

Chapter 8 – Financial Outlook for the 2020-2045 RTP Update

A. Introduction

As required by federal law, the Regional Transportation Plan update must be financially constrained. Toward that effort the MRMPO has identified the primary federal funding streams for the MRMPO: Surface Transportation Block Grant (STBG) funds and Congestion Mitigation and Air Quality (CMAQ) funds.

In the case of the MRMPO CMAQ funds can only be expended within the Urban Growth Boundary of the City of Grants Pass. Because of this restriction only two jurisdictions have access to these funds; the City of Grants Pass and Josephine County (wherein the City lies). The availability of these funds is therefore somewhat competitive and will be addressed in the RTP and TIP on a case-by-case basis.

“Federal regulations under 23 USC 134(g)(2)(B) and 23 CFR 450.322(b)(11) outline the requirements for the Metropolitan Planning Organization (MPO) to prepare a financial plan that demonstrates how the adopted long-range transportation plan can be implemented.”

STBG funds are available to all of the member jurisdictions and they each have the opportunity to apply for funds on a tri-annual basis as each new Transportation Improvement Program is developed. These funds are distributed through a project selection process that is periodically reviewed and updated.

Local governments have several revenue sources that they can bring to bear as match for federal funding. Such sources include System Development Charges, Small City Allocations, Street Utility Fees, etc. In addition, it is extremely common for local governments to enter into a fund exchange with the Oregon Department of Transportation in order to pursue identified projects. In these cases, local match is not a requirement.

With a projected revenue stream (STBG) of roughly \$23 million dollars over 26 years that amounts to a little over \$885,000 per year. Given that that meager amount is to be vied for by two counties and three jurisdictions and given that, in most of the cases, fund exchanges are the norm rather than the exception, it is a reasonable expectation that the local jurisdictions will have more than sufficient local funds to match the available federal dollars.

The Oregon DOT will also pursue projects within the MRMPO Planning Boundary over the time-frame covered by this RTP update. These projects are automatically assumed to be fiscally constrained. While specific capacity-enhancing and regionally significant projects will be identified within the update itself there are three categories of projects that will be referred to contextually:

Preservation, Safety, and Operations. In this context, when specific projects are identified they will be amended into the TIP directly.

Oregon DOT Region 3 serves Coos, Curry, Douglas, Jackson and Josephine County. The Region is subdivided into two separate Districts: District 7 – comprised of Coos, Curry, and Douglas Counties, and District 8 - comprised of Jackson and Josephine Counties. Beyond the capacity enhancement projects individually identified in the RTP, the RVMPO expects that ODOT Region 3 will expend additional dollars on projects classified under three categories: preservation, safety, and operations.

- Preservation projects include, but are not limited to, projects such as repaving of roadways, culvert replacements and installations, restriping of lanes, roadway treatments such as adding asphalt sealant and guardrail repairs.
- Safety projects include, but are not limited to, projects such as guardrail installation, restriping of lanes and/or reconstruction of lanes to promote safer vehicular movements along a road and/or through an intersection, installation of warning/caution signage, lane reflectors, rumble strips, etc.
- Operation projects include, but are not limited to, such projects as interconnection of traffic signals to promote more efficient operations of critical roadways, installation of Variable Message Signs along critical corridors and/or interstates and TDM strategies.

Utilizing trend numbers for the years 2013 through 2021, as provided by ODOT, MRMPO staff developed a yearly funding projection out to the year 2045 with an inflation rate of 2% to the average of the trend numbers for each category. In the table below are the calculated totals per category:

Preservation	\$	169,000,000
Safety	\$	121,000,000
Ops	\$	120,000,000

Although Region 3 is comprised of two districts the majority of the population is in District 8. Over a ten year period it is anticipated that roughly 60% of the funds in the three categories identified above may be spent in District 8 and roughly 40% will be expended in District 7.