

Annual Listing of Obligated Projects FFY2023



MIDDLE ROGUE
METROPOLITAN PLANNING ORGANIZATION

Staffed by the
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Executive Summary

A listing of transportation projects within the MRMPO planning area obligated to receive federal funds in the 2023 federal fiscal year (FFY), Oct. 1, 2022, through Sept. 30, 2023

The Middle Rogue Metropolitan Planning Organization (MRMPO)

- The MPO 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 Mission

- 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

About this Report

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, 2022 through Sept. 30, 2023.

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

The Obligation Process

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

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

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

Federal Requirements

The U.S. Congress, through adoption of the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL) requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation.

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

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. FTA, Oregon Department of Transportation (ODOT), Josephine County, Jackson County and 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. These 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 for money to be obligated. All projects listed in this report have a funding source.

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

- **Surface Transportation Block Grant (STBG):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible. STBG has several sub-programs, including safety and enhancements. A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The MRMPO allocates the share for cities within the Grants Pass urbanized area, known as STBG-L funds, which amount to roughly \$600,000 annually. To simplify access to these funds, MRMPO jurisdictions can utilize ODOT's STBG fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program ODOT retains the federal funds and the jurisdiction receives state roadway funds at a 94% exchange rate.
- **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; they generally fund construction or reconstruction of bridges, interchanges, and overcrossings on existing interstate routes.
- **Metropolitan Planning (MPO):** A 1.25% portion of certain Highway Trust Fund programs are set aside by Congress to support metropolitan planning activities in urban areas with a population of 50,000 or more. This fund supplies most of the revenue for MRMPO planning activities.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ funds are dedicated for projects that address reducing 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 an 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.

- **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 are distributed on a formula basis for operating activities and certain capital projects. When used for operating costs, funds must be matched 50% with local funds. For planning and other activities the match required is 20%. 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
- * Section 5309: Capital projects,
- * Section 5303: Planning funds

- **Other Funding Sources:** State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds. Local match funds are not included in the

Obligation Distribution

Distribution of Funds by Jurisdiction and Agency

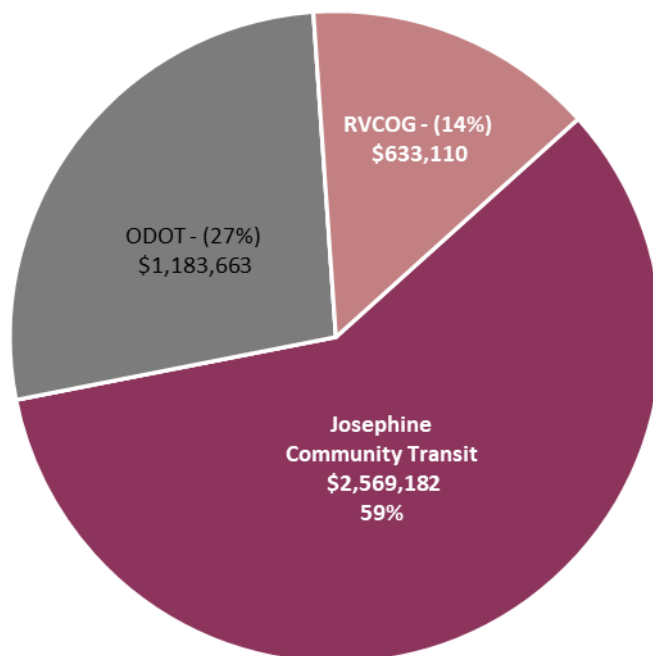
Projects set to receive federal funds are programmed, or approved, by the MRMPO Policy Committee through adoption and amendments of the TIP. Amendments are common and reflect changing conditions and demands fund recipients face as they move forward with project implementation

For two federal funding sources, STBG-L and CMAQ, the MRMPO solicits and evaluates applications and selects projects. The region receives roughly \$600,000 a year in STBG-L funds and approximately \$450,000 a year in CMAQ funds. Jurisdictions awarded STBG-L funds may utilize ODOT's STBG fund exchange program where federal STBG-L dollars are exchanged for state dollars at a 94% exchange rate.

Chart 1 below shows the distribution of federal funds obligated in FFY 2023 within the MRMPO by jurisdiction and agency. The amounts shown here are federal funds only and do not include federal funds (STBG-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 11.

Chart 1: Distribution of Obligated Federal Funds & STBG-L Fund Exchange for State Funds by Jurisdiction, FFY 2023



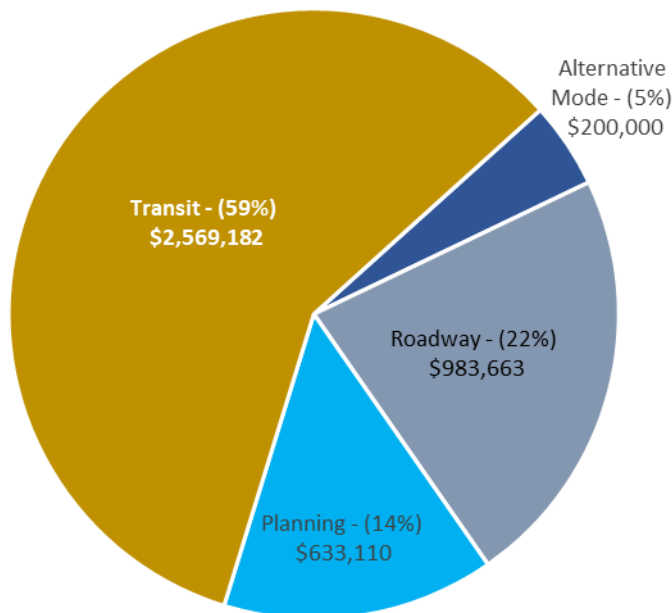
Distribution of Funds by Project Type

Federal funds were used for a variety of transportation projects in the 2023 federal fiscal year (FFY), from planning, to transit service to interstate interchanges. This section addresses the distribution of funds among four major activity categories:

- **Roadway** – encompassing projects that improve and preserve facilities for vehicle use.
- **Transit** – support for services provided by Josephine Community Transit (JCT).
- **Planning** – consisting of MRMPO activities in FFY2023, although in past years other planning projects and funding occurred.
- **Alternative Mode (Alt. Mode)** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks.

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

Chart 2: Distribution of Obligated Federal Funds and STBG-L Fund Exchange for State Funds by Project Type, FFY 2023



Project Delivery

Phasing

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

Transportation projects are generally accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2023 are shown in the project listing.

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

Phases generally are:

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

List of Obligated Projects

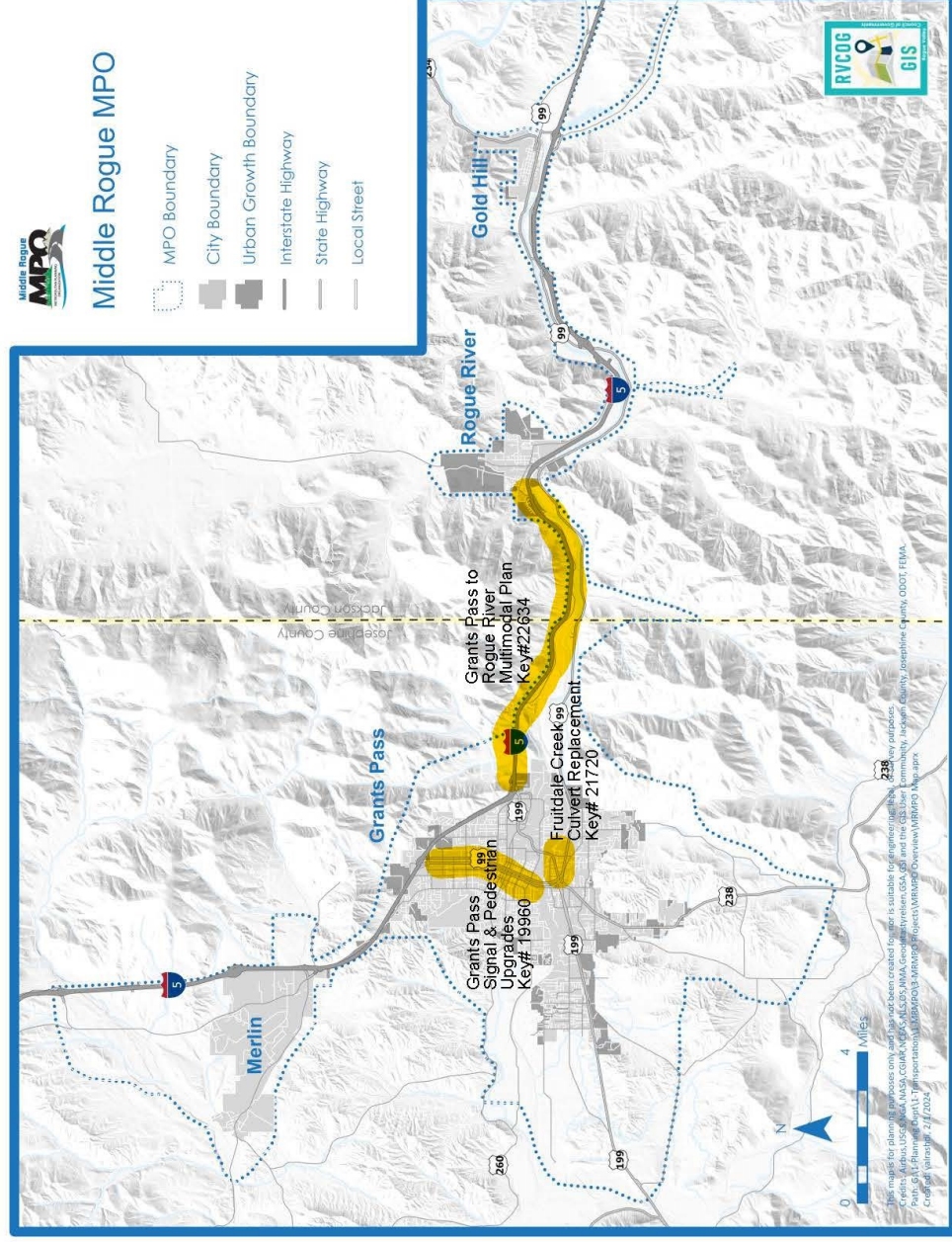
The following page lists projects for which federal funds were obligated in the 2023 federal fiscal year by jurisdiction. The project numbers, assigned by ODOT as a project is programmed, are shown in the first column and can be used to track a single project through its various phases over time, from programming in the TIP to final delivery.

The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the TIP. Projects that can be illustrated by mapping are shown on the map on Page 12.

List of Obligated Projects FFY2023

Lead Agency	FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2023 PROGRAMMED	FFY 2023 OBLIGATED	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST
Gold Hill	None								
Grants Pass	None								
Jackson County	None								
Josephine County	None								
Josephine Community Transit	N/A	20928	Josephine County - 5311	OTH	FTA 5311	\$699,552	\$627,709	\$627,709	\$699,552
	N/A	22599	JCT - 5307 Transit Operations	OTH	FTA 5307	\$2,146,542	\$1,073,271	\$1,073,271	\$2,146,542
	N/A	20931	JCT-5309	OTH	FTA 5309	\$370,000	\$332,000	\$332,000	\$370,000
	N/A	21979	JCT-5310	OTH	FTA 5310	\$352,994	\$282,395	\$282,395	\$352,994
	N/A	22038	OR Transportation Network	OTH	SW Transit	\$282,857	\$253,807	\$353,807	\$282,857
ODOT	S060004	21720	OR99: Fruitdale Creek Culvert	PE, OTH, RW	NH Perf IUA	\$824,933	\$824,933	\$2,146,000	\$2,146,000
	S025056	19960	Grants Pass Signal & Pedestrian Upgrades	PE, OTH, RW	HWY Safety Imp Prog IUA	\$1,984,000	\$19,980	\$1,984,000	\$1,984,000
	S001541	21699	I-5 Southern OR Wrong Way Driver Mitigation	PE, OTH, RW	SEC 164 Penalties HSIP IUA	\$239,772	\$63,863	\$2,231,000	\$2,231,000
	S001541	21699	I-5 Southern OR Wrong Way Driver Mitigation	PE, OTH, RW	SEC 164 Penalties HSIP FAST	\$239,772	\$74,887	\$2,231,000	\$2,231,000
	S400578	22634	Grants Pass to Rogue River Multimodal Plan	PL	Metro Planning FAST	\$222,891	\$200,000	\$222,891	\$222,891
Rogue River	None								
RVCOG	PR23302	21844	MRMPO Planning	PL	FTA Metro Trans EXT	\$183,024	\$183,024	\$183,024	\$183,024
	PR24302	21854	MRMPO Planning	PL	FTA Metro Trans EXT	\$117,814	\$117,814	\$117,814	\$117,814
	PR24302	21854	MRMPO Planning	PL	Safe ACC Trns Opt Metro PL IUA	\$12,493	\$12,493	\$12,493	\$12,493
	PR24302	21854	MRMPO Planning	PL	Metro Planning IUA	\$214,171	\$214,171	\$214,171	\$214,171
	PR24302	21854	MRMPO Planning	PL	Metro Planning FAST	\$40,897	\$40,897	\$40,897	\$40,897
	PR24302	21854	MRMPO Planning	PL	Metro PL FAST EXT	\$64,711	\$64,711	\$64,711	\$64,711

Map of Obligated Projects



Appendix A: Federal Regulations

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

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

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

Moving Ahead for Progress in the 21st Century (MAP-21), July 6, 2012

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

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

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

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

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

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