions), uncertain environmental mitigation, unknown right-of-way needs, contractor risk and other causes. A cost band is a potential range of project costs that considers these and other risks and other potential uncertainties. A cost band can help convey the uncertainty of an estimate for a project and help educate other parties (such as the public and elected officials) who may not be intimately familiar with the project about cost variability. The use of cost bands in the second ten years of the RTP can help avoid misleading the public or others with a false sense of precision.

The South Stage Overcrossing would be one such project that would benefit from the use of a “cost-band.” The limited analysis and projected cost of each alternative varies widely, with significant more work to refine and select a project alternative. Because this is a major project, with significant unknowns, it is more appropriate for the MPO to use a “cost-band” in the RTP. This would show a cost of \$162 to \$277 million before inflation in 2024 dollars. The “cost-banded” project should utilize the higher number of \$277 million, then add inflation to the planned year of expenditure in the RTP.

Recommendation 1: As recommended by FHWA guidance, use a cost-band for the South Stage Overcrossing Project and identify available funding to support the highest level of the cost-band with inflation to the planned year of expenditure.

² <https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm>, #6, FHWA Financial Planning and Fiscal Constraint for Transportation Plans and Programs Q & A, 2009

³ 23CFR 450.324(f)(11)(v): For the outer years of the metropolitan transportation plan (*i.e.*, beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

We reviewed the projected attribution of discretionary funds (CMAQ) toward projects in the RTP provided by your office, which identifies its use by jurisdiction and time range. As you know, the CMAQ program is funded by the federal government for the purpose of providing a source of flexible funding to states and local governments for transportation projects and programs that help meet the Clean Air Act requirements by reducing mobile source emissions in areas designated as nonattainment or maintenance areas for air quality standards.

The draft list of fiscally constrained projects identifies a future medium range project PHX-120 in the city of Phoenix which includes construction of a new 1.13-mile collector street to serve industrial/employment lands for \$9,500,000 (see Table 1 below). The medium range project list for the City of Phoenix includes four other projects with a total cost for all just over \$1.4 million. The revenue table we received from the MPO (see Table 2) indicates that \$9.5 million of MPO discretionary funds are available to the city for their medium range projects. Although CMAQ may be able to fund sidewalk/bike lane improvements, it is ineligible to fund most of the cost associated with construction for a new collector road as the draft RTP seems to indicate. Similar projects associated with CMAQ funds are included in Ashland and Talent. Please review the allocation of CMAQ funds to ensure that programmed projects meet the requirements and allocation of the funding source for all jurisdictions.

Table 1: Draft 2025-2050 Regional Transportation Plan, City of Phoenix Medium Range Project List

PHX-002	Rose St, Oak to 1st	Install sidewalks - length: .218 miles	Medium	\$346,500
PHX-003	Camp Baker Road, Hilsinger to Colver	new or improved sidewalks on both sides - length: .258 miles	Medium	\$445,000
PHX-004	Oak St. Rose to Main	Install sidewalks - length: .216 miles	Medium	\$363,000
PHX-006	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side - length: .410 miles	Medium	\$250,000
PH6-120	UGB west of railroad between S. Stage Road and Houston Rd	New collector street and railroad crossing to serve industrial/employment lands - length: 1.13 miles	Medium	\$9,400,000

Table 2: Draft 2025-2050 Regional Transportation Plan Year of Expenditure – Discretionary Funds

Jurisdiction	Time Frame	Table 9.3.1 Year of Expenditure (YoE) X \$1,000									
		Federal Funds	State Gas Tax	Local			Total	Non-Capital Needs	Funds Available	Tier 1 RTP Project Costs	RVMPO Future Discretionary Funds
				SDC's	Fees	Other					
Ashland	short	\$4,600	\$11,705	\$990	\$10,673	\$1,026	\$28,994	\$17,590	\$11,403	\$7,752	
	medium		\$25,384	\$2,014	\$22,586	\$1,710	\$51,694	\$43,347	\$7,847	\$0	
	long		\$35,154	\$2,578	\$30,354	\$1,710	\$69,795	\$70,293	\$2	\$11,702	\$11,700
Central Point	short	\$3,200	\$10,728	\$300	\$5,100	\$5,000	\$24,328	\$5,647	\$18,681	\$4,899	
	medium		\$23,266	\$500	\$8,500	\$6,500	\$38,766	\$11,485	\$27,280	\$1,124	
	long		\$32,220	\$500	\$8,500	\$4,250	\$45,470	\$14,702	\$30,767	\$5,038	
Eagle Point	short		\$5,431	\$5,270	\$2,640	\$0	\$13,340	\$5,647	\$7,693	\$775	
	medium		\$11,777	\$10,719	\$5,812	\$0	\$28,308	\$11,485	\$16,822	\$8,000	
	long		\$16,310	\$13,721	\$8,198	\$0	\$38,228	\$14,702	\$23,526	\$20,925	
Jacksonville	short		\$1,744	\$83	\$984	\$0	\$2,811	\$2,217	\$595	\$0	
	medium		\$3,782	\$169	\$1,777	\$0	\$5,728	\$4,508	\$1,220	\$0	
	long		\$5,238	\$216	\$1,963	\$0	\$7,417	\$5,771	\$1,646	\$0	
Medford	short	\$60,150	\$49,580	\$11,179	\$48,471	\$4,471	\$173,851	\$90,080	\$83,771	\$27,925	
	medium		\$107,523	\$22,737	\$106,714	\$9,095	\$246,069	\$183,220	\$62,849	\$25,590	
	long		\$148,904	\$29,105	\$157,695	\$11,642	\$347,345	\$234,537	\$112,808	\$231,175	\$118,367
Phoenix	short		\$2,058	\$681	\$1,048	\$0	\$3,787	\$3,379	\$408	\$2,800	\$2,392
	medium		\$4,464	\$1,500	\$2,307	\$0	\$8,271	\$6,873	\$1,398	\$10,905	\$9,507
	long		\$6,181	\$2,116	\$3,255	\$0	\$11,552	\$8,798	\$2,754	\$770	
Talent	short		\$2,949	\$504	\$963	\$0	\$4,416	\$3,513	\$903	\$1,400	
	medium		\$6,396	\$1,110	\$2,120	\$0	\$9,626	\$7,146	\$2,480	\$5,040	\$2,560
	long		\$8,857	\$1,566	\$2,990	\$0	\$13,413	\$9,147	\$4,266	\$8,730	\$4,464
Jackson Co. (RVMPO Area)	short	\$28,500	\$57,698	\$3,000	\$3,600	\$1,700	\$94,498	\$22,894	\$71,604	\$17,500	
	medium		\$63,273	\$5,000	\$6,000	\$7,000	\$81,273	\$46,565	\$34,708	\$22,650	
	long		\$87,543	\$5,000	\$6,000	\$1,700	\$100,243	\$59,607	\$40,636	\$35,000	
Street System Totals		\$96,450	\$728,162	\$120,558	\$441,086	\$55,804	\$1,442,060	\$883,155	\$558,905	\$449,700	\$148,989
Total MPO Funds Available 2025-2050										\$151,483	
Total MPO Funds Less Future MPO Funds Needed for Local Projects										\$2,494	

Your email included a chain of emails between your staff and the city of Medford about applying \$20 million from a BUILD competitive grant, presumably to fund the South Stage Overcrossing. It is unclear if the source was used in the MPO revenue forecast, but the email leaves the impression it is included.

BUILD is a highly competitive federal grant that provides funding for surface transportation infrastructure projects with significant local or regional impact. Very few are given out in the State. If this fund source was used in your financial projections, please include additional information, assurances and actions the MPO is taking to ensure a future award.

Corrective Action 2: The MPO shall identify available and eligible revenue sources to ensure that the allocation of funds is consistent with eligibility requirements.

Corrective Action 3: The MPO shall provide clarity if a BUILD or other competitive federal grant is included as a revenue source in the RTP financial plan⁴ and if so, make findings on the actions and processes the MPO will undertake to assure receipt of those federal competitive grant(s).

As the RTP list of projects is currently drafted, we do not believe that it is fiscally constrained as required by federal regulations. We ask that you address the actions and recommendation above.

Once you have addressed these items, please forward a redlined version of the RTP constrained list to me as soon as is convenient along with any other associated findings or information.

If you have any questions, please feel free to contact me at 541-957-3658.

Sincerely,

Michael Baker /signed electronically 3/31/25

Michael Baker
ODOT Region 3 Planning and Development Manager

Cc: Erik Havig, ODOT, Statewide Planning Manager
Ashley Bryers – FHWA, Oregon Division
Jasmine Harris – FHWA, Oregon Division
Danielle Casey – FTA, Region 10
Tom Guevara – ODOT, Region 3 Planning
Natalie Lijenwall – ODOT, TPAU

⁴ 23CFR 450.324(11)(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.