



MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION

# UNIFIED PLANNING WORK PROGRAM

2017-2018

April 20, 2017

**MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION  
REGIONAL TRANSPORTATION PLANNING**

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

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**Resolution 2017-01**

**Middle Rogue Metropolitan Planning Organization - Policy Committee  
Adoption of the FY 2017-18 Unified Planning Work Program**

**Whereas**, the Middle Rogue Metropolitan Planning Organization was formed in 2013 to coordinate transportation planning in the greater Grants Pass area.

**Whereas**, the Middle Rogue Metropolitan Planning Organization Policy Committee is a designated committee of the Rogue Valley Council of Governments.

**Whereas**, the Middle Rogue Metropolitan Planning Organization must prepare an annual Unified Planning Work Program (UPWP) that identifies program activities and expenditures.

**Whereas**, the Policy Committee oversees Transportation Planning Activities for the Middle Rogue Metropolitan Planning Organization.

**Whereas**, the Middle Rogue Metropolitan Planning Organization Policy Committee did review and comment on the UPWP for Fiscal Year 2018 on April 20, 2017.

**Whereas**, the MRMPO held a 30-day public comment period and public hearing to secure input and comment on the adoption of the FY 2017-18 UPWP.

**NOW THEREFORE, BE IT RESOLVED BY THE MIDDLE ROGUE METROPOLITAN  
PLANNING ORGANIZATION POLICY COMMITTEE:**

That the attached MRMPO Fiscal Year 2017-18 Unified Planning Work Program is hereby adopted, and the Rogue Valley Council of Governments is hereby requested to prepare and submit the documents required to secure the funding identified in the UPWP for the MRMPO activities, and

That the RVCOG Resolution No. 2013-1 delegating responsibilities to the MRMPO for carrying out the federal transportation planning requirements under 23 USC Sec 134 and 49 USC Sec 5303 (UPWP Exhibit B), and the MRMPO Self-Certification (Exhibit C) have been reviewed by the MRMPO Policy Committee and are affirmed as included in the UPWP.

**ADOPTED** by the Policy Committee of the Middle Rogue Metropolitan Planning Organization on the 20th day of April 2017.

  
\_\_\_\_\_  
Darin Fowler  
MRMPO Policy Committee Chair

## **Middle Rogue Metropolitan Planning Organization Policy Committee**

Darin Fowler	City of Grants Pass
Bob Strosser	Jackson County
Christina Stanley	City of Gold Hill
Dennis Roler	City of Grants Pass
Rick Riker	City of Grants Pass
Mike Baker	ODOT
Pam VanArsdale	Rogue River
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**Adopted by the MRMPO Policy Committee**

**April 20, 2017**

**Grants Pass, OR**

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***This document and other MRMPO plans, reports and committee materials are available from RVCOG office and online at [www.mrmppo.org](http://www.mrmppo.org)***

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# **The Middle Rogue Metropolitan Planning Organization Unified Planning Work Program Fiscal Year 2017-18**

## **Purpose of Federal Metropolitan Planning**

To improve regional transportation planning and give communities a stronger voice in addressing transportation concerns while avoiding duplication of planning efforts, the U.S. Department of Transportation (USDOT) has established policy guidelines to: 1) integrate modal planning at the metropolitan level; 2) achieve intermodal planning and coordination, and 3) relate these activities to comprehensive planning. The current transportation act, Fixing America's Surface Transportation (FAST), signed in 2015, include the following planning elements that should be considered by the MPO's planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce (or mitigate) the stormwater impacts of surface transportation; and
11. Enhance travel and tourism.

Pursuant federal, state and local guidance, the Middle Rogue Metropolitan Planning Organization's (MRMPO) 2017-18 UPWP identifies all transportation and related planning activities that will be undertaken by the MRMPO during the project year from July 1, 2017, to June 30, 2018. The work program was developed to serve these specific objectives:

1. Define work activities to meet the needs of local, state, and federal agencies in accordance with applicable transportation requirements.
2. Identify funding sources for work to be completed.
3. Coordinate work activities and relationships (both internal and external).
4. Promote the wise use of public resources through sound decision-making and interagency coordination.

## **2017-2018 UPWP Overview**

The Unified Planning Work Program (UPWP) is adopted by the MRMPO Policy Committee and incorporates all transportation planning and supporting comprehensive planning activities in the Grants Pass Metropolitan Area by the Middle Rogue Metropolitan Planning Organization during the state fiscal year 2018<sup>1</sup> and serves as a means to satisfy 23 CFR 450.308. It identifies work

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<sup>1</sup> The State of Oregon fiscal year runs from July 1<sup>st</sup> to June 30<sup>th</sup> and is the functional year for the UPWP. It is numbered according to its second half i.e. the year beginning July 1, 2017 is numbered FY 2018. The MRMPO fiscal year is the same. The federal fiscal year 2017 began October 1, 2016, and runs through September 30, 2017.



proposed by major activity and task and includes summary details about expected products. Funding for all projects is identified. The UPWP is intended to provide a framework for the coordination of transportation planning efforts for and within the region. It may be amended by the Policy Committee as needed to reflect changes in work tasks and funding. The amendment process is similar to the adoption process, in that public and agency comment is sought and a public hearing held prior to Policy Committee action.

This plan consists of three parts: Part I, tasks 1 through 5, represents the federally mandated and federally funded portion of the program to be fulfilled by the MRMPO, plus state and locally funded work to fulfill state as well as federal requirements; and Part II, task 6, which details additional work that is not federally mandated and is funded by other sources. Part III are ODOT planning projects within the MRMPO planning area that the agency expects to occur during the fiscal year. Additionally, UPWP Exhibit C is the MRMPO's annual self-certification for metropolitan transportation planning.

Transportation is an important issue for people across our nation. Concerns about increasing demands on the transportation system in an environment of decreasing funding available for capacity expansion, congested roadways, air quality, and the preservation of "quality of life" have prompted debates at all levels of government. In southern Oregon, rapid population growth and development has increased the importance of deliberate transportation planning.

### **Role of Rogue Valley Council of Governments (RVCOG)**

RVCOG is an association of local governments that provides a forum for coordinated problem solving and regional planning for Jackson and Josephine Counties. Membership in RVCOG is strictly voluntary; the COG has received active participation from local jurisdictions in the Jackson/Josephine region for many years. RVCOG's mission is *"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."*

The UPWP builds upon the RVCOG's mission by linking regional land use concerns, transportation priorities, transit opportunities, environmental concerns, and economic development; to enhance the quality of life in the region. Transportation planning in Southern Oregon is a multi-jurisdictional and multi-faceted process that defines the best vision and planning mechanism for the region. RVCOG addresses the needs of both the local agencies and those specifically related to the MRMPO geographic area. Areas of particular interest for the RVCOG and its Transportation Planning Program in the two county area include staff support for the Rogue Valley Area Commission on Transportation (RVACT).

### **Organizational Structure of MRMPO**

On March 20, 2013, the Governor of Oregon designated the Rogue Valley Council of Governments (RVCOG) as the MPO for the Grants Pass Urbanized Area. On March 27, 2013, the RVCOG Board of Directors delegated the responsibility of conducting continuing, cooperative and comprehensive transportation planning for the Grants Pass Urbanized Area to the Middle Rogue Metropolitan Planning Organization (MRMPO) Policy Committee. As designated, the MRMPO includes the cities of Gold Hill, Grants Pass, Rogue River, and adjacent parts of Jackson and Josephine Counties which are within the planning boundary.

The MRMPO planning boundary and Air Quality Maintenance Areas (AQMAs) are shown on the planning area map, Appendix A. Federal and state legislation for MPOs can generally be summarized as follows:

- Develop and maintain a long-range Regional Transportation Plan (RTP).
- Develop and maintain a short-range project programming document, the Metropolitan Transportation Improvement Program (TIP).
- Coordinate transportation decisions among local jurisdictions, state agencies, and area transit operators.
- Develop an annual work program (UPWP).
- House and staff the regional travel demand model for the purposes of assessing, planning, and coordinating regional travel demand impacts.

Additionally, due to local circumstances, MRMPO has responsibility under the Clean Air Act (and corresponding state law) for the following:

- Demonstrate regional transportation conformity for carbon monoxide (CO) and particulate matter (PM<sub>10</sub>).

The Rogue Valley Council of Governments staffs the MRMPO. The MRMPO Policy Committee makes final MRMPO planning decisions. It is composed of elected and appointed officials from Gold Hill, Grants Pass, Jackson County, Josephine County, Rogue River and ODOT. The Policy Committee considers public comment and recommendations from the Technical Advisory Committee (TAC).

The TAC is primarily made up of technical staff from the public works and planning departments of member jurisdictions, local agencies and state planning officials. Because of their technical expertise, TAC members are mostly involved with the transportation planning process. TAC advises the Policy Committee on technical transportation issues and reviews all of the transportation documents presented to the Policy Committee.

The TAC also receives public comment. In addition to the TAC, the Policy Committee from time to time authorizes the formation of ad hoc committees to provide input on specific planning issues and projects.

### **Other Regional Transportation Planning Organizations**

Other committees and boards within the MRMPO planning area also address regional transportation issues. Those panels typically consult with the MRMPO and keep the MRMPO informed of their activities. They include:

- **Rogue Valley Area Commission on Transportation (RVACT)**

RVACT is composed of officials from jurisdictions within Jackson and Josephine County. The primary mission of RVACT is to advise the Oregon Transportation Commission (OTC) on state transportation investments in Jackson and Josephine counties.

- **Rogue Valley Metropolitan Planning Organization (RVMPO)**

The RVMPO was formed in 1982. Member jurisdictions include; Ashland, Talent, Jacksonville, Central Point, Medford, Phoenix, Eagle Point, Jackson County, the Oregon Department of Transportation, and the Rogue Valley Transportation District. RVCOG staffs the RVMPO.

## **MRMPO Agreements**

Agreements in force among the participating agencies relative to the metropolitan transportation planning process include:

- ODOT IGA # 29044, dated March 6, 2013, establishing the Middle Rogue Metropolitan Planning Organization;
- March 20, 2013, concurrence letter from the Governor on designation of the Middle Rogue Metropolitan Planning Organization;
- RVCOG Board of Directors, Resolution #2013-1 – To Delegate MRMPO Decision-Making Authority to MRMPO Policy Committee dated March 27, 2013;
- ODOT IGA # 29792, ODOT/MPO/Transit Operator Agreement for Financial Plans and Obligated Project Lists between MRMPO, Josephine County and Josephine Community Transit defining roles and responsibilities for transportation planning required by the Code of Federal Regulation (CFR), Chapter 23, Section 450.314.
- Annual planning funds agreement between ODOT and RVCOG.

## **Regional Transportation Priorities for Fiscal Year 2018**

Top priorities include maintaining and amending, as necessary, the 2018-2021 Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD), updating the Public Participation Plan (PPP) and Title VI/EJ Plan. MRMPO will adhere to the Planning Emphasis Areas of MAP-21 (carried over into the FAST Act) including Regional Models of Cooperation and Ladders of Opportunity. Additionally the MRMPO will track rulemaking and other developments relating to the FAST Act.

Specific major work products include:

- Maintain 2018-2021 Transportation Improvement Program
- Develop VMT benchmarks (Transportation Planning Rule requirement)
- Develop an alternative route plan
- Complete a bike level of stress analysis
- Data collection/analysis for addressing future travel demand, transit demand, land use and Title VI/Environmental Justice.
- Develop Citizens Guide to Transportation Planning
- Jurisdiction planning assistance
- RVACT coordination
- Develop protocols for coordination between the MRMPO & RVMPO

## **MRMPO Unfunded Needs for FY 2018**

- Highway Economic Requirements System (HERS-ST) – The MPO is considering incorporating this tool as part of the RTP project prioritization process.
- Traffic count program – This program would help the MPO keep up-to-date traffic count data for updates of the travel demand model and analyzing the impacts of new developments on the regional transportation system.

## Status of Core MRMPO Planning Documents

The table below lists the core work products of the MRMPO, the adoption date, planning horizon and the time when the next update is due. Generally, ODOT updates the STIP every two years and has set the next update for January 2019.

**Table of Core Documents**

Item	Date Adopted	Time Span	Update Due
2015-2040 Regional Transportation Plan	March 17, 2016	Four Years	March 2020
Air Quality Conformity Determination	March 17, 2016	Four Years	March 2020
2016-2017 Unified Planning Work Program	April 21, 2016	One Year	April 21, 2017
2018-21 TIP	March 17, 2017	Two Years	March 2019
Annual Listing of Obligated Projects - 2017	December 2016	One Year	December 2017
MRMPO Public Participation Plan	August 2016	Two Years	July 2018
MRMPO Title VI / EJ Plan	July 2017	Two Years	July 2019

Timing of the RTP update is determined by the timing of USDOT's Air Quality Conformity Determination (AQCD) on the current plan. Such determinations in air quality attainment and maintenance areas such as Grants Pass for carbon monoxide and for PM<sub>10</sub> must be made every four years, based on updated planning assumptions for a 20-year horizon. The 2015-2040 RTP and AQCD were adopted by the Policy Committee on March 17, 2016.

The RTP is routinely amended to include new projects, reflect changes in project funding and other reasons as considered appropriate by the Policy Committee. It can be updated provided the MRMPO conducts public outreach on the amendment, advertising a 21-day public comment period and the Policy Committee conducts a public hearing and votes to approve the change. The RTP must maintain conformity with the state and federal air quality conformity requirements, including the State Implementation Plans for carbon monoxide in the Grants Pass area and particulates (10 microns and smaller) in the entire planning area. The 2015-40 RTP conforms to both federal and state transportation requirements.

## Summary of Projected Deliverables and Products in the 2017-18 UPWP

This section presents an outline of the organization UPWP work tasks, noting some key activities and projected deliverables. Tasks, activities and funding are described in detail in Part 1- MRMPO Functions, following these introductory sections.

The core MRMPO planning functions are presented in five major task sections, with specific deliverables and activities attached to each.

**Task 1.0 Program Management** – Record-keeping and information retrieval, training, participation in regional planning activities, and support for MRMPO's standing committees occur within this task. Other activities and deliverables include:

- Public Participation Activities (as described in draft MRMPO Public Participation Plan) including maintaining website [www.mrmppo.org](http://www.mrmppo.org)
- Organize files and library materials, including records of monthly Policy Committee and Technical Advisory Committee meetings
- Monthly and quarterly activity reports
- UPWP updates and draft and final 2018-19 document
- Self-Certification
- Develop protocols for coordination between the MRMPO & RVMPO

**Task 2.0 Short Range Planning** – Activities associated with project programming, including all air quality conformity obligations occur within this task. Specifically:

- Annual listing of obligated projects
- TIP amendments
- Coordination and management of CMAQ and STBG funding and project selection
- Maintain for 2018-2021 TIP, including participating in statewide STIP/TIP coordinators meetings.
- Assist with transit and other jurisdiction planning
- Staying up to date on changing conformity rules and related air quality concerns.

**Task 3.0 Long Range Planning** – Maintaining the Regional Transportation Plan, including:

- Complete of VMT benchmarks (TPR requirement)
- Development of an alternative route plan as part of security planning
- Coordination with the RVMPO on intelligent transportation system (ITS) planning

**Task 4.0 Data Collection/Analysis** – Specific continuing tasks related to data base maintenance and analysis, including:

- Title VI/EJ planning and compliance report
- Citizen’s Guide to Transportation
- Maintenance of GIS maps and data
- Travel demand modeling, model maintenance and improvement
- Application of Oregon Household Activity Survey and Census/Survey data in transportation planning

**Task 5.0 Transit** – Continue to work with Josephine Community Transit on passenger survey and other activities as identified during the fiscal year.

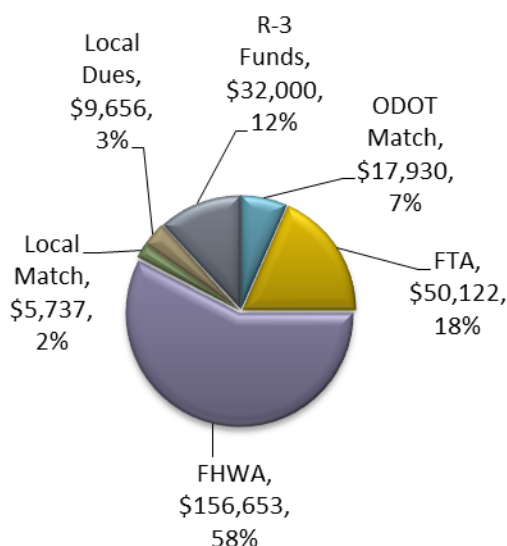
## Summary of Projected FY 2018 Funding Allocation

Figure 1, below, summarizes how anticipated resources will be allocated among the major tasks described above. MRMPO planning activities are anticipated to be funded with a total of \$272,097 in federal, state, in-kind match, and local funds. A summary of funding sources appears in Figure 2, below. Program management, short-range planning and long-range planning projects will take the largest share of funds. A summary budget breakdown by all work tasks and sub-tasks is on page 27, following the detailed task descriptions in Part I.

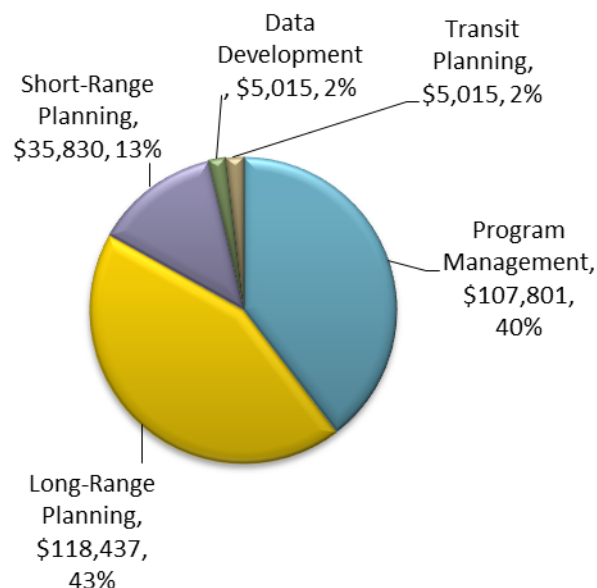
## Funding for MRMPO Planning

The MRMPO's planning program funded by federal, state, local match and dues is expected to total \$272,097 (see Figure 1). Figure 2 below, shows planning resources anticipated by the MRMPO in the coming fiscal year, and their proportion of total revenue.

**Figure 1: MRMPO Funding, FY 2018**



**Figure 2: Allocation of MRMPO Resources**



The largest funding source is FHWA, which provides MPO Planning Funds through ODOT to the MRMPO by formula that consists of 89.73% federal funds with a 10.27% local match required. ODOT has traditionally met the full local match requirements with state planning funds. Other resources are FTA 5303 funds, also through ODOT, for metropolitan planning related to transit (requiring a 10.27 percent local match), and MRMPO member dues. A summary of how funds are to be distributed among the various MRMPO planning tasks is on page 27. Funding commitments are formalized through specific IGAs with ODOT. The MRMPO and its subcontractors (if any) will carry out the tasks described in this UPWP.

MRMPO is dependent on USDOT funding for UPWP activities. Effective FY2016, a new statewide distribution formula has been established. For this work program, federal sources provide about 76 percent of MRMPO funding. In-kind match provides the local share for FTA funds and MPO dues pay for Policy Committee political activities (travel, support) and some general project expenses – primarily public involvement and website support.

In addition to funding described above, MRMPO relies on travel demand modeling services provided by ODOT's Transportation Planning Analysis Unit. TPAU provides modeling services, and maintains and updates the model for the MRMPO. RVCOG does not have the ability to maintain and run the travel demand model.

### **The UPWP, Title VI and Environmental Justice**

The MRMPO recognizes that environmental justice must be considered in all phases of planning. Although Environmental Justice concerns are frequently raised during project development, Title VI applies equally to the plans, programs and activities the MRMPO undertakes.

The MRMPO UPWP integrates Environmental Justice considerations and Title VI requirements through the Public Participation Plan and UPWP work tasks. The Public Participation Plan contains strategies to reach minority and low-income groups. The MRMPO developed and adopted an Environmental Justice Plan in FY2015 along with a Title VI discrimination complaint procedure as part of the Environmental Justice Plan. The MRMPO also completed an annual Title VI/Environmental Justice report and submitted it to ODOT.

Environmental justice is considered as MRMPO selects projects to receive discretionary funds (Congestion Mitigation and Air Quality and Surface Transportation Block Grant Program). Target populations living in the vicinity of a proposed project are identified through Census data. Environmental Justice Plan maps are consulted to assess project impact on target populations. Resulting funding decisions are incorporated into the TIP. Projects located in the identified EJ areas are given additional points that are added to the overall scoring of the project which may help the project receive a higher ranking on the project priority list. Resulting funding decisions were incorporated into the 2018-2021 TIP.

For FY2018, MRMPO will update environmental justice data. Through this effort MRMPO expects to strengthen analytical capability, and enhance capacity to assess impacts to minority and low-income populations.

The MRMPO's Public Participation Program is an integral part of the regional transportation planning process. The USDOT Order (5610.2) on Environmental Justice specifies that minority populations and low-income populations be provided with greater access to information on, and opportunities for public participation in transportation decision-making. The MRMPO has public-involvement policies and procedures that provide for consideration of Environmental Justice. These policies and procedures provide an inclusive, representative, and equal opportunity for two-way communication.

## **PART I - MRMPO Functions**

### **Task 1.0 Program Management**

**Budget:** \$107,801

**Funding Source:** FHWA MPO Planning Funds, \$68,653  
ODOT Match for FHWA-PL funds, \$7,858  
FTA 5303 Metropolitan Planning Funds, \$20,972  
In-Kind Match, \$2,400  
MRMPO Dues, \$7,918

**Description:** This task involves the coordination of all MPO activities necessary for day-to-day operations such as; program oversight, coordination of the Policy Committee and Technical Advisory Committee, public participation, and MRMPO participation in statewide planning efforts. Also included are organizational activities that provide for in-house program management, financial accounting, and informational updates for MRMPO committees, member jurisdictions, agencies and the public. Day-to-day activities such as purchases of materials and services, staff management and training are also included here.

Per Federal laws and policies, MPOs are prohibited from lobbying with Federal Funds. In order to permit comments by the MRMPO to legislators on relevant transportation legislation and policies, MPO dues are used. These activities are more fully described in Subtask 1.1 (j) below.

**Objective:** *Produce a well-defined planning and operational process that is deliberate, regional in scope, and is cooperative, coordinated and continuing.*

Agencies to Coordinate: MRMPO member jurisdictions and associated agencies, ODOT, DEQ, DLCD, and USDOT (FHWA and FTA)

#### **Subtask 1.1 Office and Personnel Management; Fiscal and Grant Administration**

**Work Task Budget: \$88,716**

***FHWA MPO Planning Funds, \$55,000***

***ODOT Match for FHWA-PL funds, \$6,295***

***FTA 5303 Metropolitan Planning Funds, \$17,500***

***In-Kind Match, \$2,003***

***MRMPO Dues, \$7,918***

A large percentage of the MPO management and staff time is spent on tasks relating to program oversight and fulfilling the administrative requirements of government grants. Many tasks not specifically identified below fall into this subtask, including responding to requests for a variety of MRMPO data and files.

Tasks also include preparation and maintaining records for the Policy and technical advisory committee, and formation and management of other committees and work groups as necessary, and all costs associated with MRMPO meetings. This portion of the UPWP includes budget line



items such as budget audit, staff travel and training, training needs analyses, and memberships in professional organizations. Work items include contract and records management, monthly review of expenditures, personnel and team management, needs analyses for future project work areas, Interagency Agreement review, etc. These activities are ongoing. Each work item is listed below with descriptions provided for select work items. MRMPO compliance with any USDOT rulemaking for the FAST Act would be addressed at least initially in this task.

a) **Personnel Team Management**

*Deliverables:* Self-directed work teams, job performance reviews, and trained, competent staff

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

b) **Budget / Expenditures / Grant Research & Writing**

*Deliverables:* Timesheets (RVCOG), UPWP Activity Timesheets, and Monitoring Materials, Grant Matching Funds, Grant Research & Writing and Services Expenditures

*Timeframe* Ongoing July – June

*Lead Agency:* RVCOG

c) **Interagency Agreement Review**

- UPWP Intergovernmental Agreement (May)

*Deliverables:* Updated/Finalized agreements, project-level agreements on cooperation

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT

d) **Annual Audit**

*Deliverables:* Final report

*Timeframe:* First Quarter

*Lead Agency:* RVCOG

e) **Training and Conferences**

*Deliverables:* Attendance at appropriate seminars, conferences and training sessions.

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

f) **Meeting Preparation**

*Deliverables:* Meeting materials, Policy Committee, TAC

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

g) **Operations**

*Deliverables:* Day-to-day departmental operations, performing work tasks and other duties as assigned. Resulting in an efficiently operated and well-managed MPO.

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

h) **Data/Information Requests**

Jurisdictions within the MPO frequently request specific transportation data. This task is included because a considerable amount of time can be spent fulfilling requests. Information requests can be in the form of creating GIS maps, attending meetings, providing information on planning topics and TPR requirements, and providing technical assistance (operations analysis, modeling assistance, etc.).

*Deliverables:* Completed information requests

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

i) **Records Management**

*Deliverables:*

- Organized hard files
- Organized computer files
- Organized library materials

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

j) **MRMPO Policy Committee Travel; Association Dues**

Policy Committee Chair and other members participate in state, regional and national boards including the Oregon MPO Consortium and the Association of Metropolitan Planning Organizations. Participation is considered important and necessary to furthering regional planning goals. A portion of MRMPO dues totaling \$7,242 is dedicated to this activity. These funds also are used to pay dues to organizations such as the Association of Metropolitan Planning Organizations (AMPO). Staff support for these activities also is funded in this task.

*Deliverables:* Regional policy-makers participation in state, regional and national organizations and events.

Membership in organizations as authorized by the Policy Committee

*Timeframe:* As required, July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* OMPOC, AMPO, NARC, State & Federal Legislators

**Subtask 1.2 UPWP Development and Management Process**

**Work Task Budget: \$8,250**

***FHWA MPO Planning Funds, \$6,153***

***ODOT Match for FHWA-PL funds, \$704***

***FTA 5303 Metropolitan Planning Funds, \$1,250***

### ***In-Kind Match, \$143***

The UPWP is an annual work program that outlines MPO planning activities. Its adoption every year (or optional every two years) is required by Federal law. Its implementation is monitored by the funding agencies (USDOT and ODOT). It is a "unified" program that includes all transportation planning activities that are taking place within the MRMPO geographic planning boundary (Exhibit A). It is written and developed by MRMPO staff and reviewed, amended and adopted by the MRMPO Policy Committee. Most "Subtasks" of the UPWP have been delegated to a Team Leader and that leader must formulate a more detailed work program that will guide the implementation and completion of each subtask. Subtasks will be monitored to assess progress. Progress information is provided as reports and proposals for action to the Policy Committee and technical advisory committee. Summary progress reports are provided to ODOT as part of quarterly reporting process.

The annual Self Certification Statement will also be prepared. Development of the Certification Statement will consider the MRMPO's effectiveness in fulfilling federal requirements regarding the 3-C (Comprehensive, Continuing and Coordinated) and multimodal urban transportation planning processes. Deliverables associated with this subtask include an adopted UPWP, Quarterly reports, monthly time sheets with task and subtask tracking.

Amendments to the UPWP are required when there is a change to either the work program, an addition to the work program and a budget revision resulting in changes to the work program. The MRMPO Policy Committee must approve all amendments to the UPWP.

#### **a) Quarterly Reports**

*Deliverables:* Quarterly reports, quarterly meeting with USDOT and ODOT (as needed)

*Timeframe:* Each Quarter

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

#### **b) Daily MRMPO Task Tracking**

*Deliverables:* Monthly task/subtask timesheets

*Timeframe:* Monthly July – June

*Lead Agency:* RVCOG

#### **c) UPWP Development**

*Deliverables:* 2018 UPWP document

*Timeframe:* Draft in February; Adoption by April

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

#### **d) Annual MPO Self-Certification**

*Deliverables:* Self-Certification statement

*Timeframe:* Draft by February; Adoption by April

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

**Subtask 1.3 *Public Education and Participation***  
**Work Task Budget: \$3,034**  
***FHWA MPO Planning Funds, \$2,000***  
***ODOT Match for FHWA-PL funds, \$229***  
***FTA 5303 Metropolitan Planning Funds, \$722***  
***In-Kind Match, \$83***

The MRMPO recognizes the importance and need for providing an active public involvement process, which supplies complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in all MRMPO planning and program activities. The purpose of this work element is to improve, strengthen and fulfill all these needs. A good public participation program includes public education, public involvement and public relations. The MRMPO adopted a Public Participation Plan in August of 2016 to fulfill MAP-21 obligations and the MRMPO's commitment to actively engaging the public in the transportation planning process. The plan will be updated in FY 2018.

**a) *Implementation of Public Participation Plan***

The FAST Act calls for a “proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans.” In FY 2015, the MRMPO adopted a *Public Participation Plan*. Under this plan, the MRMPO seeks to increase opportunities for all segments of the community, including low-income, minority and disabled citizens, to participate in the metropolitan planning process. Implementation includes efforts to develop new visualization techniques for TIP project selection including greater use of photographs in discussion of site locations and conditions, and posting on the web all applications and descriptive materials, and evaluation criteria and procedures. All applicants for MRMPO discretionary funds are asked to make presentations with visuals to the MRMPO's committees. Presentation materials are posted on the MRMPO website. In FY 2016, the MRMPO developed a virtual open house for the public along with an interactive project map. This use of the web represents an investment in expanded public involvement that will continue in FY2017. Public participation at the virtual open houses can be tracked (number of site visits and comments received) to determine its effectiveness. Spanish translation services are available to the public upon 24 hour notice to the MPO.

*Deliverables:*

- Ongoing implementation of the MRMPO Public Participation Plan.
- Fact sheets, project progress reports, newsletters, new visualization techniques and up-to-date website, and other activities as identified.

*Timeframe:* Ongoing July to June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

**b) *Citizens Guide to Transportation Planning***

The MRMPO will update the guide for the public in FY 2018. The guide will be a series of informational brochures that describe the MPO processes. The MRMPO will maintain and update the brochures and place them in public places around the MRMPO area.

There will be five (5) tri-fold, double-sided color informational brochures that include:

- “What is the MPO?”
- “Understanding the Transportation Planning Process”
- “Transportation Planning Principles”
- “MPO Plans and Programs”
- “How to get more Involved”

*Deliverable:* MRMPO Citizens Guide to Transportation Planning brochures

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

c) **Protocols for Coordination between the MRMPO & RVMPO**

The MRMPO will continue to develop protocols for coordination between the MRMPO & RVMPO in FY 2018.

*Deliverable:*

- Coordination protocols for MRMPO & RVMPO

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

**Subtask 1.4 *Interagency and Interjurisdictional Coordination***

***Work Task Budget: \$6,687***

***FHWA MPO Planning Funds, \$5,000***

***ODOT Match for FHWA-PL funds, \$572***

***FTA 5303 Metropolitan Planning Funds, \$1,000***

***In-Kind Match, \$114***

The MRMPO must maintain a continuing, cooperative and comprehensive planning process that results in plans that are consistent with other transportation planning activities in the Rogue Valley and in the state. There is a growing demand for MPO participation and resources for state and regional planning as well as assistance locally. MRMPO participates in technical advisory committees locally and at the state level, passing on information, providing local input and coordinating with member jurisdictions at key decision points. MRMPO also coordinates with ODOT on projects including statewide multimodal and modal/topic planning, and most recently state greenhouse gas reduction planning. MRMPO participates on statewide committees, such as the Oregon Model Steering Committee.

Coordination with other agencies also requires participation in local task forces, steering committees, project teams, advisory committees and subcommittees associated with transportation planning efforts in the Rogue Valley, including the Rogue Valley Area Commission on Transportation (RVACT).

a) **Continuing, Cooperative and Comprehensive Planning Process**

*Deliverables:*

- Attendance and participation at appropriate meetings

- Comprehensive and coordinated projects

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT

#### **b) State and Federal Legislation and Policy Review**

The MRMPO will focus efforts in FY2018 on keeping the key planning products, programs and activities consistent with state and federal requirements under the FAST Act.

*Deliverables:*

- Updated information for TIP update, RTP development and other planning needs.
- Informed/knowledgeable staff

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, USDOT, OMPOC

#### **Subtask 1.5 Grant Writing**

***Work Task Budget: \$1,114***

***FHWA MPO Planning Funds, \$500***

***ODOT Match for FHWA-PL funds, \$57***

***FTA 5303 Metropolitan Planning Funds, \$500***

***In-Kind Match, \$57***

MRMPO planning funds will augment RVCOG administrative recourses to increase grant application activities. Grants have helped MRMPO pursue planning projects that are beyond the scope of MPO funding.

*Deliverables:*

- Grant applications.
- Research, information support grant applications for member jurisdictions

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

#### **Task 2.0 Short Range Planning**

**Budget:** \$35,830

**Funding Source:** FHWA MPO Planning Funds, \$26,000  
 ODOT Match for FHWA-PL funds, \$2,976  
 FTA 5303 Metropolitan Planning Funds, \$6,150  
 In-Kind Match, \$704

**Description:** This task relates to near term activities such as federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality

(CMAQ) project prioritization and programming, air quality conformity activities, maintenance and update of the Metropolitan Transportation Improvement Program, which is a financially-constrained list of transportation improvements for the MRMPO area, and development of the annual list of obligated projects.

**Objective:** *Undertake activities associated with short-term project programming within a five-year horizon.*

Agencies to Coordinate: MRMPO member jurisdictions and agencies, ODOT, DEQ, DLCD, and USDOT

**Subtask 2.1** *Transportation Improvement Program (TIP); Annual Projects Listing*  
**Work Task Budget: \$17,998**  
***FHWA MPO Planning Funds \$12,000***  
***ODOT Match for FHWA-PL funds, \$1,373***  
***FTA 5303 Metropolitan Planning Funds, \$4,150***  
***In-Kind Match, \$475***

Maintenance of the 2018-21 TIP is the main element in this. Also, staff will develop and publish the Annual Listing of Obligated Projects. MRMPO coordinates with member jurisdictions and state and federal agencies to keep the program current and develop the annual obligations report. TIP amendments generally are initiated by sponsoring agencies. Amendments are reviewed by the public and the TAC. The TAC forwards recommendations to the Policy Committee, which is responsible for approving the TIP and any changes to it (beyond minor, “administrative modifications,” which the MRMPO TIP manager is authorized to make under 23 CFR 450 to address project changes such as phase costs and minor shifts in fund sources). All amendments are forwarded to the ODOT STIP coordinator. MRMPO coordinates the amendment process so member jurisdictions will be aware of the progress of projects. Example of instances that trigger the amendment process include re-scheduling CMAQ and STP projects, Federal Transit Administration fund changes, and project costs or other scheduling changes.

In some instances, TIP amendments can trigger requirements for a new air quality conformity determination. Conformity activities will be determined through interagency consultation conducted by MRMPO (see Task 2.2: Air Quality Conformity for details). Consultation occurs on all full TIP amendments.

*Deliverables:*

- Annual Listing and Status of Federally-funded projects
- TIP and Amendments - Ongoing July – June
- Obligated Funds Report – December 2017

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, MRMPO member jurisdictions

**Subtask 2.2** *Air Quality Conformity/SIP Implementation*

**Work Task Budget: \$6,129**  
***FHWA MPO Planning Funds, \$5,000***  
***ODOT Match for FHWA-PL funds,\$572***  
***FTA 5303 Metropolitan Planning Funds, \$500***  
***In-Kind Match, \$57***

Air quality conformity determinations are a required component of the RTP and TIP and all amendments that expand vehicular capacity (non-exempt projects). The MRMPO will prepare air quality conformity determinations as needed to respond to plan and program amendments.

A PM<sub>10</sub> State Implementation Plan (SIP) is in place for the Grants Pass UGB area, setting a regional emissions budget for on-road sources. A Carbon Monoxide SIP is in place in the Central Business District (downtown area) in Grants Pass, which sets a CO emissions budget for Grants Pass on-road source emissions. On September 28, 2015, the Environmental Protection Agency (EPA) approved PM<sub>10</sub> and carbon monoxide (CO) Limited Maintenance Plans (LMPs) for Grants Pass, submitted by the State of Oregon on April 22, 2015 as a revision to its State Implementation Plans (SIPs). In accordance with the requirements of the Clean Air Act (CAA), the EPA approved the SIP revisions because they demonstrate that Grants Pass will continue to meet the PM<sub>10</sub> and the CO National Ambient Air Quality Standards (NAAQS) for a second 10-year period beyond re-designation, through 2025.

The benefit of having LMPs in place is that a regional emissions analysis will not be required, which will save the MRMPO a considerable amount of time and funding to demonstrate transportation conformity on future Regional Transportation Plans (RTPs) and Transportation Improvement Program (TIPs). Funding that was allocated – in the past - to air quality emissions modeling will be re-allocated to updating and maintaining the TIP and RTP.

The MRMPO will continue to coordinate with DEQ, ODOT, EPA, FTA and FHWA to maintain transportation conformity status, including any coordination and consultation necessary.

As a related air quality issue, but not currently part of MRMPO's conformity process, MRMPO will continue monitoring and coordinating on ozone and PM<sub>2.5</sub> standards.

**a) TIP / RTP Conformity Document**

*Deliverables:* Air Quality Conformity Determination documents acceptable to USDOT.

*Timeframe:* December through June

*Lead Agency:* RVCOG; *Supporting Agencies:* DEQ, ODOT, EPA, FHWA and FTA

**b) Interagency Consultation**

*Deliverables:* Coordination with DEQ, ODOT, EPA, FHWA and FTA on conformity issues; Conformity consultation, training, reporting.

*Timeframe:* July - June as needed

*Lead Agency:* RVCOG; *Supporting Agencies:* DEQ, ODOT, EPA, FHWA and FTA



### **Subtask 2.3 Local Jurisdiction Technical Assistance (Local TSP/Other)**

**Work Task Budget: \$6,129**

***FHWA MPO Planning Funds, \$5,000***

***ODOT Match for FHWA-PL funds, \$572***

***FTA 5303 Metropolitan Planning Funds, \$500***

***In-Kind Match, \$57***

MRMPO staff will give technical assistance to member jurisdictions as requested by supplying data, participating in committees, and helping the agencies in their efforts to be consistent with the RTP.

The objective under this element is to ensure consistency between the RTP and local plans such as TSPs, and to maximize the efficiency of the transportation system by helping communities integrate transportation and land use planning principles. Duplication of effort can also be minimized through communication and coordination provided in this task. Below is the status of MPO jurisdiction TSP's.

- Gold Hill – Will develop a Local Street Network Plan (LSNP) in FY 2017
- Grants Pass – TSP updated in 2008. Will begin next update in FY 2017
- Josephine County – TSP updated in 2004. Will begin next update in FY 2018
- Rogue River – TSP updated in 2001. Will begin next update in FY 2017

MRMPO staff will participate on local TSP technical advisory committees to ensure that the work is coordinated and consistent with the RTP.

*Deliverables:* Provision of technical assistance, as needed/requested.

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* ODOT, MRMPO member jurisdictions

### **Subtask 2.4 Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) Program Funds Management**

**Work Task Budget: \$5,572**

***FHWA MPO Planning Funds, \$4,000***

***ODOT Match for FHWA-PL funds, \$458***

***FTA 5303 Metropolitan Planning Funds, \$1,000***

***In-Kind Match, \$114***

Subtask consists of maintaining regular accounting of fund balances, staying current on fund rules and eligibility, participating statewide in allocation of funds. The TAC will determine if changes to the project selection criteria and application materials are necessary as part of the next discretionary funding project selection process. Staff will facilitate the process.

Also, funds programmed in the current TIP will be monitored. MRMPO coordinates with ODOT to track fund balances. Subsequent changes to projects through FY 2018 will need to be tracked to maintain fund balances to ensure that funds are programmed appropriately. Administrative duties will be performed as needed. MRMPO participation in statewide discussion of funding allocations is part of this subtask. The FAST Act could also bring changes

to these funds that will have to be addressed. The RVMPO will continue to work with ODOT to ensure CMAQ project eligibility and also ensure the completion of USDOT CMAQ annual reports which require a description of the qualitative and quantitative benefits of CMAQ projects.

*Deliverables:* Administration of STBG and CMAQ funds

*Timeframe:* Ongoing July - June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

### **Task 3.0 Long Range Planning**

**Budget:** \$118,437

**Funding Source:** FHWA MPO Planning Funds, \$58,500  
ODOT Match for FHWA-PL funds, \$6,696  
FTA 5303 Metropolitan Planning Funds, \$17,500  
In-Kind Match, \$2,003  
MPO Dues, \$1,738  
ODOT R-3 Planning Funds, \$32,000

**Description:** The MRMPO adopted the 2015 – 2040 RTP on March 17, 2016 to conform to federal transportation planning requirements as set forth in The FAST Act, the Oregon Transportation Plan, Oregon Highway Plan, and other statewide modal plans, and the Oregon Transportation Planning Rule for urbanized metropolitan planning organizations. Additionally, MRMPO will continue participating in committees, conducting research and other work to be ready to comply with anticipated state and/or federal requirements for long-range performance measures and greenhouse gas emission reductions. More details pertaining to public participation efforts in the next RTP update, safety planning and transit needs are discussed in the relevant subtasks below.

**Objective:** *To complete the work necessary to maintain the 2015-2040 RTP that meets both federal and state transportation planning requirements under The FAST Act and the 3C Planning process and planning factors.*

Lead Agency: MRMPO; Agencies to Coordinate: MRMPO member jurisdictions, ODOT, DEQ, DLCD, and USDOT

#### **Subtask 3.1 *Intelligent Transportation System (ITS) Coordination***

**Work Task Budget: \$2,229**

***FHWA MPO Planning Funds, \$1,000***

***ODOT Match for FHWA-PL funds, \$114***

***FTA 5303 Metropolitan Planning Funds, \$1,000***

***In-Kind Match, \$114***

The Rogue Valley Regional ITS Plan for the MRMPO and the RVMPO was completed in April 2017. This goal of this Subtask 3.1 is to complete the different tasks associated with work plan for the project. This will be a stand-alone plan and referenced in the RTP. The MPO will

prioritize projects identified in the ITS Plan to be included in the TIP and RTP during update cycles or as needed per the amendment process.

*Deliverables:* Completed ITS work plan tasks

*Timeframe:* Ongoing July - October

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

### **Subtask 3.2 RTP Maintenance**

**Work Task Budget: \$39,006**

***FHWA MPO Planning Funds, \$25,000***

***ODOT Match for FHWA-PL funds, \$2,861***

***FTA 5303 Metropolitan Planning Funds, \$10,000***

***In-Kind Match, \$1,145***

The Regional Transportation Plan (RTP) for the Middle Rogue Metropolitan Planning Organization was adopted in March 2016. This goal of this task is to maintain the RTP by completing any plan amendments.

*Deliverables:* RTP Amendments

*Timeframe:* Ongoing July - June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

### **Subtask 3.3 VMT Per Capita Benchmarks**

**Work Task Budget: \$32,000**

***ODOT R-3 Planning Funds, \$32,000***

The Regional Transportation Plan (RTP) for the Middle Rogue Metropolitan Planning Organization was adopted in March 2016. 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 RTP with transportation alternatives that show a 5% reduction in vehicle miles traveled (VMT) per capita for the RTP planning period.

The Oregon Department of Transportation (ODOT), Transportation Planning Analysis Unit (TPAU) completed a model run to determine the VMT per capita for the MRMPO using the recently updated Grants Pass model. The results of the model run conclude that the Grants Pass model area meets the TPR 5% VMT per capita reduction requirement.

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.

*Deliverables:*

- VMT Benchmarks – Completed in FY 2017
- VMT per capita model data in 5-year increments to be used as benchmarks to be analyzed during RTP updates.

*Timeframe:* Ongoing July 2016 – June 2017

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

**Subtask 3.4** *Alternative Route Plan*

***Work Task Budget: \$45,202***

***FHWA MPO Planning Funds, \$32,500***

***ODOT Match for FHWA-PL funds, \$3,720***

***FTA 5303 Metropolitan Planning Funds, \$6,500***

***In-Kind Match, \$744***

***MPO Dues, \$1,738***

During development of the 2015-40 RTP, the MPO TAC requested that the Safety/Security chapter include an alternate route plan as a key traffic management strategy for minimizing the effect of a non-recurring congestion-causing event on traffic flow. The alternate route plan would serve to reduce demand upstream of an event site or bottleneck through the diversion of traffic from the mainline. The location and time of such events may be known in advance, or the event may happen at random with very little or no warning. These events are commonly termed planned and unplanned events, respectively. Congestion-causing events, whether *planned* or *unplanned*, result in a reduction in roadway capacity and/or an increase in traffic demand.

The development of alternate route plans has become an increasingly important component of traffic incident and emergency management programs nationwide. Agencies acknowledge a need to develop alternate route plans for the following reasons: (1) as a result of the high occurrence of serious traffic incidents such as crashes and cargo spills, (2) as a result of a major catastrophe that closed a roadway section, and (3) to be prepared for any future event. Alternate route plans represent an all-over-ops initiative applicable to multiple highway system management program areas. The same framework for selecting alternate routes and developing alternate route plans apply regardless of the motivation or anticipated application (e.g., accommodate increased travel demand, respond to sudden loss of capacity, or mitigate effects of a recurring bottleneck) of the alternate route plans for target facility segments. Alternate route plan development typically involves a transportation agency assuming a lead role with support and/or plan review solicited from affected stakeholders, such as public safety agencies, and area residents. Specifications contained in the end product must meet Federal and State standards, as applicable, for the maintenance and protection of traffic. It must also provide guidance to response personnel on when and how to deploy an alternate route and notify affected motorists.

In light of the negative effects that non-recurring congestion has on traffic operations and the need for alternate route plans, a comprehensive information source is needed by transportation engineers, law enforcement personnel, emergency management personnel, and other stakeholders charged with identifying alternate routes and preparing alternate route plans.

These alternate route plans can address the following issues:

- Contingency planning for future traffic incidents at locations with a high occurrence of crashes.
- Major catastrophes closing a key component of a region's highway infrastructure (e.g., high-capacity bridge, freeway-to-freeway ramp, etc.). Major catastrophes include a

flood, snowstorm, earthquake, bridge collapse, act of violence, or other non-traffic incident.

- Planned construction and maintenance activities.
- Future planned special events.

Benefits of alternate route plan implementation include decreases in:

- Secondary incidents
- Vehicle fuel consumption
- Vehicle emissions
- Response time to traffic incidents and other emergencies
- Motorist stress levels
- Aggressive driving behavior
- Impact on the movement of freight in the region
- Impact on the regional economy

*Deliverables:*

- Alternative Route Plan

*Timeframe:* Ongoing July - June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

#### **4.0 Data Collection/Analysis**

**Budget:** \$5,015

**Funding Source:** FHWA MPO Planning Funds, \$3,500  
ODOT Match for FHWA-PL funds, \$401  
FTA 5303 Metropolitan Planning Funds, \$1,000  
In-Kind Match, \$114

**Description:** This work task involves the collection and analysis of data in support of all regional transportation planning studies and associated planning undertaken by MRMPO. It includes support for MRMPO's ongoing collaboration with ODOT Transportation Planning and Analysis Unit (TPAU) on the regional travel demand model. In FY 2018, this task will support an update of Environmental Justice and Title VI Plan and a pedestrian and bike level of stress analysis.

**Objective:** *Data collection and analysis will be helpful in identifying and addressing Title VI and Environmental Justice considerations as well as contribute to other planning efforts.*

**Agencies to Coordinate:** MRMPO and funding agencies, ODOT, DEQ, DLCD, and USDOT.

**Subtask 4.1 Research and Analysis Program; Travel Demand Model Support & Development**

**Work Task Budget: \$3,343**

***FHWA MPO Planning Funds, \$2,500***  
***ODOT Match for FHWA-PL funds, \$286***  
***FTA 5303 Metropolitan Planning Funds, \$500***  
***In-Kind Match, \$57***

This task will work to strengthen analysis capacity within the MRMPO. It will address improvements to the region's travel demand model.

TPAU originally built and now runs the Grants Pass, Oregon Small Urban Model (OSUM) model. In FY 2018, MRMPO staff will work with TPAU to update the model as necessary for use with the Grant Pass TSP update, and to complete a pedestrian and bicycle level of stress analysis.

Activity Based Model (ABM) development – over the next 2 years a new generation travel demand model will be under development. The new development will be under the Activity Based Model platform as opposed to the trip-based modeling platform that has been used in Oregon in the past. The ABM is anticipated to allow for a better representation of non-auto modes as well as a better representation of pricing (ex. parking / VMT tax) and technology options (ex. Telecommuting, vehicles on demand) and will therefore be better suited to help the MPO address the larger question set that is anticipated over the next several years and decades. The development and testing is being completed using the pre-developed and available design CT-RAMP, which stands for Coordinated Travel – Regional Activity Modeling Platform. CT-RAMP has been initially deployed for testing in the MRMPO and RVMPO areas and will go further testing and calibration over the next 2 years. The ABM uses synthetic household data that would help with equity and transit issues in addition to more policy scenario evaluations for the regions.

GIS activities are addressed here as well. MRMPO GIS is an important resource tool for planning as well as being critical to complying with visualization requirements in public participation. Maps and data need to be updated periodically with new information to better inform the public about the attributes of the regional transportation system and factors affecting its performance. During FY2017, the MRMPO will update project maps and databases to be consistent with current GIS information and create new maps for the 2018-2021 TIP. Funding includes software license purchases for MRMPO staff, and management and storage of GIS files.

*Deliverables:* Technical memos, data and information for MRMPO and jurisdiction projects, outreach, consultation with MRMPO committees, ODOT TPAU, Oregon Model Steering Committee, Oregon MPOs, USDOT, EPA.

- Travel Demand Model Maintenance and Support (assisting and coordinating with TPAU on all tasks including:
  - Updates to area travel model.
  - Model Validation reports.
  - Updates to model documentation.
  - Project and policy analyses modeling.
  - Travel forecasts for air quality analyses.
  - Traffic volume and level-of-service maps as requested.
  - Other model outputs as requested, including percent change in VMT, VHT, and mode-split.

- Staff and equipment needed to complete projects in a timely manner
- Staff training, consultation, coordination with TPAU
- Base year and future year scenario land use updates (household, population and employment), and supportive land use place type mapping
- Regional Transportation Plan update
- Local jurisdictional Transportation System Plan
- MRMPO GIS
  - Updated MRMPO GIS data and maps
  - GIS data management, file storage
  - GIS user licenses
  - Pedestrian and bicycle level of stress analysis.

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions, ODOT TPAU, Oregon Model Steering Committee, Oregon MPOs, USDOT, and EPA

**Subtask 4.2** *Data Collection/Analysis for Addressing Title VI/Environmental Justice in the Long-range Planning Process*

**Work Task Budget: \$1,672**

***FHWA MPO Planning Funds, \$1,000***

***ODOT Match for FHWA-PL funds, \$114***

***FTA 5303 Metropolitan Planning Funds, \$500***

***In-Kind Match, \$57***

This task implements MRMPO Public Participation Plan and provides funds for the development of an Environmental Justice and Title VI Plan to maintain compliance with Title VI and Environmental Justice considerations. Information contained in the plan about locations and numbers of target populations will be used as a reference for MRMPO project funding decisions. In evaluating project applications, MRMPO will consider impacts on EJ populations as identified in the Plan. Therefore it is important for the plan to contain up to date information. For FY2018, this task will support an update to the MRMPO’s Title VI-Environmental Justice Plan.

This task also maintains the Title VI requirements such as; environmental justice reporting and plan-approval requirements, and Civil Rights complaint process as required by state and federal law which is included in the EJ/Title VI Plan. Task provides for continuing education of the Title VI officer in legal requirements, strategies and best practices relative to maintaining compliance with state and federal laws and guidance. Outreach and planning relating to locations of protected populations will be coordinated through the Title VI officer.

*Deliverables:*

- MRMPO Title VI/EJ yearly report
- Update of the Title VI/EJ plan
- Plan implementation including maintaining data base of contacts and sources,

- Title VI officer training, and
- Develop GIS maps of distribution of minority and low-income populations.

*Timeframe:* Ongoing July - June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions, ODOT TPAU, and USDOT

## 5.0 Transit Planning Assistance

**Budget:** \$5,015

**Funding Source:** FTA 5303 Metropolitan Planning Funds, \$4,500;  
In-Kind Match, \$515

**Description:** Josephine Community Transit (JCT) is the transit provider within the MRMPO. The MPO staff will work with JCT staff to finalize the passenger survey for the JCT and publish the results.

*Deliverables:*

- Develop potential transit planning projects
- Completed transit survey with results

*Timeframe:* July – June

*Lead Agency:* RVCOG; *Supporting Agencies:* Josephine Community Transit (JCT), ODOT TPAU



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**Figure 3: Summary MRMPO FY2018 Budget–Transportation Planning Funds by Source and Activity**

MRMPO DRAFT FY 2017-18 UPWP BUDGET							
Transportation Planning Funds by Source and Activity							
	FHWA MPO Planning Funds (1)	PL State Match (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
<b>Work Tasks</b>							
<b>1. Program Management</b>							
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$55,000	\$6,295	\$17,500	\$2,003	\$7,918	\$0	\$88,716
1.2 UPWP Development & UPWP Progress	\$6,153	\$704	\$1,250	\$143	\$0	\$0	\$8,250
1.3 Public Education and Involvement Program	\$2,000	\$229	\$722	\$83	\$0	\$0	\$3,034
1.4 Interagency & Jurisdictional Coordination	\$5,000	\$572	\$1,000	\$114	\$0	\$0	\$6,687
1.5 Grant Writing	\$500	\$57	\$500	\$57	\$0	\$0	\$1,114
Totals	\$68,653	\$7,858	\$20,972	\$2,400	\$7,918	\$0	\$107,801
<b>2. Short Range Planning</b>							
2.1 TIP Activities	\$12,000	\$1,373	\$4,150	\$475	\$0	\$0	\$17,998
2.2 Air Quality Conformity	\$5,000	\$572	\$500	\$57	\$0	\$0	\$6,129
2.3 Local TSP Technical Assistance	\$5,000	\$572	\$500	\$57	\$0	\$0	\$6,129
2.4 STP & CMAQ Project Funds Management	\$4,000	\$458	\$1,000	\$114	\$0	\$0	\$5,572
Totals	\$26,000	\$2,976	\$6,150	\$704	\$0	\$0	\$35,830
<b>3. Long Range Planning</b>							
3.1 ITS Coordination	\$1,000	\$114	\$1,000	\$114	\$0	\$0	\$2,229
3.2 RTP Maintenance/Development	\$25,000	\$2,861	\$10,000	\$1,145	\$0	\$0	\$39,006
3.3 VMT Per Capita Benchmarks	\$0	\$0	\$0	\$0	\$0	\$32,000	\$32,000
3.4 Alternative Route Plan	\$32,500	\$3,720	\$6,500	\$744	\$1,738	\$0	\$45,202
Totals	\$58,500	\$6,696	\$17,500	\$2,003	\$1,738	\$32,000	\$118,437
<b>4. Data Development</b>							
4.1 Research & Analysis Program	\$2,500	\$286	\$500	\$57	\$0	\$0	\$3,343
4.2 Data collection/analysis for Title 6 & EJ	\$1,000	\$114	\$500	\$57	\$0	\$0	\$1,672
Totals	\$3,500	\$401	\$1,000	\$114	\$0	\$0	\$5,015
<b>5. Transit - JOCO</b>							
5.1 Transit Planning Assistance	\$0	\$0	\$4,500	\$515	\$0	\$0	\$5,015
Totals	\$0	\$0	\$4,500	\$515	\$0	\$0	\$5,015
<b>Totals</b>	<b>\$156,653</b>	<b>\$17,930</b>	<b>\$50,122</b>	<b>\$5,737</b>	<b>\$9,656</b>	<b>\$32,000</b>	<b>\$272,097</b>

(1) FHWA MPO Planning funds are allocated to the MRMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$156,653; ODOT Match: \$17,930; for a Total of \$174,583 for FY 2017.

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2017 allocation consists of 89.73% federal (\$50,122) and a required 10.27% local share (\$5,737) provided by in-kind in lieu of cash match.

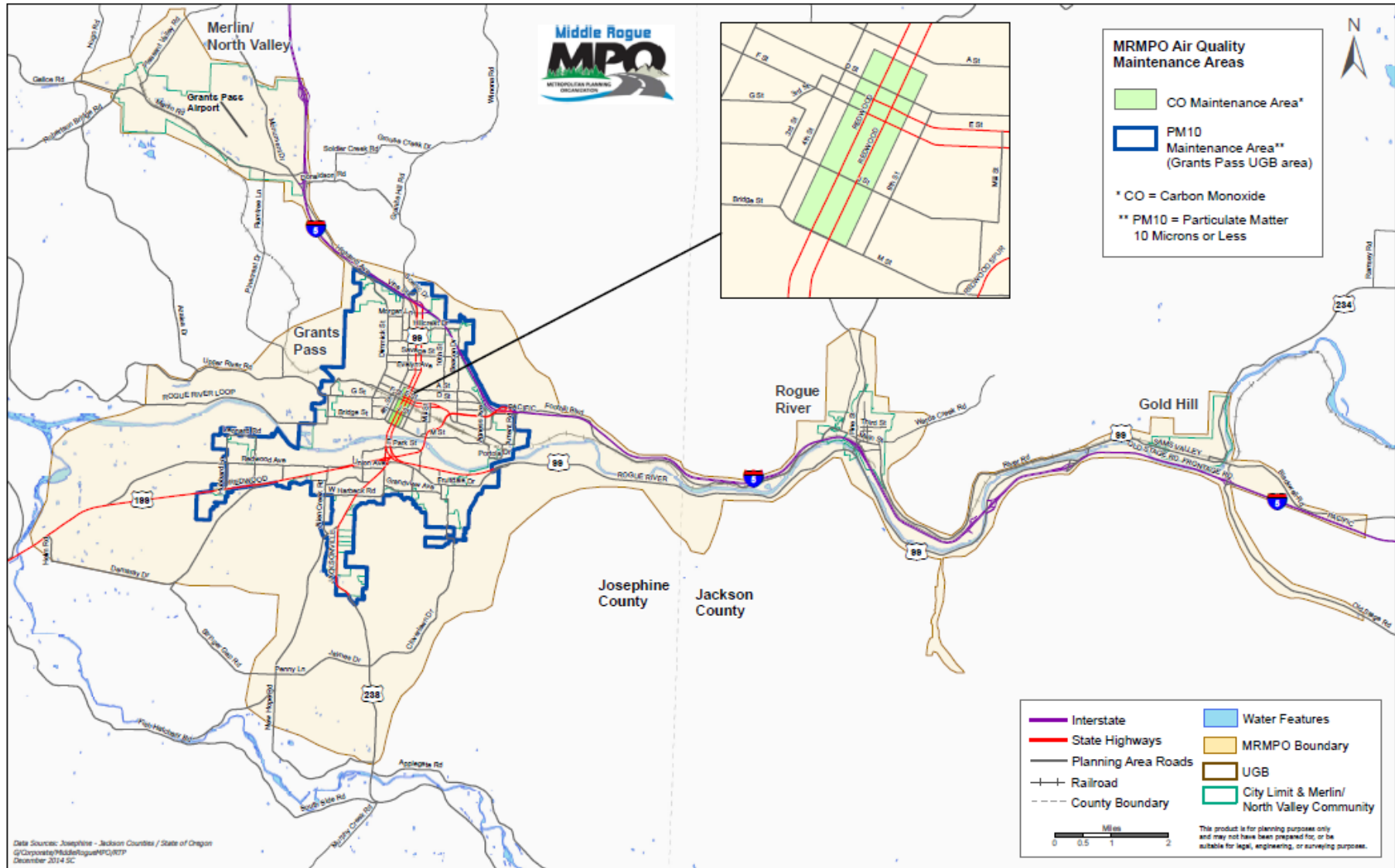
(3) MPO dues are paid by MPO member jurisdictions: Gold Hill, Grants Pass, Jackson County, Josephine County, and Rogue River.

4) ODOT Region 3 planning funds.

5) RVCOG acting on behalf of the the MRMPO will apply for and otherwise obtain these funds. RVCOG will carry out the tasks described in this UPWP.

**Note: The revenues contained in the UPWP represent the best estimates of expected funding and planning priorities at this time. These priorities and funding levels may change over time. Actual ODOT funding commitments are finalized through specific IGAs. The identified dollar amounts may include subcontracted activities.**

**Exhibit A: MRMPO Transportation Planning Area**



## Exhibit B: MRMPO Designation Resolution

ROGUE VALLEY COUNCIL OF GOVERNMENTS  
RESOLUTION NO. 2013-1

**To Delegate MRMPO Decision-Making Authority to MRMPO Policy Committee**

A RESOLUTION relating to the delegation of responsibilities to the Policy Committee of the Middle Rogue Metropolitan Planning Organization (MRMPO).

WHEREAS the Governor of the State of Oregon designated the Rogue Valley Council of Governments (RVCOG) as the Metropolitan Planning Organization (MPO) for the GRANTS PASS URBANIZED AREA on March 25, 2013.

WHEREAS the RVCOG is responsible to the State of Oregon for assuring that federal and state transportation planning regulations are being met within the Middle Rogue MPO; and

WHEREAS representatives of the local governments of the Cities of Grants Pass, Rogue River, and Gold Hill and Josephine and Jackson counties, and the Oregon Department of Transportation function as the MPO (policy committee) and carry out designated functions under 23 USC Sec 134 and 49 USC Sec 5303 for the Grants Pass Urbanized Area MPO; and

WHEREAS the RVCOG Board of Directors is the contracting authority for all RVCOG functions, including the MPO function;

THEREFORE, BE IT RESOLVED THAT THE RVCOG BOARD OF DIRECTORS DOES HEREBY:

Delegate to the Middle Rogue MPO Policy Committee the responsibility for carrying out the federal transportation planning requirements under 23 USC Sec 134 and 49 USC Sec 5303, which require that each U.S. Census-designated urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process that results in plans, programs and other required products consistent with the comprehensively planned development of the metropolitan area.

Adopted by the RVCOG Board of Directors this 27<sup>th</sup> of March, 2013.



Jim Lewis, President  
Rogue Valley Council of Governments

## Exhibit C

450.334

### METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

For the

MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION

Fiscal Year 2017-18

1. **Middle Rogue Metropolitan Planning Organization (MRMPO)**

*(Ref: 23 USC 134(b) and 23 CFR 450.310)*

On March 20, 2013, the Governor of Oregon designated the Rogue Valley Council of Governments (RVCOG) as the MPO for the Grants Pass Urbanized Area. On March 27, 2013, the RVCOG Board of Directors delegated the responsibility of conducting continuing, cooperative and comprehensive transportation planning for the Grants Pass Urbanized Area to the Middle Rogue Metropolitan Planning Organization (MRMPO) Policy Committee. As designated, the MRMPO includes the cities of Gold Hill, Grants Pass, Rogue River, and adjacent parts of Jackson and Josephine Counties which are anticipated to become urbanized over the 20 year planning horizon. An elected or appointed official from each of the local agencies, and an official from ODOT, comprise the MPO Policy Committee which sets policy for the transportation planning program in the urbanized area. Technical advice to the planning process is provided by the staffs of the various participating local and state agencies through a Technical Advisory Committee (TAC).

2. **Geographic Scope** *(Ref: 23 USC 134(c) and 23 CFR 450.312)*

The MRMPO Planning Area Boundary was approved by Oregon Governor John Kitzhaber, on March 20, 2013, as set forth in ODOT Agreement #29044. The planning area boundary includes all lands within the urban growth boundaries of the cities of Gold Hill, Grants Pass, Rogue River, and adjacent parts of Jackson and Josephine Counties which are anticipated to become urbanized over the 20 year planning horizon. The boundary is consistent with and includes entirely the 2010 US Census boundary for the Grants Pass urbanized area. (See map on page 31)

3. **Agreements** *(Ref: 23 USC 134(d) and 23 CFR 450.314)*

A. Agreements in force among the participating agencies relative to the transportation planning process include:

1. RVCOG Resolution No. 2013-1-MPO adopted March 27, 2013, delegating to the MRMPO Policy Committee the responsibility for carrying out the federal transportation planning requirements under 23 USC Sec 134 and 49 USC Sec 5303.
2. Draft Intergovernmental Agreement describing basic roles and responsibilities among MRMPO, ODOT and Josephine Community Transit for regional transportation planning within the MRMPO area and establishing a process for identifying roles and responsibilities in future planning projects, January 2014.
3. Intergovernmental Agreement #29044 establishing the MRMPO and specifying MPO cooperation with ODOT.

B. Agreements between the State and MRMPO include:

1. Annual planning funds agreements between the ODOT and RVCOG; and

C. Agreements between the MPO and other entities include: NA

4. **Responsibilities, Cooperation, & Coordination** (Ref: 23 CFR 450.306)

1. Cooperative Metropolitan Planning Process

The MRMPO works in cooperation with the State to carry out the metropolitan planning process. This cooperative process includes State participation in the decision-making processes of MRMPO TAC and Policy Committee. ODOT, DLCD and DEQ designate staff to serve on the TAC. Each state agency designee is a voting member. ODOT is a voting member on the Policy Committee. In addition, ODOT stations a senior transportation planner in the MRMPO offices to serve as liaison and to provide technical assistance.

The metropolitan planning process includes:

1. Development and maintenance of the Regional Transportation Plan (RTP)
2. Development and Maintenance of a Transportation Improvement Program (TIP)
3. Performance of regional air quality conformity analyses for carbon monoxide (CO) and particulate matter (PM<sub>10</sub>)
4. Review of specific transportation and development proposals for consistency with the RTP
5. Coordination of transportation decisions among local jurisdictions and state agencies
6. Development of an annual work plan.

5. **Metropolitan Transportation Planning Products**

A. Unified Planning Work Program (UPWP) (Ref: 23CFR 450.308)

A draft UPWP for 2017 - 2018 has been reviewed by ODOT and USDOT (FHWA and FTA). Final Draft is posted on the web, with copies distributed to MRMPO committee members and offices. It is reviewed by the public and MRMPO advisory committees and a public hearing is held before adoption. The MRMPO is committed to the continuation of a UPWP on an annual basis.

The UPWP provides a complete description of transportation related activities anticipated during FY2017- 2018. A brief summary is included in the draft UPWP under Local Transportation Issues for Fiscal Year 2018. Major MRMPO activities for FY 2017 - 2018 include:

1. Maintain 2018-2021 Transportation Improvement Program
2. Develop VMT benchmarks (Transportation Planning Rule requirement)
3. Develop an alternative route plan
4. Complete a bike level of stress analysis

5. Data collection/analysis for addressing future travel demand, transit demand, land use and Title VI/Environmental Justice.
6. Develop Citizens Guide to Transportation Planning
7. Jurisdiction planning assistance
8. RVACT coordination
9. Develop protocols for coordination between the MRMPO & RVMPO

B. Regional Transportation Plan (RTP) (Ref: 23 USC 134(g) and 23 CFR 450.322)

The MRMPO is developing the 2016 – 2040 RTP which is scheduled for adoption in March 2016. USDOT will issue an air quality conformity determination for the RTP. The RTP will be compliant with state and federal transportation planning requirements.

C. Transportation Improvement Program (TIP) (Ref: 23 USC 134(h) and 23 CFR 450.324)

The MRMPO will adopt the 2015-2018 Transportation Improvement Program (TIP) in FY2016.

**6. The FAST Act Planning Factors (Ref: 23 USC 134(F) and 23 CFR 450.306(a))**

The MRMPO planning process addresses the eight planning factors established in SAFETEA-LU and carried forward in the current FAST Act through its projects and policies. Subsequent USDOT rulemaking to implement The FAST Act will be addressed through this work program.

The following is a description of the planning factors, and a brief explanation of how they will be addressed in the RTP.

**1. *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;***

The MRMPO transportation program and its deliverables will support the economic vitality of the region by planning for a balanced transportation system that supports the economy of the Rogue Valley urbanized area and provides for the movement of goods and services into, out of, and through the area. A goal of the MRMPO will be to plan a transportation system that effectively meets the current and project employment needs of the area.

**2. *Increase the safety of the transportation system for motorized and non-motorized users;***

The MRMPO RTP will contain goals, policies and projects to improve safety. Also, the MRMPO will address safety through the project selection process, in which safety is a specific project evaluation criteria. The MRMPO considers the relative safety needs of projects seeking MRMPO discretionary funds. MRMPO will strengthen the safety connection through development of a Safety Survey that compiles crash data in the region. The MRMPO is will work with the ODOT Traffic Safety Division on analysis of accidents in the MRMPO area.

**3. *Increase the security of the transportation system for motorized and non-motorized users;***

The MRMPO will address security in the RTP. MRMPO will participate in emergency management planning with all member jurisdictions.

4. ***Increase the accessibility and mobility options available to people and for freight;***

Freight issues will be addressed in a future MRMPO Freight Study

The RTP will support development of an integrated bicycle and pedestrian network to make it more convenient for people to bike and walk.

5. ***Protect and enhance the environment, promote energy conservation, and improve quality of life;***

The transportation planning process of the MRMPO will include minimizing adverse impacts to the environment. All regional projects must meet air quality standards. Planning for a multi-modal transportation system helps promote energy conservation and improves the quality of life in the area.

6. ***Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;***

Integration and connectivity of the various modes is provided through pedestrian access to transit, connectivity among modes (such as bikes on buses), and freight transfer facilities.

7. ***Promote efficient system management and operations;***

The MRMPO will look into developing an Intelligent Transportation Systems (ITS) Plan that identifies projects to increase safety and efficiency in the area.

The RTP will promote a multi-modal transportation system. This approach will help to maximize the transportation investment by providing options to travelers, which enhances access to areas through other modes of transportation. This reduces the demand on the highway system, which increases roadway capacity and reduces maintenance costs.

8. ***Emphasize the preservation of the existing transportation system.***

The RTP will contain goals and policies that put a high priority on maintaining and enhancing the existing system. Further, MRMPO current project selection processes favor projects that can show they will help preserve the existing transportation system.

7. **Public Involvement** (Ref: 23 CFR 450.316)

a. **MPO Public Involvement Process**

The MRMPO is developing a proactive public involvement process that includes providing a public comment period of at least 30 days in advance of proposed TIP amendments. The public is allotted time on MRMPO meeting agenda, and committee chairs encourage public input during discussions. RVCOG coordinates with ODOT to facilitate meetings for the Rogue Valley Area Commission on Transportation (RVACT), an advisory committee to the Oregon Transportation Commission, which are advertised and open to the public.

All plans, draft and final reports and other work products and meetings identified in the



UPWP are posted on the MRMPO website ([www.mrmppo.org](http://www.mrmppo.org))

b. Last Update and Adoption

The MRMPO adopted a Public Involvement Plan in FY2015.

The MRMPO will update as necessary the Citizen's Guide to Transportation Planning in FY2018. The document is intended to provide an overview of the transportation planning process in order to improve resident awareness and promote resident involvement.

MRMPO offers a variety of opportunities for public involvement during the various phases of planning, including, public meetings, public hearings, workshops and public information programs.

8. **Title VI** (Ref: Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C), 49 CFR Part 21, and Title VI assurance executed by the State of Oregon under 23 USC 324 and 29 USC 794)

1. Title VI Requirements

RVCOG adopted a formal Title VI complaint procedure in FY 2003. It was updated and is incorporated into the MRMPO *Environmental Justice & Title VI Plan*.

9. **Disadvantaged Business Enterprise (DBE)** (Ref: Section 1101(b) of MAP-21 (Pub. L. 112-141) and 23 USC 104(a), 140(b)-(c), 504(e))

1. DBE Program Requirements

RVCOG has adopted a DBE policy and adopted by reference ODOT's DBE Program (RVCOG Resolution #99-6).

10. **Americans with Disabilities Act (ADA)** (Ref: Americans with Disabilities Act of 1990, Pub. L. 101-366, 104 Stat. 327, as amended, and 49 CFR 27, 37, and 38)

1. ADA Program Requirements

The MRMPO participates in ODOT's sidewalk ramp improvement program and all new sidewalks in the MRMPO are constructed to ADA standards. The RTP will contain goals and policies that emphasize the importance of mobility for all users, which includes those with disabilities.

All MRMPO member jurisdictions and the City of Grants Pass (site of MRMPO meetings) provide handicapped-access to public buildings and offices and reserved on- and off-street parking spaces downtown and at other selected locations. Enforcement of handicapped parking is provided through city, county and state codes. Public transit service is available (within 2 blocks) for MRMPO committee meetings.

11. **Air Quality** (Ref: 40 CFR 93; OAR 340-252)

1. **Regional Air Quality Status**

The Grants Pass area has two air quality maintenance areas. The Grants Pass Urban Growth Boundary was established as the boundary for particulate matter (PM<sub>10</sub>) in 1987 and the Grants Pass Central Business District for carbon monoxide (CO) in 1985. The CO Maintenance Plan was adopted by the Environmental Quality Commission, and approved by the Environmental Protection Agency in 2000. The PM<sub>10</sub> Attainment and Maintenance Plan was approved by EPA in 2003.

On September 28, 2015, the Environmental Protection Agency (EPA) approved PM<sub>10</sub> and carbon monoxide (CO) Limited Maintenance Plans (LMPs) for Grants Pass, submitted by the State of Oregon on April 22, 2015 as a revision to its State Implementation Plans (SIPs). In accordance with the requirements of the Clean Air Act (CAA), the EPA approved the SIP revisions because they demonstrate that Grants Pass will continue to meet the PM<sub>10</sub> and the CO National Ambient Air Quality Standards (NAAQS) for a second 10-year period beyond re-designation, through 2025.

The benefit of having LMPs in place is that a regional emissions analysis will not be required, which will save the MRMPO a considerable amount of time and funding to demonstrate transportation conformity on future Regional Transportation Plans (RTPs) and Transportation Improvement Program (TIPs).

Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are focused on transportation projects that will improve air quality, often by paving unpaved travel surfaces. Several CMAQ-funded projects are programmed in the 2018 - 2021 TIP project list.

2. **Conformity status of RTP and TIP**

The MRMPO adopted the 2015–2040 Regional Transportation Plan and 2018-21 TIP in March 2017. The associated air quality conformity determination for both documents was adopted by the Policy Committee at the same time. USDOT issued a conformity determination.

**Resolution 2017 - 02**

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION**

THE MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION FOR THE GRANTS PASS URBANIZED AREA HEREBY CERTIFIES THAT THE TRANSPORTATION PLANNING PROCESS IS ADDRESSING THE MAJOR ISSUES IN THE METROPOLITAN PLANNING AREA AND IS BEING CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:

1. 23 U.S.C 134, 49 U.S.C. 5303, and 23 CFR 450 (c);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of The FAST Act (Pub. L. 112-141) and 23 USC 104(a), 140(b)-(c), 504(e) regarding involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**ADOPTED** by the Policy Committee of the Middle Rogue Metropolitan Planning Organization on the 20th day of April, 2017.



Darin Fowler  
MRMPO Policy Committee Chair

## **PART II -- RVCOG Transportation Functions**

### **Task 6 Support to ODOT Region 3**

**Total Budget: \$120,000**

**Funding Source: Region 3 Planning Funds (ODOT)**

The Rogue Valley Council of Governments provides staff support to ODOT for administrative support to the Rogue Valley Area Commission on Transportation (RVACT).

#### **Task 6.1 Rogue Valley Area Commission on Transportation (RVACT)-Support**

*Description:* RVACT was chartered by the Oregon Transportation Commission (OTC) in March of 1997 and is an advisory committee to the OTC and ODOT. It represents the Jackson and Josephine County geographic area. RVACT is comprised of elected officials and local residents. RVACT's mission is to:

1. Provide a forum for communicating, learning and understanding transportation issues as they effect the two counties' economic opportunities and livability;
2. Prioritize state transportation infrastructure and capital investments through the development of an implementation strategy that supports transportation plans related to the Rogue Valley Area; and
3. Advise the Oregon Transportation Commission on state and regional policies affecting the Area's transportation systems.

*Key tasks:* Coordination with Region 3 and District 8 ODOT staff in the Statewide Transportation Improvement Program (STIP), preparing monthly agenda materials, meeting notices and correspondence for RVACT meetings. Also, RVCOG staff assists in the preparation of Southern Oregon region Oregon Transportation Commission (OTC) meetings.

*Deliverables:* Agenda materials, information packets, public notices, technical reports and other documents as requested by ODOT.

*Timeframe:* Ongoing July-June

*Lead Agency:* RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

## PART III—ODOT Planning Projects

The projects listed below will be worked by ODOT in FY2017-18. They are listed for informational purposes and to coordinate this work among ODOT and the MRMPO. This coordination is in accordance with *CFR §450.314 Metropolitan transportation planning process: Unified planning work programs and §450.318.*

Project	Description	Total Budget (Estimate)	Funding	Project Start (Estimated)	Project Finish (Estimated)
Rogue River TSP Update	Update City of Rogue River Transportation System Plan	\$90,000	State Planning & Research (Federal)	July 2016	January 2018
Gold Hill LSNP	Develop Local Street Network Plan for the City of Gold Hill	\$90,000	State Planning & Research (Federal)	July 2016	January 2018
Grants Pass TSP Update	Update City of Grants Pass Transportation System Plan. To be done jointly with IAMP 55/58.	\$300,000	State Planning & Research (Federal)	March 2017	July 2019
Josephine County TSP Update	Update City of Grants Pass Transportation System Plan	\$275,000	State Planning & Research (Federal)	July 2017	December 2019
IAMP 55/58	Develop Interchange Area Management Plan for Exits 55 and 58. To be done jointly with the Grants Pass TSP Update.	250,000	State Planning & Research (Federal)	March 2017	July 2019

\*IAMP: Interchange Area Management Plan

The Public can access information about these projects on ODOT's website:

<http://www.oregon.gov/ODOT/HWY/REGION3/pages/index.aspx>

The ODOT planning projects listed above will be coordinated with the MRMPO. MPO staff will serve on the various technical advisory committees to provide input in relationship to RTP goals and policies. The planning documents developed for these projects will be reviewed by MPO staff for consistency with the RTP.

# Transportation Planning Acronyms

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AMPO:	Association of Metropolitan Planning Organizations
AQCD	Air Quality Conformity Determination
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CFR	Code of Federal Regulations
CMAQ:	Congestion Mitigation & Air Quality (federal funding program)
CO:	Carbon Monoxide
DLCD:	Department of Land Conservation and Development
EPA:	Environmental Protection Agency
EQC	Environmental Quality Commission
FAST ACT	Fixing America's Surface Transportation Act of 2015
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FY	Fiscal Year
FYY	Federal Fiscal Year
GIS:	Geographic Information Systems
IAMP	Interchange Area Management Plan
IGA	Intergovernmental Agreement
ITS:	Intelligent Transportation Systems
JCT:	Josephine Community Transit
LMP	Limited Maintenance Plan
LOS:	Level of Service, a range of operating conditions for each type of road facility
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century, 2012 transportation act
MRMPO	Middle Rogue Metropolitan Planning Organization
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 in population which has responsibility for developing transportation plans for that area
TIP:	Metropolitan Transportation Improvement Program
NAAQS:	National Ambient Air Quality Standards
NHS:	National Highway System
NTI:	National Transit Institute
OAR:	Oregon Administrative Rules
ODEQ	Oregon Department of Environmental Quality
ODFW:	Oregon Department of Fish and Wildlife
ODOT:	Oregon Department of Transportation
OHP	Oregon Highway Plan
OMPOC:	Oregon Metropolitan Planning Organization Consortium
ORS:	Oregon Revised Statutes.
OSTI:	Oregon Sustainable Transportation Initiative
OSUM	Oregon Small Urban Model
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PL112:	Public Law 112, Federal Planning Funds

PM <sub>10</sub> :	Particulate Matter of less than 10 Micrometers
PM <sub>2.5</sub> :	Particulate Matter of less than 2.5 Micrometers
RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
RVMPO:	Rogue Valley Metropolitan Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, Equitable, Transportation Efficiency Act – A Legacy for Users
SIP:	State Implementation Plan (refers to DEQ air quality plans)
SOV:	Single Occupancy Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STBG:	Surface Transportation Block Grant Program
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program.
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
USDOT:	U.S. Department of Transportation (includes all modal agencies)
V/C:	Volume to Capacity
VHT	Vehicle Hours Traveled
VMT:	Vehicle Miles Traveled