



2014

Annual Listing of Obligated Projects

Annual Listing of Obligated Projects - 2014

A listing of transportation projects within the MRMPO planning area obligated to receive federal funds in the 2014 federal fiscal year, Oct. 1, 2013, through Sept. 30, 2014

The Middle Rogue Metropolitan Planning Organization (MRMPO) fulfills federal requirements for comprehensive, cooperative and continuing transportation planning in the Grants Pass, Ore., urbanized area. In 2012, the Governor designated the Rogue Valley Council of Governments (RVCOG) as the area's metropolitan planning organization (MPO). RVCOG is a voluntary association of local governments in Jackson and Josephine counties. The RVCOG board delegated responsibility for MPO policy functions to the MRMPO Policy Committee, which consists of elected and appointed officials from the following MRMPO-member jurisdictions and agencies: Grants Pass, Gold Hill, Rogue River, Josephine County, Jackson County, and the 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.

MRMPO Vision: An intermodal transportation system that provides for safe, efficient, and convenient movement of people and goods to support a robust and burgeoning regional economy.

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Introduction

This report provides information about the projects and distributions of federal funds across jurisdictions within the MRMPO and modes. The time span covered is Oct. 1, 2013 through Sept. 30, 2014.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The action signifies the federal agency's 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.

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 MRMPO area on Page 9.

Projects listed here originally were approved by the MRMPO Policy Committee through approval of the interim MRMPO Metropolitan Transportation Improvement Program (MTIP). The interim MTIP signifies local approval of transportation projects receiving federal funds. This report indicates progress on those projects and federal agency commitments to their delivery. *It is important to note that as the MRMPO is newly formed, it does not yet have an adopted Regional Transportation Plan and therefore cannot formally adopt an MTIP. In the meantime, an **interim** MTIP is used.*

Federal Requirements

The U.S. Congress, through adoption of the transportation act, MAP-21 (Moving Ahead for Progress in the 21st Century), 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. Prior to the signing of MAP-21 on July 6, 2012, provisions of the previous act (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) were in force through continuing resolutions of Congress.

Generally, federal law requires MPOs to publish for public review 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. 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 MRMPO cities provided information and feedback to the MRMPO 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. Those program sources reflect certain national transportation goals and priorities. Specific funds coming into the MRMPO area and their federal purpose or use restrictions are described below. Projects must meet the eligibility requirements before the federal agency will obligate money. All projects listed in this report include a fund 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 percent of the total project cost. Details about federal programs that fund projects within the MRMPO planning area are described below.

- **Surface Transportation Program (STP):** 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 also are eligible. STP has several sub-programs, including safety and enhancements (TE). A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The MRMPO allocates the share for cities within the Grants Pass urbanized area, known as STP-L funds, and amount to about \$588,000 annually. To simplify access to these funds, MRMPO jurisdictions can utilize ODOT's STP fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the City receives state roadway funds at a 94% exchange rate.
- **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. As the Grants Pass Urban Growth Boundary (UGB) is an Air Quality Maintenance Area (AQMA) for particulate matter 10 (PM10) and the downtown core is a AQMA for carbon monoxide (CO), the Grants Pass UGB 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.
- **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 to ensure 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; generally funding 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 MRMPO planning activities.
- **Federal Transit Administration (FTA):** The FTA supports public transportation activities through several activity-specific programs. Josephine Community Transit (Josephine County) receives funds from FTA Section 5307, which is distributed on a formula basis for operating activities and certain capital projects. 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. Other FTA funds include:
 - Section 5311: Rural transit operations for general public services;
 - Section 5310: Operations/capital for transportation series/projects that benefit the elderly and disabled; and
 - Section 5309: Capital projects.

Other Funding Sources

State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds.

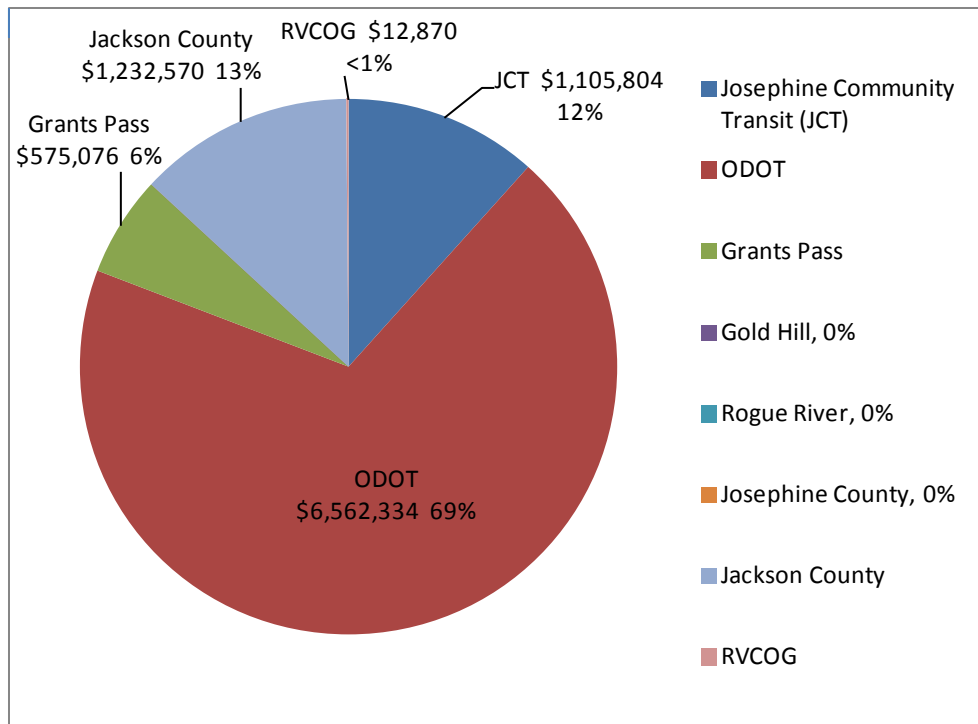
Distribution of Funds by Jurisdiction and Agency

Projects set to receive federal funds are programmed by the MRMPO Policy Committee through approval of the interim MTIP.

For two federal funding sources, STP-L and CMAQ, the MRMPO solicits and evaluates applications and selects projects. The region receives roughly \$588,000 a year in STP-L funds and approximately \$700,000 a year in CMAQ funds. Jurisdictions awarded STP-L funds may utilize ODOT's STP fund exchange program where federal STP-L dollars are exchanged for state dollars at a 94% exchange rate.

The chart on the following page (Page 4) shows the distribution of federal funds obligated in FFY 2014 within the MRMPO by jurisdiction and agency. The amounts shown here are federal funds, only, but do include federal funds (STP-L) that have been exchanged for state funds. Many projects include local match funds, which are not reflected on the chart.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 7.



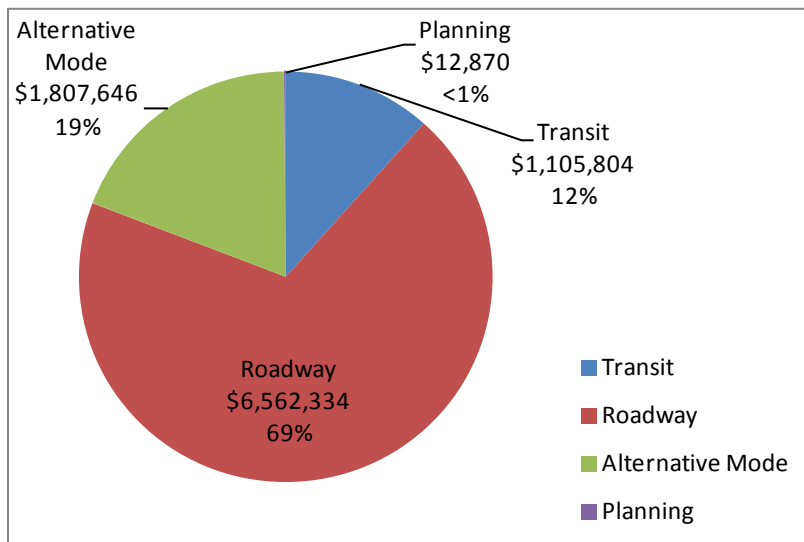
Distribution of Obligated Federal and STP-L Fund Exchange for State Funds, by Jurisdiction, 2014

Distribution of Funds by Project Type

Federal funds were used for a small number of transportation projects in the 2014 federal fiscal year, due to the recent establishment of the MPO. This section addresses the distribution of funds among four major activity categories:

- 1. Roadway** – encompasses projects that improve and preserve facilities for vehicle use.
- 2. Transit** – support for services provided by Josephine Community Transit (JCT).
- 3. Planning** – consisting of MRMPO activities in FFY2014.
- 4. Alternative Mode** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks.

Transportation funding is addressed in this way to be consistent with federal guidelines that direct MPOs to identify expenditures for bicycle and pedestrian projects. A chart is provided on the following page that shows the distribution of funds by project type.



Distribution of Obligated Federal Funds and STP-L Fund Exchange for State Funds, Project Type, 2014

Project Delivery, Phasing

Distributions shown on these pages, and the project listing that follows, represent funding amounts approved by Federal Highway Administration and Federal Transit Administration. It is 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 generally are accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary for by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2014 are shown in the project listing. 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, in facility condition or in safety features. Such improvements include beautification and other environmentally related features that are not part of other improvement type.

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.

List of Obligated Projects

The following pages list projects for which federal funds were obligated in the 2014 federal fiscal year, by jurisdiction. The project key numbers, assigned by ODOT as a project is programmed, are shown in the second column and can be used to track a single project through its various phases over time, from programming in the interim MTIP to final delivery.

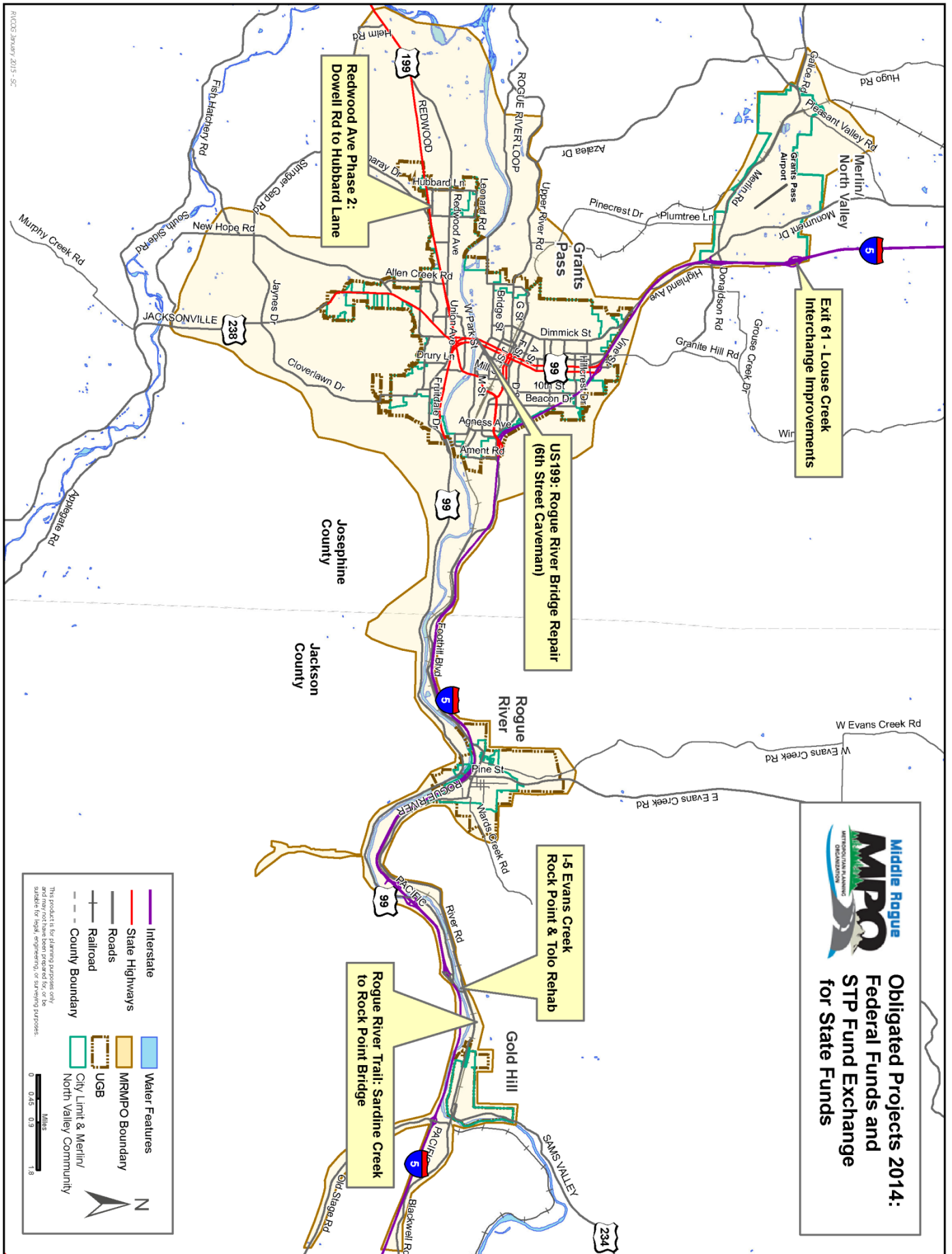
The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the interim MTIP. Projects that can be illustrated by mapping are shown on a map on Page 9.

List of Obligated Projects, 2014

GOLD HILL									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
GRANTS PASS									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
	N/A	Redwood Avenue Ph II	Construction	STP Exchange for State dollars	\$ 579,043	\$ 575,076	\$ 575,076	\$ -	\$ 3,718,030
JACKSON COUNTY									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
	16814	Rogue River Trail: Sardine Creek to Rock Point Bridge	Construction	TAP <200K	\$ -	\$ 1,232,570	\$ 1,375,840	\$ 1,232,570	\$ 2,311,597
JOSEPHINE COUNTY									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
JOSEPHINE COMMUNITY TRANSIT									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
N/A	18604	JCT - 5307 Transit Operations (FY14)		FTA5307	\$ 716,518	\$ 716,518	\$ 1,433,036	\$ 716,518	\$ 1,433,036
N/A	17760	Josephine County - 5311 (FY14)		FTA5311	\$ 77,627	\$ 77,627	\$ 138,422	\$ 77,627	\$ 138,422
N/A	18364	Middle Rogue - 5310 Enhanced Mobility E&D (FY14)		FTA5310	\$ 63,200	\$ 311,659	\$ 347,329	\$ 311,659	\$ 347,329

List of Obligated Projects, 2014 – Cont.

OREGON DEPT OF TRANS (ODOT)									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
S025054-00	18569	US199: Rogue River (6th St. Cavemen) Bridge Repair	Bridge Rehab	Bridge 85% On/Off	\$ -	\$ 383,192	\$ 427,050		
S025054-00			Perliminary Engineering	Bridge 85% On/Off	\$ 390,000	\$ 383,192	\$ 427,050		
S001451-00	18434	I-5 Evans Creek - Rock Point & Tolo Rehab (BR#07776)	Bridge Rehab	STP 5-200K MAP21	\$ 4,906,104	\$ 339,970	\$ 378,881		
S001451-00			Right of Way	Proj of Reg Natl Sig	\$ 251,244	\$ 4,809,475	\$ 6,081,631		
S001451-00			4R - Reconstruction	NHPP	\$ -	\$ 646,505	\$ 701,046		
S001455-00	16062	FFO-15 Exit 61 (Louse Creek) Interchange Improvements	Right of Way	STP	\$ 134,595	\$ -	\$ 103,550	\$ 2,377,845	\$ 2,700,000
ROGUE RIVER									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
ROGUE VALLEY COUNCIL OF GOV'T (RVCOG)									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2014 PROGRAMMED	FFY 2014 OBLIGATED	FY 2014 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
	N/A	Hybrid Vehicle	Other	STP Exchange for State Dollars	\$ 12,900	\$ 12,870	\$ 12,870	\$ -	\$ 12,870



Appendix A

Federal Regulations

Federal Regulations: Annual List of Obligated Projects

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

Moving Ahead for Progress in the 21st Century (MAP-21), effective 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 MTIP.

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.