



AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Date: Thursday, April 21, 2016

Time: 2:30 p.m.

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

Phone : Sue Casavan, RVCOG, 541-423-1360

MRMPO website : www.mrmppo.org

1. Call to Order/Introductions/Review AgendaDarin Fowler, Chair

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

Public Hearing:

- Chair will read Public Hearing Procedures

3. MRMPO Unified Planning Work Program (UPWP) 2016-2017Dan Moore

Background: The draft 2016-2017 UPWP lists MRMPO planning activities and funding for the coming year. It will also include the MRMPO certification that activities fulfill federal requirements for metropolitan planning.

Attachment: #2 – Memo, Draft MRMPO Unified Planning Work Program 2016-2017 (document also posted at www.mrmppo.org under Public Notices)

Action Requested: Consider public comment, close the hearing, and approve resolutions 2016-4 and 2016-5 adopting the MRMPO Unified Planning Work Program 2016-2017 and self-certification.

Action Item:

4. State Transportation Improvement Program Enhance Non-Highway Proposals..... Dan Moore

Background: In July 2015, the Oregon Transportation Commission (OTC) approved Enhance program funding and a revised process for the FY 2018-2021 State Transportation Improvement Program (STIP). Region 3 will receive -\$5.169 million. Enhance funds are mostly comprised of federal funds allocated to the State, and do not include federal or state formula disbursements to local jurisdictions. ODOT would like to

share your input with the RVACT on the following STIP Enhance Non-Highway proposals:

- Jackson County: Rogue River Greenway: Rock Point to Twin Bridges - \$2,400,000 request
- Josephine Community Transit: 5th Street Transit hub – \$596,000 request

Attachments: #3 – ODOT Cover Letter – STIP Enhance Non-Highway Proposals, Enhance Funding Guidelines
 #3A – Rogue River Greenway: Rock Point to Twin Bridges, Enhance Proposal Form
 #3B – Josephine Community Transit: 5th Street Transit Hub, Enhance Proposal Form

Action Requested: Provide ODOT with input on the two Enhance Non-Highway project proposals located within the MRMPO Planning Area to be shared with the RVACT.

5. MRMPO Planning Update..... Dan Moore

6. Public Comment*.....Chair

(Limited to one comment per person, five minute maximum time limit)

7. Other Business / Local BusinessChair

(Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.)

8. Agenda Build for Next Meeting..... Dan Moore

9. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Thursday, May 19 at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

• The next Middle Rogue MPO TAC meeting is scheduled for Thursday, May 5 at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

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



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Policy Committee

March 17, 2016

The following attended:

Member	Organization	Phone Number
Darin Fowler, Chair	Grants Pass	660-3696
Colleen Roberts	Jackson County	646-2878
Rick Riker	Grants Pass	479-7333
Mike Baker	ODOT	957-3658
Pam Van Arsdale, Vice Chair	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
Staff		
Dan Moore	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1338
Bunny Lincoln	RVCOG	944-2446
Others Present		
Name	Organization	Phone Number
Leslie Orr	Grants Pass Bikes	

1. Call to Order / Introductions/ Review Agenda

The Chairman called the meeting to order at 2:35 p.m. The meeting began with Committee introductions.

2. Review / Approve Minutes

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

On a motion by Pam Van Arsdale, seconded by Colleen Roberts, the minutes were approved as

amended.

Public Hearing:

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

The Chair read the procedure for the public hearing.

Dan Moore shared drafts of the three (3) documents in a Power Point format.

The topics, for the RTP and TIP, include:

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

Multi-Modal

Federally Funded & Regionally Significant Projects

Fiscally Constrained (Funding sources identified)

Meets Clean Air Act Requirements

- **Chapter 1** – Introduction Purpose, MPO, Regional Planning & Quality of Life, Keeping the RTP current, Development Plan, Document Development
- **Chapter 2** – Vision & Goals
- **Chapter 3** – Public Involvement Additional comments presented (predominantly ODOT)
- **Chapter 4** – Planning Area Characteristics
- **Chapter 5** – Existing Transportation System Roadways, Transit, Pedestrian, Bike and Parking. Transportation options. Air, rail and freight, Waterways & Pipelines. Plan Consistency
- **Chapter 6** – Plan Implementation Projects, Selection Criteria, RTP Project List

Note: STP funding is now being called STBG (Surface Transportation Block Grant)

- **Chapter 7** – Transportation Sustainability
- **Chapter 8** – Financial Plan Revenue Sources (Street System, Transit)
- **Chapter 9** – Air Quality Emissions analysis is no longer required
The MRMPO RTP meets AQCD conformity - maintain current levels. Monitoring not required.
- **Chapter 10** – Environmental Considerations Inventory, Mapping, Environmental Justice, Environmental consideration in planning
- **Chapter 11** – System Performance Grants Pass Model
- **Chapter 12** – Safety and Security MRMPO Crash data & security planning (mainly natural disasters)
- **Maps**
- **Appendices**

The 2015-2018 Transportation Improvement Program (TIP):

The State Planning Rule requires separate adoption of the TIP.

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

Air Quality Conformity Determination (AQCD):

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

The RTP may need to be amended because ODOT may add two MPOs (Salem and Lane) to the CMAQ funding program. Portland Metro may be ineligible for funding. Research is being done on the reasoning for this. The outcome on this issue is unknown at the moment.

The next RTP update will be in March, 2019.

The Chair opened the public hearing

In support: None received

In opposition: None received

The Committee briefly discussed the public comments received and documented by Staff.

The Chair closed the public testimony.

MOTIONS:

On a motion by Pam Van Arsdale, seconded by Mike Baker, Resolution 2016-1 (RTP) was adopted by unanimous voice vote.

On a motion be Colleen Roberts, seconded by Rob Brandes, Resolution 2016-2 (TIP) was adopted by unanimous voice vote.

On a motion by Pam Van Arsdale, seconded by Mike Baker, Resolution 2016-3 (AQCD) was adopted by unanimous voice vote.

Action Items:

4. 2015 Annual Listing of Obligated Projects

Ryan MacLaren presented the Draft Obligated Federal Funds Projects List for Oct. 1, 2014 to Sept. 30, 2015. The dollar amounts were provided by ODOT and Josephine County Transit, in the interest of creating transparency in federal transportation planning. The TAC recommended approval of the list.

The List includes sections referencing:

- Introduction
- Federal Requirements
- Federal Funding Sources – Surface Transportation Program (SP), Congestion Mitigation and Air Quality (CMAQ) Program, National Highway Performance Program, Interstate Maintenance, Metropolitan Planning (MPO), Federal Transit Administration (FTA)
- Other Funding Sources
- Fund Distribution by Jurisdiction & Agency - \$588,000+/- (STP-L) and +/- \$700,000 (CMAQ). Jurisdictions may exchange STP-L through ODOT's fund exchange program for state dollars at a 94% exchange rate. Local funds are not reflected on the chart graph.
- Fund Distribution by Project Type - Roadway, Transit, Planning and Alternative Modes
- Project Delivery, Phasing – Planning, Preliminary Engineering, Right-of-Way, Construction, and Environmental.
- List of Obligated Projects –
 1. JOCO - Galice Rd #2401: Chip Seal (MP 0.0 -15.4) \$939,000
 2. JCT (JOCO – 5311) \$133,541 (FTA)

JTC – 5307 Transit Operations	\$1,433,036	(FTA)
Commuter Service	\$ 499,926	(CMAQ (L400)
R\Preventative Maintenance	\$312,047	(FTA 5310)
 3. FFO-15 Exit 61 (Louse Creek Interchange) Total \$2,550,000

STP	\$2,201,265
L240	\$1,979,876
- Map of Obligated Projects
- Appendix A Federal Regulations

On a motion by Pam Van Arsdale, seconded Colleen Roberts, the Policy Committee approved adoption of the 2015 Annual List of Obligated Projects. The motion passed unanimously by voice

vote.

5. Greenhouse Gas Target Rule Advisory Committee

Dan Moore passed out a LCDC flyer on the GHG Target Rule Review Summary. . The MRMPO needs to have a representative on the review committee. Dan Moore is a Staff representative, but the Policy Committee needs to be represented as well.

The flyer information included:

- **Target Rule Review**
- **Scenario Planning Results**
- **New Information**
- **LCDC Action & Next Steps**
 - Targets
 - Metropolitan Planning Coordination
 - Advisory Committee
 - Addition Information Contacts

A transportation memo from DLCD (an LACD agenda item, March 10-11, 2016) was also shared. The memo covered:

- **Agenda Item Summary**
- **Background**
 - Transportation Planning in Metropolitan Areas
 - Reducing Greenhouse Gasses
 - Conclusions
- **Scope of Work**
 - Integrating Transportation Planning in Metropolitan Areas
 - Greenhouse Gas Reduction Targets
- **Advisory Committee Roster**
- **Department Recommendations & Draft Motions**

Darin Fowler volunteered to fill the position through 2016. Ron Brandes said he would fill in if Mr. Fowler was unable to attend a meeting.

On a motion by Rob Brandes, seconded by Pam Van Arsdale, Darin Fowler was approved to represent the MRMPO on the Greenhouse Gas Target Rule Advisory Committee.

6. MRMPO Planning Update

- A public hearing will be held on the UPWP at the next meeting.
- Staff will transfer all the adopted documents to the State.
- Staff will work on a joint agreement on mutual concern coordination with the two MPOs. The concept is in the original MPO/ODOT agreement. Both MPOs will offer feedback on the matter prior to creating the actual document. The Committee suggested an annual collaboration meeting, and briefly discussed some issues that would be good for joint MPO consideration.

7. Public Comment

None received.

8. Other Business/Local Business

- Darin Fowler wondered why traffic lanes have been turned into bike lanes that are not really being used. Mike Baker talked about “level of stress” for cyclists and potential mitigation measures like multi-use paths, away from vehicular traffic. The upcoming Grants Pass TSP update will offer a good opportunity to address this issue.

9. Agenda Build for Next Meeting

10. Adjournment

The meeting was adjourned at 3:40 p.m.

Meeting Schedule:

MRMPO TAC	Thursday, April 7 th @ 1:30 pm
MRMPO Policy	Thursday, April 21 st @ 2:30 pm

DRAFT



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

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

DATE: April 13, 2016
TO: MRMPO Policy Committee
FROM: Dan Moore, Planning Program Manager
SUBJECT: FY 2017 MRMPO UPWP

The Policy Committee is being asked to consider adoption of the Unified Planning Work Program (UPWP) for fiscal year 2017 (beginning July 1, 2016). The Technical Advisory Committee discussed the draft UPWP at their April 7, 2016 meeting and recommends approval. Below is some summary information on next fiscal year's work program.

We will continue to use the time Policy Committee and TAC members spend on MRMPO planning as in-kind match for the Federal Transit Administration (FTA 5303) funds, freeing dues funds for other expenses.

Next fiscal year, some of the major work tasks include:

- Updating the Public Participation Plan
- Soliciting 2019, 2020, & 2021 Congestion Mitigation and Air Quality (CMAQ) & Surface Transportation Block Grant (STBG) funded projects (STBG is the new name for STP funds)
- Developing the 2018-21 Transportation Improvement Program (TIP)
- Continuing work on the Rogue Valley Intelligent Transportation System (ITS) Plan
- Developing an alternative route plan as a key management strategy to minimize the effects of congestion-causing events
- Updating the Title 6/EJ plan

On the following pages are the draft UPWP budget summary (Table 1) and the status and proposed changes in work program activity (Table 2).

Table 1: Summary FY2017 Draft UPWP Budget

MRMPO FY 2017 UPWP BUDGET						
Transportation Planning Funds by Source and Activity						
	FHWA MPO Planning Funds (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks						
1. Program Management						
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$45,000	\$15,000	\$1,717	\$6,894	\$0	\$68,611
1.2 UPWP Development & UPWP Progress	\$5,000	\$750	\$86	\$0	\$0	\$5,836
1.3 Public Education and Involvement Program	\$3,000	\$1,000	\$114	\$0	\$0	\$4,114
1.4 Interagency & Jurisdictional Coordination	\$5,000	\$800	\$92	\$0	\$0	\$5,892
1.5 Grant Writing	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Totals	\$59,000	\$17,550	\$2,009	\$6,894	\$0	\$85,453
2. Short Range Planning						
2.1 TIP Activities	\$46,093	\$5,057	\$579	\$0	\$0	\$51,729
2.2 Air Quality Conformity	\$10,000	\$4,080	\$467	\$0	\$0	\$14,547
2.3 Local TSP Technical Assistance	\$10,000	\$500	\$57	\$0	\$0	\$10,557
2.4 STP & CMAQ Project Funds Management	\$10,736	\$1,500	\$172	\$0	\$0	\$12,408
Totals	\$76,829	\$11,137	\$1,275	\$0	\$0	\$89,241
3. Long Range Planning						
3.1 ITS Coordination	\$10,000	\$5,000	\$572	\$0	\$0	\$15,572
3.2 RTP Maintenance	\$17,363	\$5,000	\$572	\$0	\$0	\$22,935
3.3 VMT Per Capita Benchmarks	\$0	\$0	\$0	\$0	\$40,000	\$40,000
3.4 Alternative Route Plan	\$40,000	\$5,916	\$677	\$1,495	\$0	\$48,088
Totals	\$67,363	\$15,916	\$1,822	\$1,495	\$40,000	\$126,596
4. Data Development						
4.1 Research & Analysis Program	\$10,986	\$2,584	\$296	\$0	\$0	\$13,866
4.2 Data collection/analysis for Title 6 & EJ	\$1,500	\$500	\$57	\$0	\$0	\$2,057
Totals	\$12,486	\$3,084	\$353	\$0	\$0	\$15,923
5. Transit - JOCO						
5.1 Grants Pass to Medford Transit Line Passenger Survey	\$0	\$5,000	\$572	\$0	\$0	\$5,572
Totals	\$0	\$5,000	\$572	\$0	\$0	\$5,572
Totals	\$215,678	\$52,687	\$6,030	\$8,389	\$40,000	\$322,784

(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: \$188,381; ODOT Match: \$21,561; and FY 2015 Carryover PL: \$5,147 and match: \$589 for a Total of \$215,678 for FY 2017.

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2017 allocation consists of 89.73% federal (\$52,687) and a required 10.27% local share (\$6,030) 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.

Table 2: 2016 UPWP status, 2017 Proposed Program Activity

	Total Budget	Activity in 2015-16	Proposed 2017 Budget	Proposed for 2016-17
Work Tasks				
1. Program Management				
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$86,704	Maintained committee and records. Continued website updates. Coordinated committee meetings/agendas. Developed 2015-16 UPWP. Attended statewide meetings.	\$85,452	Generally, continue tasks from 2016; maintain committee and records. Continue website updates. Anticipate FAST rulemaking; track & implement required federal changes. Update of the Public Participation Plan.
1.2 UPWP Development & UPWP Progress				
1.3 Public Education and Involvement Program				
1.4 Interagency & Jurisdictional Coordination				
1.5 Grant Writing				
2. Short Range Planning				
2.1 TIP Activities	\$41,005	Maintained current interim TIP and fund balances/project tracking. Developed 2015-18 final TIP and air quality conformity determination (AQCD).	\$89,241	Maintain current TIP and fund balances/project tracking. Solicit 2019, 2020 & 2021 CMAQ and STP funded projects. Develop 2018-21 TIP and AQCD. Serve on TSP technical advisory committees.
2.2 Air Quality Conformity				
2.3 Local Planning Technical Assistance to Jurisdictions				
2.4 STP & CMAQ Project Funds Management				
3. Long Range Planning				
3.1 Intelligent Transportation System Operations & Implementation Plan Coordination	\$81,218	Finalized 2015-40 RTP and air quality conformity determination. Coordinated the development of a regional (MRMPO & RVMPO) ITS plan.	\$126,596	Continue development of a regional (MRMPO & RVMPO) ITS plan. Maintain RTP. Develop VMT per capita benchmarks per Transportation Planning Rule (TPR). Use \$40,000 in R-3 Funds. Develop an alternate route plan as a key traffic management strategy for minimizing the effect of a non-recurring congestion-causing events on traffic flow as part of the RTP security planning efforts.
3.2 RTP Maintenance				
3.3 Develop VMT Per Capita Benchmarks				
3.4 Develop Alternate Route Plan				
4. Data Development/Maintenance				
4.1 Research & Analysis Program	\$15,923	Research & Analysis. Finalized update of the Grants Pass travel demand model, land use, Continued GIS activities.	\$15,923	Research & Analysis. Continue support for development, improvement of travel demand model, land use, Continue GIS activities. Update Title 6/EJ Plan. Complete bike level of stress analysis.
4.2 Data collection/analysis for Title 6 & EJ				
5. Transit				
5.1 Grants Pass to Medford Transit Line Passenger Survey	\$16,717	Assisted Josephine Community Transit with passenger survey.	\$5,572	Continue with passenger survey if necessary.
Totals				
2015-16 Total		\$241,567	2016-17 Proposed Total	
			\$322,784	



MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION

UNIFIED PLANNING WORK PROGRAM

2016-2017

April 21, 2016

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 2016-4**Middle Rogue Metropolitan Planning Organization - Policy Committee
Adoption of the FY 2017 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 2017 on April 21, 2016.

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 UPWP.

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

That the attached MRMPO Fiscal Year 2017 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 21st day of April 2016.

Darin Fowler
MRMPO Policy Committee Chair

**Middle Rogue
Metropolitan Planning
Organization**

Policy Committee

Darin Fowler, Chair	City of Grants Pass
Pam VanArsdale, Vice-Chair	City of Rogue River
Dan DeYoung	City of Grants Pass
Rick Riker	City of Grants Pass
Simon Hare	Josephine County
Robert Brandes	Josephine County
Colleen Roberts	Jackson County
Jan Fish	City of Gold Hill
Mike Baker	ODOT

**Technical Advisory
Committee**

Scott Chancey, Chair	Josephine Community Transit
John Krawczyk, Vice-Chair	Rogue River
Chuck DeJanvier	Josephine County
Ian Horlacher	ODOT
John Vial	Jackson County
Josh LeBombard	DLCD
Kelli Sparkman	ODOT
Rich Hohnbaum	City of Gold Hill
Lora Glover	City of Grants Pass
Jason Canady	City of Grants Pass

Non-voting Members:

FHWA	Nick Fortey
MRMPO (staff)	Dan Moore

Adopted by the MRMPO Policy Committee**April 21, 2016****Grants Pass, OR****MRMPO Staff***RVCOG Planning & Community Development Program*Dan Moore
Sue CasavanDick Converse
Andrea NapoliPat Foley
Ryan MacLaren*Administration*

Michael Cavallaro, Rogue Valley Council of Governments, Executive Director

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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

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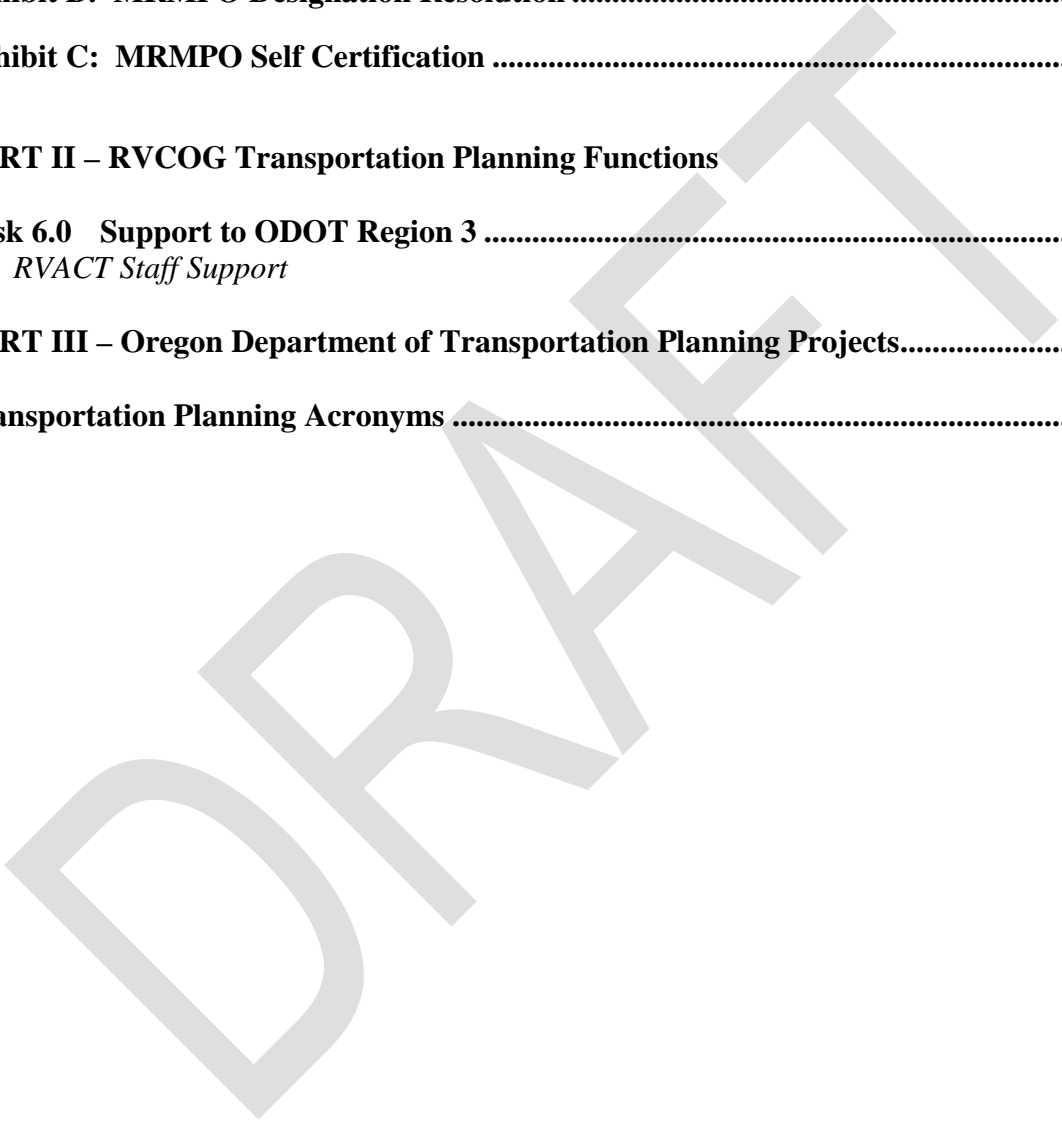
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The Middle Rogue Metropolitan Planning Organization Unified Planning Work Program Fiscal Year 2016-17

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) 2016-17 UPWP identifies all transportation and related planning activities that will be undertaken by the MRMPO during the project year from July 1, 2016, to June 30, 2017. 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.

2016-2017 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 2017¹ and serves as a means to satisfy 23 *CFR* 450.308. It identifies work

¹ The State of Oregon fiscal year runs from July 1st to June 30th and is the functional year for the UPWP. It is numbered according to its second half i.e. the year beginning July 1, 2016 is numbered FY 2017. The MRMPO fiscal year is the same. The federal fiscal year 2016 began October 1, 2015, and runs through September 30, 2016.

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 (MTIP).
- 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 (PM₁₀).

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 2017

Top priorities include soliciting 2019, 2020 and 2021 CMAQ and STP funded projects, developing and adopting the 2018-2021 Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD), updating the Public Participation Plan (PPP) and Title 6/EJ Plan. MRMPO will track rulemaking and other developments relating to the FAST Act.

Specific major work products include:

- Develop and adopt 2018-2021 Transportation Improvement Program
- Solicit for 2019, 2020 and 2021 CMAQ and STP funded projects
- 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 2017

- Highway Economic Requirements System (HERS-ST) – The MPO would like to incorporate 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. The 2018-21 MTIP is scheduled in coordination with the Statewide Transportation Improvement Program, so the update is estimated based on information from ODOT. Generally, ODOT updates the STIP every two years and has set the next update for January 2017.

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
2015-2016 Unified Planning Work Program	May 21, 2015	One Year	April 21, 2016
2015-18 TIP	March 17, 2016	Two Years	January 2017
Annual Self-Certification	May 21, 2016	One Year	April 21, 2016
MRMPO Public Participation Plan	August 2014	Two Years	August 2016
MRMPO Title 6 / EJ Plan	January 2015	Two Years	January 2017

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 PM₁₀ 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 30-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 2016-17 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
- 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 2016-17 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 STP funding and project selection
- Preparation 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:

- Development 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 6/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 2017 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 \$322,784 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 23, 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 \$322,784 (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 2017

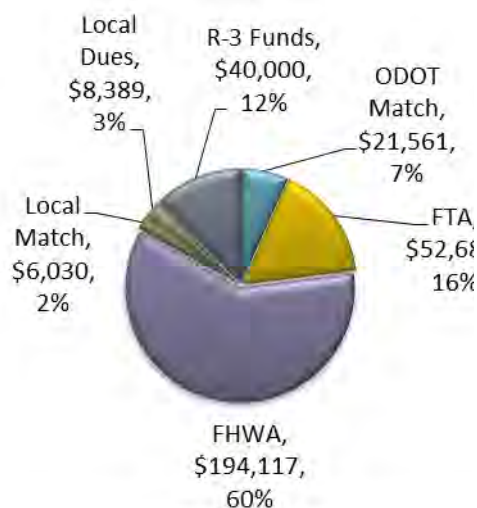


Figure 2: Allocation of MRMPO Resources



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 26. 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. Funds had been static at 2009 levels until FY2013, when FHWA funding declined by 4 percent. 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 6/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 2015-2018 MTIP. A similar process will be conducted for the 2018-2021 MTIP.

For FY2017, 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: \$85,453

Funding Source: FHWA MPO Planning Funds, \$59,000
FTA 5303 Metropolitan Planning Funds, \$17,550
In-Kind Match, \$2,009
MRMPO Dues, \$6,894

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: \$68,611
FHWA MPO Planning Funds, \$45,000
FTA 5303 Metropolitan Planning Funds, \$15,000
In-Kind Match, \$1,717
MRMPO Dues, \$6,894

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 \$6,295 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: \$5,836

FHWA MPO Planning Funds, \$5,000

FTA 5303 Metropolitan Planning Funds, \$750

In-Kind Match, \$86

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 in 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: 2017 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: \$4,114

FHWA MPO Planning Funds, \$3,000

FTA 5303 Metropolitan Planning Funds, \$1,000

In-Kind Match, \$114

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 FY 2015 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 2017.

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 MTIP 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 publish a guide for the public in FY 2017. 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 develop protocols for coordination between the MRMPO & RVMPO in FY 2017.

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: \$5,892

FHWA MPO Planning Funds, \$5,000

FTA 5303 Metropolitan Planning Funds, \$800

In-Kind Match, \$92

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 FY2017 on keeping the key planning products, programs and activities consistent with state and federal requirements under the FAST Act.

Deliverables:

- Updated information for MTIP 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: \$1,000

FHWA MPO Planning Funds, \$1,000 (no local matching funds provided)

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: \$41,005

Funding Source: FHWA MPO Planning Funds, \$32,000
FTA 5303 Metropolitan Planning Funds, \$8,080
In-Kind Match, \$925

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 Metropolitan Transportation Improvement Program (MTIP); Annual Projects Listing

Work Task Budget: \$51,729

FHWA MPO Planning Funds \$46,093

FTA 5303 Metropolitan Planning Funds, \$5,057

In-Kind Match, \$579

Development of the 2018-21 MTIP is the main element in this task along with soliciting for 2019, 2020, and 2021 CMAQ and STBG funded projects. 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. MTIP 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 MTIP 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, MTIP 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 MTIP amendments.

Development of the 2018-2021 MTIP is determined by ODOT’s STIP cycle. Currently, the anticipated deadline for MTIP projects to the STIP is August 2016. Allocation of the region’s discretionary funds (addressed here and in Subtask 2.4) will be a critical part of completing this task.

Deliverables:

- 2019, 2020 & 2021 CMAQ & STBG funded projects
- Adopted 2018-2021 MTIP
- Annual Listing and Status of Federally-funded projects
- MTIP and Amendments - Ongoing July – June
- Obligated Funds Report – December 2016

Timeframe: Ongoing July – June

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

Subtask 2.2 Air Quality Conformity/SIP Implementation

Work Task Budget: \$14,547

FHWA MPO Planning Funds, \$10,000

FTA 5303 Metropolitan Planning Funds, \$4,080

In-Kind Match, \$467

Air quality conformity determinations are a required component of the RTP and MTIP 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 PM₁₀ 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 PM₁₀ 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 PM₁₀ 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_{2.5} standards.

a) MTIP / 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 (state TSP/Other)

Work Task Budget: \$10,557

FHWA MPO Planning Funds, \$10,000

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:* MRMPO member jurisdictions

Subtask 2.4 *Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program Funds Management*
Work Task Budget: \$12,408
FHWA MPO Planning Funds, \$10,736
FTA 5303 Metropolitan Planning Funds, \$1,500
In-Kind Match, \$172

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 MTIP will be monitored. MRMPO coordinates with ODOT to track fund balances. Subsequent changes to projects through FY 2017 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 STP and CMAQ funds

Timeframe: Ongoing July - June

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

Task 3.0 Long Range Planning

Budget: \$126,596

Funding Source: FHWA MPO Planning Funds, \$67,363
FTA 5303 Metropolitan Planning Funds, \$15,916
In-Kind Match, \$1,822
MPO Dues, \$1,495
ODOT R-3 Planning Funds, \$40,000

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.*

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

Subtask 3.1 *Intelligent Transportation System (ITS) Coordination*
Work Task Budget: \$15,572
FHWA MPO Planning Funds, \$10,000
FTA 5303 Metropolitan Planning Funds, \$5,000
In-Kind Match, \$572

The Rogue Valley Regional ITS Plan for the MRMPO and the RVMPO is anticipated to be completed by October 2016. 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: \$22,935
FHWA MPO Planning Funds, \$17,363

***FTA 5303 Metropolitan Planning Funds, \$5,000
In-Kind Match, \$572***

The Regional Transportation Plan (RTP) for the Middle Rogue Metropolitan Planning Organization is anticipated to be adopted by 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: \$40,000
*ODOT R-3 Planning Funds, \$40,000***

The Regional Transportation Plan (RTP) for the Middle Rogue Metropolitan Planning Organization is 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 Regional Transportation Plan (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: \$48,088
FHWA MPO Planning Funds, \$40,000
FTA 5303 Metropolitan Planning Funds, \$5,916
In-Kind Match, \$677
*MPO Dues, 1,495***

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 alternative 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: \$15,923

Funding Source: FHWA MPO Planning Funds, \$12,486
FTA 5303 Metropolitan Planning Funds, \$3,084
In-Kind Match, \$353

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 2017, 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: \$13,866

FHWA MPO Planning Funds, \$10,986

FTA 5303 Metropolitan Planning Funds, \$2,584

In-Kind Match, \$296

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 2017, 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 MTIP. 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 2016 – June 2017

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: \$2,057

FHWA MPO Planning Funds, \$1,500

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 FY2017, 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 6 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 6/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

Budget: \$5,572
Funding Source: FTA 5303 Metropolitan Planning Funds, \$5,000;
In-Kind Match, \$572

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

Figure 3: Summary MRMPO FY2017 Budget–Transportation Planning Funds by Source and Activity

MRMPO FY 2017 UPWP BUDGET						
Transportation Planning Funds by Source and Activity						
	FHWA MPO Planning Funds (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks						
1. Program Management						
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$45,000	\$15,000	\$1,717	\$6,894	\$0	\$68,611
1.2 UPWP Development & UPWP Progress	\$5,000	\$750	\$86	\$0	\$0	\$5,836
1.3 Public Education and Involvement Program	\$3,000	\$1,000	\$114	\$0	\$0	\$4,114
1.4 Interagency & Jurisdictional Coordination	\$5,000	\$800	\$92	\$0	\$0	\$5,892
1.5 Grant Writing	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Totals	\$59,000	\$17,550	\$2,009	\$6,894	\$0	\$85,453
2. Short Range Planning						
2.1 TIP Activities	\$46,093	\$5,057	\$579	\$0	\$0	\$51,729
2.2 Air Quality Conformity	\$10,000	\$4,080	\$467	\$0	\$0	\$14,547
2.3 Local TSP Technical Assistance	\$10,000	\$500	\$57	\$0	\$0	\$10,557
2.4 STP & CMAQ Project Funds Management	\$10,736	\$1,500	\$172	\$0	\$0	\$12,408
Totals	\$76,829	\$11,137	\$1,275	\$0	\$0	\$89,241
3. Long Range Planning						
3.1 ITS Coordination	\$10,000	\$5,000	\$572	\$0	\$0	\$15,572
3.2 RTP Maintenance	\$17,363	\$5,000	\$572	\$0	\$0	\$22,935
3.3 VMT Per Capita Benchmarks	\$0	\$0	\$0	\$0	\$40,000	\$40,000
3.4 Alternative Route Plan	\$40,000	\$5,916	\$677	\$1,495	\$0	\$48,088
Totals	\$67,363	\$15,916	\$1,822	\$1,495	\$40,000	\$126,596
4. Data Development						
4.1 Research & Analysis Program	\$10,986	\$2,584	\$296	\$0	\$0	\$13,866
4.2 Data collection/analysis for Title 6 & EJ	\$1,500	\$500	\$57	\$0	\$0	\$2,057
Totals	\$12,486	\$3,084	\$353	\$0	\$0	\$15,923
5. Transit - JOCO						
5.1 Grants Pass to Medford Transit Line Passenger Survey	\$0	\$5,000	\$572	\$0	\$0	\$5,572
Totals	\$0	\$5,000	\$572	\$0	\$0	\$5,572
Totals	\$215,678	\$52,687	\$6,030	\$8,389	\$40,000	\$322,784

(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: \$188,381; ODOT Match: \$21,561; and FY 2015 Carryover PL: \$5,147 and match: \$589 for a Total of \$215,678 for FY 2017.

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2017 allocation consists of 89.73% federal (\$52,687) and a required 10.27% local share (\$6,030) 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

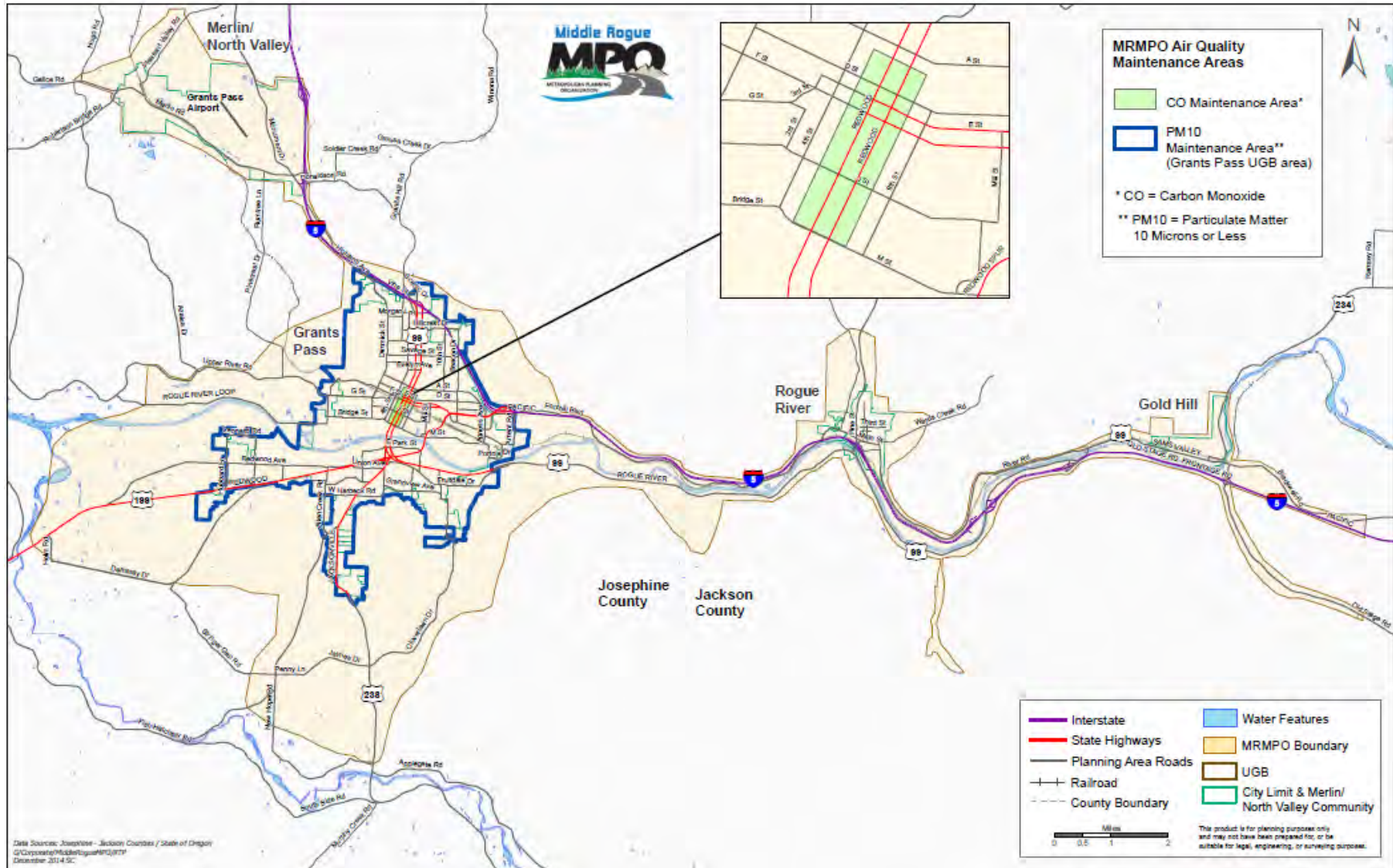


Exhibit B: MRMPO Designation Resolution

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 27th 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 2016****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 (PM₁₀)
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 2016 - 2017 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 FY2016- 2017. A brief summary is included in the draft UPWP under Local Transportation Issues for Fiscal Year 2017. Major MRMPO activities for FY 2016-2017 include:

1. Develop and adopt 2018-2021 Transportation Improvement Program
2. Solicit for 2019, 2020 and 2021 CMAQ and STP funded projects
3. Develop VMT benchmarks (Transportation Planning Rule requirement)
4. Develop an alternative route plan
5. Complete a bike level of stress analysis

6. Data collection/analysis for addressing future travel demand, transit demand, land use and Title VI/Environmental Justice.
7. Develop Citizens Guide to Transportation Planning
8. Jurisdiction planning assistance
9. RVACT coordination
10. 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)

b. Last Update and Adoption

The MRMPO adopted a Public Involvement Plan in FY2015.

The MRMPO plans to publish a Citizen's Guide to Transportation Planning in FY2017. 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 (PM₁₀) 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 PM₁₀ Attainment and Maintenance Plan was approved by EPA in 2003.

On September 28, 2015, the Environmental Protection Agency (EPA) approved PM₁₀ 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 PM₁₀ 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 2015 - 2018 MTIP project list.

2. Conformity status of RTP and MTIP

The MRMPO adopted the 2015–2040 Regional Transportation Plan and 2015-18 TIP in March 2016. 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 2016 - 5**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 21st day of April, 2016.

Darin Fowler
MRMPO Policy Committee Chair

PART II -- RVCOG Transportation Functions

Task 6 Support to ODOT Region 3

Total Budget: \$20,000

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. 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)
IAMP for Interchange 40/43 (Gold Hill)	Project to identify long-range needs and recommend improvements and management actions.	\$195,000	State Planning & Research (Federal)	Fall 2012	Spring 2015
Transportation System Plan update for the City of Grants Pass	TSP Update	\$250,000	State Planning & Research (Federal)	Spring 2016	Winter 2017
Local Street Network Plan for the City of Gold Hill	Local Street Network Plan	\$100,000	State Planning & Research (Federal)	Spring 2016	Summer 2017
Transportation System Plan update for the City of Rogue River	TSP Update	\$150,000	State Planning & Research (Federal)	Spring 2016	Summer 2017
IAMP for Interchange 55 (Grants Pass)	Project to identify long-range needs and recommend improvements and management actions.	\$150,000	State Planning & Research (Federal)	Spring 2016	Winter 2017
IAMP for Interchange 58 (Grants Pass)	Project to identify long-range needs and recommend improvements and management actions.	\$150,000	State Planning & Research (Federal)	Spring 2016	Winter 2017

*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 st 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
MTIP:	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 ₁₀ :	Particulate Matter of less than 10 Micrometers
PM _{2.5} :	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
STP:	Surface Transportation 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

Resolution 2016-4**Middle Rogue Metropolitan Planning Organization - Policy Committee
Adoption of the FY 2017 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 2017 on April 21, 2016.

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 UPWP.

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

That the attached MRMPO Fiscal Year 2017 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 21st day of April 2016.

Darin Fowler
MRMPO Policy Committee Chair

Resolution 2016 - 5**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 21st day of April, 2016.

Darin Fowler
MRMPO Policy Committee Chair



Oregon

Kate Brown, Governor

Department of Transportation
Planning and Programming
3500 NW Stewart Parkway
Roseburg, OR, 97470
Phone: (541) 957-3500
Fax: (541) 672-6148

March 22, 2016

Dan Moore
Planning Program Manager
PO Box 3275
Central Point, OR 97502

Dear Dan:

In July 2015, the Oregon Transportation Commission (OTC) approved Enhance program funding and a revised process for the FY 2018-2021 State Transportation Improvement Program (STIP). Region 3 will receive ~\$5.169 million. Enhance funds are mostly comprised of federal funds allocated to the State, and do not include federal or state formula disbursements to local jurisdictions.

Given limited funding, the OTC directs that the primary focus of the Enhance program is to ensure these funds are allocated to high priority and strategic transportation investments that directly or indirectly benefit the State's multimodal transportation system. There is no formula for allocating funds between the two Region 3 Area Commissions on Transportation (ACT).

In May the Rogue Valley ACT (RVACT) will review the information obtained from scoping and consider how well the projects meet the three Modal Attributes and the Cross Modal Criteria before Super ACT consideration. Attachment 2 provides information (extracted from the 2018-2021 STIP Guide for Completing Enhance Proposal document) on project evaluation considerations.

We would like to share your input with the RVACT on the following STIP Enhance Non-Highway proposals:

- Jackson County: Rogue River Greenway: Rock Point to Twin Bridges - \$2,400,000 request
- Josephine Community Transit: Josephine Community Transit - 5th St. Transit Hub - \$596,000 request

Please provide any input by April 29th, 2016.

Sincerely,

Lisa Cornutt
ODOT Region 3 Principal Planner/STIP Coordinator

Attachments

1. Rogue Valley MPO STIP Enhance Proposals
2. STIP Enhance Considerations

From the [2018-2021 STIP Guide for Completing Enhance Proposal](#):

A key objective for Enhance funds for 2018-2021 is that selected proposals are targeted to improvements that demonstrate the greatest benefits in relation to costs. Selected proposals should describe how or if the projects proposed benefit the state's multimodal transportation system or major freight routes and be consistent with statewide plans (e.g. Oregon Transportation Plan (OTP) (and local plans if on the local system). These projects typically make key connections between modes or facilities, improve access to economic opportunities, and/or address identified system bottlenecks.

Given limited funding, the primary focus of the 2018-2021 Enhance program is to ensure these limited funds are allocated to high priority and strategic transportation investments that directly or indirectly benefit the state's multimodal transportation system.

Enhance projects need to describe how or if they provide a benefit to the state's multimodal transportation system. However, projects do not need to be located on the state system in order to have a benefit to the state's multimodal transportation system. Improvements located off of the state system can demonstrate benefit to the state's multimodal transportation system and statewide importance. Examples of benefits include but are not limited to: the project may benefit a long distance, continuous corridor; it may serve an important destination like a downtown, a strategic industrial, or an employment area; it may connect or it may improve access to a major transit facility or provide pedestrian access to a major transit facility; or it may provide a needed connection along a statewide or regional multipurpose trail.

Projects that have a benefit to the state's multimodal transportation system should describe how or if they:

- *Address statewide transportation needs by improving the state's transportation system, transit, and/or bicycle and pedestrian modes of transportation*
- *Impact multiple users and improve through movement; and*
- *Demonstrate consistency with the statewide plans and applicable regional transportation plans*
- *Work toward system completeness; fills in gaps*
- *Improve efficiency*

In addition the project proposals should describe how or if they:

- *Make key connections between modes or transportation facilities or*
- *Help to reach economic and social goals*

The members of the Oregon Bicycle and Pedestrian Advisory Committee, Oregon Freight Advisory Committee, and the Oregon Public Transportation Advisory Committee, along with ODOT staff, developed Modal Attributes for bicycle and pedestrian, freight, and transit projects. The proposal submittals must describe how the proposed project addresses the three identified Modal Attributes: (1) connectivity and system benefits, (2) safety and public health and (3) accessibility and mobility, as described further in the "Modal Attributes" pages reproduced below from the *Guide for Completing Enhance Proposal*.

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>

Connectivity & System Benefits

Describe how the project addresses a system deficiency (e.g. links public transportation from one part of the state to another, completes or extends a bicycle or pedestrian path) and how it supports intermodal connections (e.g. provides a connection to key land uses, such as adding bicycle or pedestrian access to transit). For, transit and any travel options program, the project should serve inter-state or interregional trips. For bicycle/pedestrian, consideration is given to connecting or providing a nexus for projects of regional interest.

How does the project address a system deficiency?	<p>Projects that link public transportation from one part of the state to another; projects that make it convenient for people to use those connections (e.g. similar fares or ticketing systems). Transp. Options that support an ODOT statewide program.</p> <p>Examples: Additional equipment for expanded services; Improvements that close gaps in transit service; Investments in transit centers, park and ride facilities; Seamless access (interface), for example improving biking or walking access to transit. Travel information that links intermodally or regionally.</p>	<p>Projects that infill a missing link in system, complete or extend a walking or biking network, widen a too narrow sidewalk or bikeway, infill bikeways or walkways on busy streets.</p> <p>Examples: Projects that improve designated bike routes and trails (Oregon Coast, Columbia Gorge, Scenic Bikeways, Regional Trails). Systemic sidewalk or bikeway infill. Projects that provide an alternate route to congested highways/corridors.</p>
How does the project support intermodal connect-ions?	<p>Projects that connect two or more modes of travel; Projects that provide access for all those that could and want to use public transportation, such as older individuals, people with disabilities, commuters, school kids, etc.</p> <p>Examples: Improved transit center or facility. Stop improvements. Seamless access (interface), for example improving biking or walking access to transit. Travel information that links intermodally or regionally. Access for the location, including appropriate and safe amenities, shelters, lighting. Park and ride facilities with transit or rail.</p>	<p>Projects that improve access to public transportation stops and transit centers for people traveling on foot or by bike. Projects that improve bicycle or pedestrian connections to train stations and airports.</p> <p>Examples: Systemic sidewalk infill (including crossing improvements) based on access to transit stops. Regional trail/high-quality bikeway connections to transit lines, airports, train stations.</p>

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>
<p>Safety & Public Health</p> <p>Describe how the project addresses a safety issue (e.g. improves lighting or signage at a transit center, separated bicycle path) or improves physical activity options or reduces environmental factors that harm health (e.g. provides new, improves or completes transit, bicycle, or pedestrian facilities in a community or area currently without). The project should contribute to the Safety Action Plan goals. The project should assist with the state’s greenhouse gas emissions reduction goals.</p>		
<p>How does the project address a safety issue?</p>	<p>Projects that improve a transit center or pull outs, lighting, signage, technology and/or route design. Serves interstate or inter-regional trips.</p>	<p>Projects that help people cross the street, slow traffic to the posted speed, provide separation from motor vehicle traffic, improve visibility of bicyclists and pedestrians. Programs that provide education and encouragement, such as safe routes to schools.</p> <p>Examples: Sidewalks and/or bikeways (including pedestrian crossings where needed) on state highways, major arterials, or other sites of potential fatality/injury crashes. Street trees, furniture, bulb-outs, etc. in downtown core areas.</p>
<p>How does the project improve public health?</p>	<p>Projects that add transit service or expansions in order to provide additional health through exercise. Projects that make improvements to fleets that use reduced or no emission vehicles.</p>	<p>Projects that provide a bikeway or walkway connection between destinations (residential to retail, medical, employment, etc.). Projects that reduce conflicts with other modes and provide appropriate separation of bikeway and walkway from motor vehicle traffic based on speed and volumes of traffic.</p> <p>Examples: Sidewalks, bike lanes, or multi-use trails that connect residential areas to schools, shopping, and employment areas.</p>

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes Project Examples</i>	<i>Attributes Project Examples</i>
<p>Accessibility & Mobility</p> <p>Describe how the project improves access (e.g. improves access for a specific population, such as older adults or persons with disabilities, improves access to primary health care or emergency care for specific populations) or removes a barrier (e.g. creates a last mile connection to transit). May also provide access to a tourist facility of national or state significance.</p>		
<p>How does the project improve access?</p>	<p>Projects that provide access to jobs, tourism travel, and retail services. Projects that enhance services based on where people live and want to go, primarily serving interstate or inter-regional trips.</p> <p>Examples: Added service. Improved access, project reduces headways, adds hours, increases capacity. Increases safety and access within 1/4 mile to stops. Dispatch or ticketing equipment, IT enhancements for travel information. Access for the location, including appropriate and safe amenities, shelters, lighting, pullouts, accessibility improvements at stops.</p>	<p>Projects that improve pedestrian access between key destinations (transit stops, senior centers, residential, shopping, medical, etc.) by building or improving sidewalks and crossings.</p> <p>Examples: Systemic sidewalk infill (including crossing improvements) based on access to transit stops. Projects that make key pedestrian connections for older adults or persons with disabilities.</p>
<p>How does the project remove a barrier?</p>	<p>Projects that improve last mile connections. Projects that serve underserved or unserved target populations.</p> <p>Examples: Improved travel information technology. Improved access to job or education. Improvement that reduces dependence on car throughputs at population centers.</p>	<p>Projects that resolve an issue that prevents use of the bikeway or walkway network (i.e. bridges w/o sidewalks/bike facilities, high speed roadways without pedestrian crossings).</p> <p>Examples: Projects that remove a barrier on a regional bicycle network or as part of a pedestrian/transit network.</p>

ACT members and Region staff will also utilize six Cross Modal Criteria in their review of project proposals. This will be of particular importance in the development of the 100 percent list developed cooperatively between Region staff and ACT members as a recommendation to forward to the OTC to be considered for inclusion into the draft STIP. ACTs and Region staff will determine how well the proposal submittals advance the criteria listed below, when feasible, quantifying the extent to which they do. All criteria and examples will not be applicable to every submitted proposal.

As applicable, the proposer should incorporate how the proposed project meets the Cross Modal Criteria listed below. The proposer must also describe when a proposed project undermines the criteria. Whenever possible, the proposer should include quantitative data, and the proposer should describe specifically who benefits (or is harmed). This information can be incorporated into the needs statement, project description, project timetable and estimated project needs as appropriate. Although projects have not been fully developed and it may not be possible to assess potential impacts in the areas of environmental justice, land use, environmental impacts or potential displacement of housing; it is important to keep these factors in mind and provide what information is known as the proposal is developed.

A. Economic Development:

- Project improves transportation access for workers
- Project reduces costs of travel for workers
- Project improves the operation, safety, or efficiency of the transportation corridor or system
- Project improves travel time reliability
- Projects helps to sustain or generate long-term and/or living wage jobs
- Project serves an economically distressed community
- Project improves access to jobs
- Project supports business development, redevelopment

B. Social Benefits:

- *Project supports OTP Policy 4.3 – Creating Communities: It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking, and bicycling feasible. Integrate features that support the use of transportation choices*
- Project increases physical activity
- Project increases transportation choices
- Project assists transportation disadvantaged communities in meeting their transportation needs
- Increases awareness of a cultural or natural, historic, scenic feature along a route of travel

C. Environmental Stewardship:

- *Supports OTP Policy 4.1 – Environmentally Responsible Transportation System: It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*

- Project aligns with the strategies and/or elements outlined in the Oregon Statewide Transportation Strategy. This means the project should further (or not undermine) the state's greenhouse gas emissions reduction goals
- Project reduces vehicle miles traveled

D. Safety:

- Project reduces conflict between modes that use the facility proposed for improvement
- Project reduces frequency of fatal and serious injury crashes across modes

E. Project Readiness:

- Project completed a public approval process
- Project completed some technical approval process (e.g. right-of-way complete, survey complete, environmental review (e.g. environmental impact statement) complete)

F. Leverage:

- Projects with a timing or funding nexus that allows projects to mutually benefit one another
- Additional project funding from public or private sources
- In-kind or other contributions (such as providing labor, equipment, materials, right-of-way, etc.)
- Additional public or private investment in infrastructure in the affected area or community that would occur as a result of the transportation investment