



AGENDA

Middle Rogue Metropolitan Planning Organization **Technical Advisory Committee (TAC)**

Date: Thursday, March 3, 2016

Time: 1:30 p.m.

Location: Courtyard Conference Room, Grants Pass City Hall, 101 NW 'A' Street, Grants Pass, Oregon

Phone : Sue Casavan, RVCOG, 541-423-1360
MRMPO website : www.mrmppo.org

1. Call to Order/Introductions/Review AgendaChair

2. Review/Approve Minutes (Attachment #1)Chair

Action Items:

3. Draft 2015-2040 Regional Transportation Plan (RTP) / 2015-2018 Transportation Improvement Program (TIP) / Air Quality Conformity Determination (AQCD)..... Dan Moore

Background: Drafts of the 2015-40 RTP, 2015-18 TIP and AQCD

Attachment: Link to web page with documents: <http://www.mrmppo.org/index.php/ct-menu-item-25>

Action Requested: Make recommendation to the Policy Committee to adopt the 2015-40 RTP, 2015-18 TIP & AQCD.

4. 2015 Annual Listing of Obligated Projects.....Ryan MacLaren

Background: Every year the MPO publishes a list of federal funds obligated to projects in the prior federal fiscal year.

Attachment: #2 – Annual Listing of Obligated Projects Report

Action Requested: Review, comment/adjust, and forward recommendation to the Policy Committee for adoption.

5. **MRMPO Update** **Dan Moore**
6. **Public Comment*** **Chair**
 (Limited to one comment per person, five minute maximum time limit)
8. **Other Business / Local Business** **Chair**
 Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.
9. **Adjournment** **Chair**

- The next Middle Rogue MPO TAC meeting will be **Thursday, April 7, at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**
- The next Middle Rogue MPO Policy Committee meeting will be **March 17, at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

February 4, 2016

The following people were in attendance:

MRMPO Technical Advisory Committee

Voting Members in Attendance:

Scott Chancey, Chairman	JOCOM Transit
Chuck DeJanvier	Josephine County
John Krawczyk	Rogue River
Ian Horlacher	ODOT
Steve Scrivner	Grants Pass
John Vail	Jackson County

Others Present:

Eric Heesaker	Josephine County
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RVCOG Staff

Dan Moore and Bunny Lincoln

1. Call to Order / Introductions / Review Agenda

The Chairman called the meeting to order at 1:35 PM. Members introduced themselves.

2. Review / Approve Minutes

The Chairman asked if there were any changes or additions to the previous meeting minutes.

On a motion by Ian Horlacher, seconded John Vial, the Committee approved the minutes as presented.

Action Items:

3. Elect Chair & Vice Chair

On a motion by John Vial, seconded by Ian Horlacher, Scott Chancey was nominated to serve as TAC Chairman, and John Krawczyk was nominated to serve as TAC Vice Chairman for the coming year and . Both were unanimously approved by voice vote.

John Krawczyk commented that he would be retiring during the latter part of 2016.

4. 2016-17 MRMPO Dues Recommendations & Work Program Review

Dan Moore presented the proposed MRMPO Dues Recommendations & Work Program for the coming fiscal year. Staff sought a final recommendation on the dues for the coming year. Remaining UPWP information was provided for discussion and future comment.

MRMPO Member Dues

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in December 2013. The rate, \$0.16 per capita, would generate a total of \$8,389 for the 2017 fiscal year. Dues for 2017 overall are \$244 higher than in 2016.

Table 1 below, summarizes population and proposed dues for each jurisdiction. Population estimates are certified July 1, 2015 from Portland State University.

Table 1

MRMPO Proposed 2016-17 Dues					
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2017 Dues	FY2016 Dues	Change in Dues 2016 to 2017
Gold Hill	1,220	\$0.16	\$195	\$195	\$0
Grants Pass	36,465	\$0.16	\$5,834	\$5,610	\$224
Jackson County*	1,632	\$0.16	\$261	\$258	\$3
Josephine County**	10,937	\$0.16	\$1,750	\$1,737	\$13
Rogue River	2,175	\$0.16	\$348	\$345	\$3
<i>Total</i>	52,429		\$8,389	\$8,145	\$244

All population estimates are Portland State University certified July, 2015

*Jackson County estimated population w/in MRMPO boundary & excluding cities is 0.8% of total county population

** Josephine County estimated population w/in MRMPO boundary & excluding cities is 13% of total county population

Total Jackson County estimated population: 210,975

Total Josephine County estimated population: 83,720

Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

Table 2 summarizes anticipated use of FY2017 member dues:

Dues Ests

Staff Support	\$1,494
Travel Related	\$6,295
Memberships/Conferences	\$600
	\$8,389

Draft UPWP

Dan Moore presented the UPWP to the Committee.

Tables 3 and 4 summarize spending proposed in the draft 2017 UPWP (Table 3), and the status and changes in program activity (Table 4).

Tables 3 and 4 summarize spending proposed in the draft 2017 UPWP (Table 3), and the status and changes in program activity (Table 4). The funding amounts are included.

- **#3 - Proposed FY 2017 Budget** - Transportation Planning Funds by Source/Activity (same funding amounts as current FY, but the amount could change, based on upcoming discussions at the State level) Delineated Work Tasks include:
 1. **Program Management**
 2. **Short Range Planning**
 3. **Long Range Planning**
 4. **Data Development**
 5. **Transit**
- **#4 - Proposed Program Activity** - outlining work tasks for program management, short/long range planning, data development/maintenance and transit. Proposed activities include:
 1. **Program Management** - Continue previous tasks, update website, anticipate FAST rulemaking; track & implement required federal changes, update Public Participation Plan.
 2. **Short Range Planning** - Maintain current TIP, solicit for 2019-21 CMAQ/STP funded projects, Develop 2018-21 TIP & AQCD, serve on TSP TAC..
 3. **Long Range Planning** - Continue regional ITS plan development. Maintain RTP. Develop VMT per capita benchmarks per TPR. Use \$40,000 R3 funds. Develop alternative route plan for non-recurring congestion causing events on traffic flow (RTP security planning).
 4. **Data Development** - R&A continue support for improved travel demand model, continue GIS activities, update Title 6/EJ Plan. Complete bike level of stress analysis.
 5. **Transit** – Continue with passenger survey if necessary.

The draft UPWP will be submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Staff is asking jurisdictions, to suggest changes to the draft UPWP, which could be incorporated into a final draft for public hearing in April. The Policy Committee will be asked to adopt the work plan at that time.

The figures are rounded, and that may create slightly varying totals in different columns.

The TAC will be asked to offer input on the UPWP and then make a formal recommendation to the Policy Committee at their March 3, 2016 meeting.

5. Review Draft 2015-2040 Regional Transportation Plan (RTP)/2015-2018 Transportation Improvement Program (TIP)/Air Quality Conformity Determination (AQCD)

Dan Moore shared drafts of the three (3) documents with the TAC. The Committee was asked to review the Draft to make comments by March 3rd. The topics, for the RTP and TIP, include:

Review Draft 2015-2040 Regional transportation Plan (RTP):

Chapter 1 - Introduction
 Chapter 2 – Vision & Goals
 Chapter 3 – Public Involvement
 Chapter 4 – Planning Area Characteristics
 Chapter 5 – Existing Transportation System
 Chapter 6 – Plan Implementation
 Chapter 7 – Transportation Sustainability
 Chapter 8 – Financial Plan
 Chapter 9 – Air Quality
 Chapter 10 – Environmental Considerations
 Chapter 11 – System Performance
 Chapter 12 – Safety and Security
 Maps.
 Appendices

The 2015-2018 Transportation Improvement Program (TIP):

The State Planning Rule requires separate adoption of the TIP.

- Introduction
- Federal Requirements
- TIP Development
- TIP Project Summary
- Demonstration of Financial Constraint & Capacity
- Adequate Maintenance & Operation of Existing System
- Available & Committed Revenues & Funding Sources
- Reasonably available Revenues & Funding Sources
- Comparison of MTIP Funding Levels
- Amending the TIP
- MRMPO 2015 – 2018 TIP Projects
- Tables
- Figures
- Appendices

Air Quality Conformity Determination (AQCD):

- Adopting Resolution 16-02
- Synopsis
- Why are we producing this document?
- Who takes action?
- Purpose
- Air Quality Status
- PM10
- CO
- CO & PM10 Limited Maintenance Plans Conformity Criteria & Summary
- Appendix A
- Appendix B
- Tables
- Figures
- Maps

Formal recommendations to the Policy Committee will be requested from the TAC at their March 3, 2016 meeting. The draft will go to the Policy Committee on March 17, 2016.

6. VMT Per Capita/Transportation Planning Rule (TPR)

Dan Moore shared the Oregon Transportation Planning Rule (TPR) requirements for MPOs to reduce reliance on the automobile, and how the MRMPO proposes to move forward with compliance. The MRMPO has met the 5% reduction and all that remains is to set VMT benchmarks and monitor them, and report back to DLCD.

Background

The TPR (OAR 660-012-0035) requires MPOs to avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. This can be accomplished by the MPO adopting a Regional Transportation Plan (RTP) with transportation alternatives that show a 5% reduction in vehicle miles traveled (VMT) per capita for the RTP planning period. In the case of the MRMPO, the RTP planning period is 2015 to 2040.

On November 12, 2015, MRMPO staff sent the Oregon Department of Transportation (ODOT), Transportation Planning Analysis Unit (TPAU) a model run request to determine the VMT per capita for the MRMPO using the recently updated Grants Pass model. The VMT per capita results would be used to determine whether or not the MRMPO was able to meet the 5% VMT per capita reduction requirement. On December 2, 2015, TPAU responded by memo (attached to this memo) with the results of the model run which are shown in Table 1 below.

Table 1 lists both Base Year 2010 and Future Year 2040 RTP Scenario daily VMT and VMT per Capita, as well as their percentage changes between Base Year 2010 and Future Year 2040 Scenario. The VMT per capita reduction is 5.6% between 2010 and 2040.

Table 1

Scenario Year	Daily VMT (Miles)	Total Population	VMT Per Capita (Miles)	VMT Per Capita % Reduction
Base Year 2010	760,271	68,973	11.0	$(10.4-11.0)/11.0 = -5.6\%$
Future Year 2040	925,791	89,004	10.4	

The results of the model run conclude that the Grants Pass model area meets the TPR 5% VMT per capita reduction requirement.

MPO staff consulted with DLCD on how to proceed with compliance with the TPR. DLCD responded by referring to OAR 660-012-0035(6) which basically says if the MPO can get the 5% reduction that may meet the requirements in (3)(e), (4), and (5):

6) A metropolitan area may also accomplish compliance with requirements of subsection (3)(e), sections (4) and (5) by demonstrating to the commission that adopted plans and measures are likely to achieve a five percent reduction in VMT per capita over the 20-year planning period. The commission shall consider and act on metropolitan area requests under this section by order. A metropolitan area that receives approval under this section shall adopt interim benchmarks for VMT reduction and shall evaluate progress in achieving VMT reduction at each update of the regional transportation system plan.

The MRMPO will not need to adopt the performance standards for reducing reliance on the automobile, only benchmarks for VMT reduction.

DLCD suggested that the MRMPO look at the travel demand model and determine what kind of trajectory is expected for VMT reduction, and apply those numbers to the interim years expected to do a RTP update. As long as the interim benchmarks are reasonable, show progress, and can be justified by the assumptions in the plan, DLCD would support them.

Factors Affecting the Grants Pass 2010-2040 Model VMT/Capita Reduction

TPAU had some internal discussion and set up a couple of model test runs. Many factors play a role in the travel demand forecasting model. Below is a quick (but may not be thorough) overview of what factors might affect the Grants Pass 2010-2040 model VMT/capita reduction:

Internal-Internal VMT vs. Externally-related VMT

TPAU tested a future 2040 Grants Pass RTP (Regional Transportation Plan) modeling scenario by keeping the external traffic no change from the 2010 base year. TPAU found that the model shows a slight VMT/Capita reduction, such as: -0.6% instead of -5.7% as in the 2040 RTP modeling scenario, where the ratio of the external VMT to internal-internal VMT is 1.17. As the number shows, the future congestion from external traffic is high in Grants Pass and that is where the majority of the VMT/Capita reduction comes from.

Impacts Made by Roadway Capacity Related RTP Projects

Initially TPAU thought that the RTP capacity improvement projects could be contributing significantly to the VMT reduction. After TPAU tested a 2040 Future Modeling Scenario without the RTP, TPAU found that there is still a -5.4% VMT/Capita reduction compared with 2010 Base Year. This finding fits the conventional saying: you build, they will come. On the other hand, as expected there is congestion reduction by the RTP projects: the average vehicle travel time during the peak hour is 8.970 minutes without the RTP verses 8.957 with the RTP. It is -0.013 minute reduction in average travel time for every motorist. Taking into

consideration of 24,860 peak hour vehicle trips in the Grants Pass model area, we can estimate that the delay reduction amounts to – 5.4 vehicle hours.

Future 2040 Land Use Scenario Focusing on Grants Pass UGB Area

The future land use scenario shows that the 2010-2040 majority of the household growth would primarily occur in the vicinity of Grants Pass city central area while the employment growths are also within the city or close to the Grants Pass urban growth boundary. The hypothesis is that these patterns of land use growths would make motorists travel less miles in terms of the VMT per capita. Hopefully, the Grants Pass place type data may visually or numerically prove this hypothesis later.

As part of the Committee's discussion, the following edit will be made to the draft:

- **Pg. 14. 5.4% VMT Reduction** The negative figures will be removed or restated for clarity.

7. MRMPO Planning Update –

- The various RTP Open Houses have been concluded, and the 30-Day Public Comment period will soon commence. A virtual Open House has been set up online line by Staff. The public is provided with an online opportunity to comment. The RVMPO did not get much of a response to their public outreach.
- Staff continues its work on the joint MPO ITS.

8. Public Comment -

None received.

9. Other Business / Local Business –

John Vial said that three (3) “ODOT Enhanced Funds” projects had been prioritized by the RVACT:

1. JCT Transit Station
2. Jackson County Extension of ten miles of the RR Greenway between Rogue River and Gold Hill (Enhanced \$\$\$)
3. ODOT Hwy.99 Medford to Phoenix

The members discussed other potential funding sources. A commitment from the MRMPO Policy Committee to fund the Transit Station (STP/CMAQ \$) would allow for funding of all three projects. John Vail asked if there might be interest on the part of the TAC to consider this solution. \$569,000 is the Transit Station estimated cost, and Scott Chancy is working on other funding options. Future STP/CMAQ \$\$\$ for new/unfinished projects has not been created yet. A brief discussion ensued about how the various available funds could be switched around in a fashion to allow them to be more effectively, whereby more projects could be implemented. John Vial will bring a memo to the TAC for a recommendation to be passed forward to the policy making bodies for further consideration.

10. Adjournment -

The meeting was adjourned at 2:30 PM.

Scheduled Meetings:

*MRMPO TAC March 3rd @ 1:30 pm.

*MRMPO Policy Committee Feb.18th @ 2:30 pm



***Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning***

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

DATE: March 3, 2016
TO: MRMPO TAC
FROM: Ryan MacLaren, Associate Planner
SUBJECT: 2015 Annual Listing of Obligated Projects

Federal law requires MPOs to publish annually a list of projects for which federal funds have been obligated in the preceding federal fiscal year (FFY). The attached draft report includes a list of projects obligated federal funds in FFY 2015 and includes information on the distribution of those funds by jurisdiction, agency, and project type.

All obligated dollar amounts contained in this document were provided by ODOT and Josephine Community Transit.

Please review your projects on the attached pages and inform COG staff if there is anything to be corrected.

The purpose of the Annual Listing of Obligated Projects is to provide transparency in federal transportation planning, and to serve as a reference to track consistency/inconsistency in the year project funds are obligated versus the year they were programmed.

Following TAC approval, the list will be presented to the Policy Committee and posted to the MRMPO website at the end of the month. The obligation timeframe is Oct. 1, 2014 to Sept. 30, 2015.



2015

Annual Listing of Obligated Projects

Annual Listing of Obligated Projects - 2015

A listing of transportation projects within the MRMPO planning area obligated to receive federal funds in the 2015 federal fiscal year, Oct. 1, 2014, through Sept. 30, 2015

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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Annual Listing of Obligated Projects – 2015

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, 2014 through Sept. 30, 2015.

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.

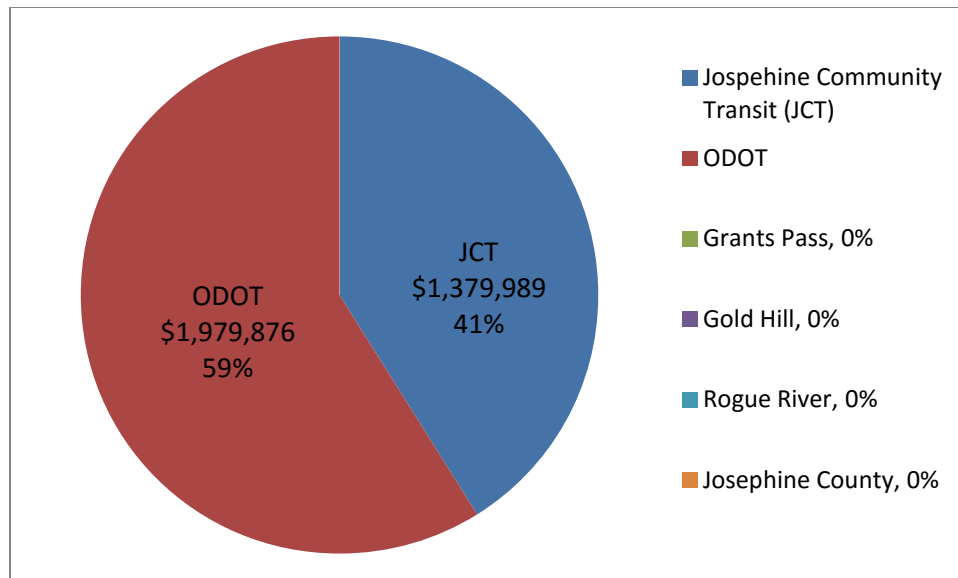
Distribution of Funds by Jurisdiction and Agency

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 2015 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.



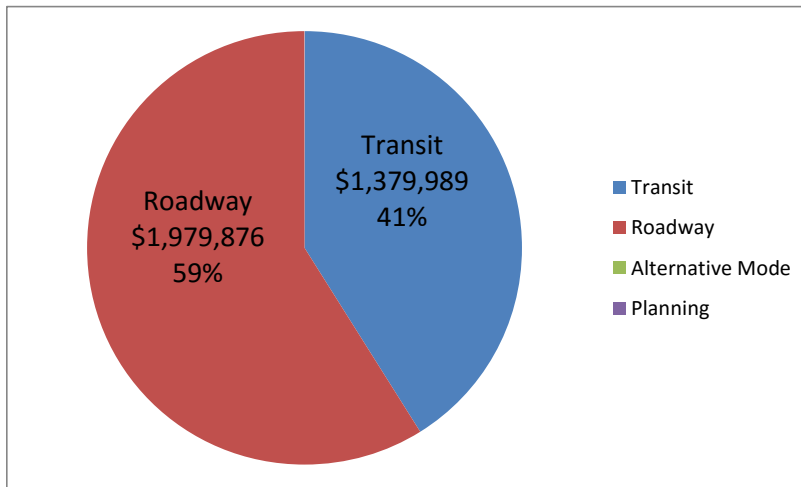
Distribution of Obligated Federal and STP-L Fund Exchange for State Funds, by Jurisdiction, 2015

Distribution of Funds by Project Type

Federal funds were used for a small number of transportation projects in the 2015 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 FFY2015.
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, 2015

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 2015 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 2015 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.

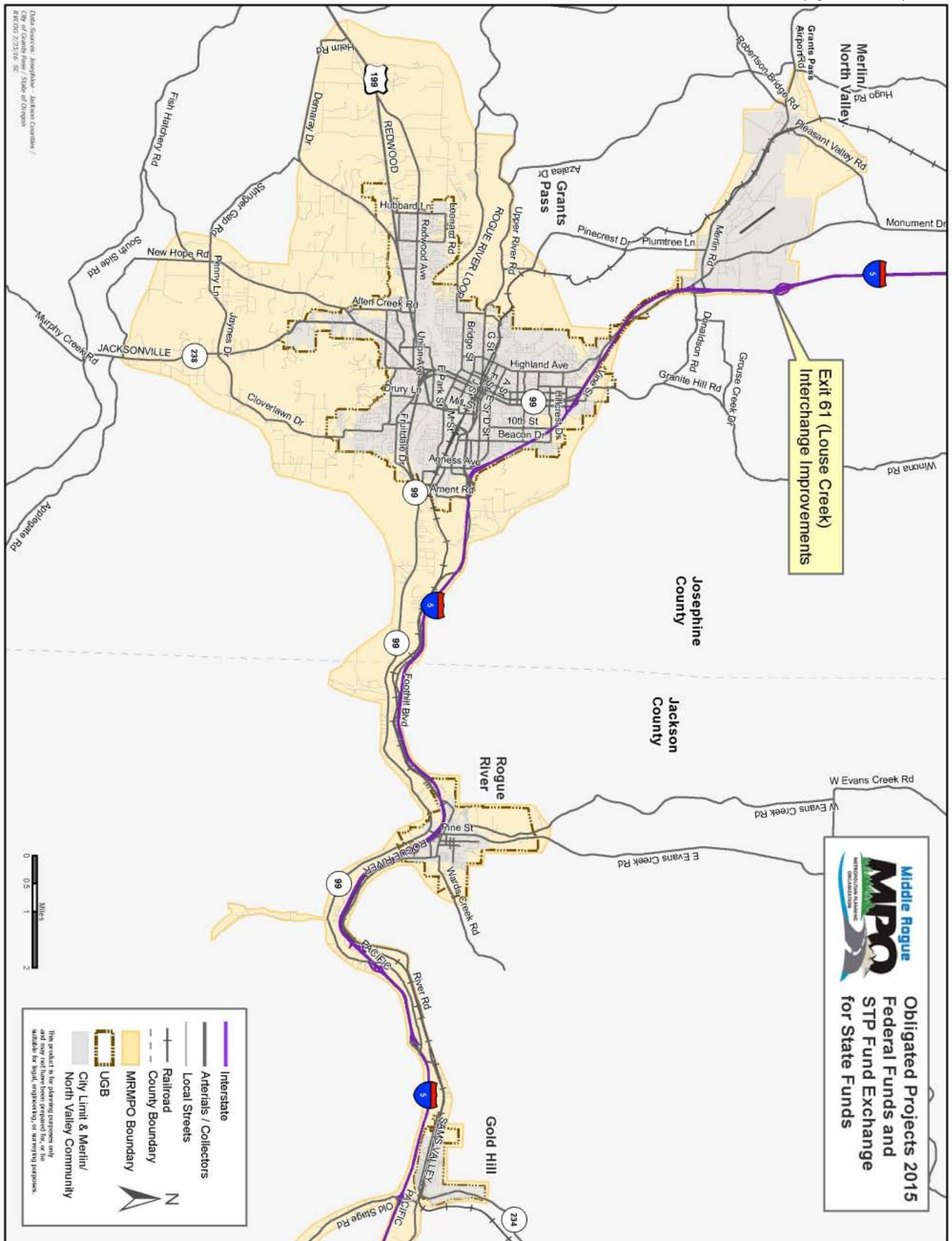
The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the interim MTIP. Projects that can be illustrated by mapping are shown on a map on Page 9.

List of Obligated Projects, 2015

<u>GOLD HILL</u>									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
<u>GRANTS PASS</u>									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
<u>JACKSON COUNTY</u>									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									
<u>JOSEPHINE COUNTY</u>									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
	19186	Galice Rd #2401: Chip Seal (MP 0.0-15.4)	Construction	FLAP	\$ 499,945	\$ -	\$ -	\$ 499,945	\$ 939,000

List of Obligated Projects, 2015 – Cont.

JOSEPHINE COMMUNITY TRANSIT									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
N/A	17761	Josephine County - 5311 (FY15)		FTA5311	\$ 74,887	\$ 74,887	\$ 133,541	\$ 74,887	\$ 133,541
N/A	18605	JCT - 5307 Transit Operations (FY15)		FTA5307	\$ 716,518	\$ 716,518	\$ 1,433,036	\$ 716,518	\$ 1,433,036
N/A	19168	Commuter Service		CMAQ (L400)	\$ 448,584	\$ 448,584	\$ 499,926	\$ 448,584	\$ 499,926
N/A	17629	5310 Preventative Maintenance		FTA 5310	\$ 140,000	\$ 140,000	\$ 156,023	\$ 140,000	\$ 312,047
OREGON DEPT OF TRANS (ODOT)									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
S001455-00	16062	FFO-15 Exit 61 (Louse Creek) Interchange Improvements	Construction	STP	\$ 1,929,195	\$ 1,975,265	\$ 2,201,343		
S001455-00			Other	L240	\$ 4,487	\$ 4,611	\$ 5,139		
ROGUE RIVER									
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 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 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
None									



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 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.