Middle Rogue MPO
METROPOLITAN PLANNING ORGANIZATION

MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION

UNIFIED PLANNING WORK PROGRAM

2015-2016

May 21, 2015

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MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION
REGIONAL TRANSPORTATION PLANNING

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

Resolution 2015 - 1

Middle Rogue Metropolitan Planning Organization - Policy Committee
Adoption of the FY 2016 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 2016 on May 21, 2015

Whereas, the MRMPO held a 30-day public comment period and public hearing to secure input and comment on the adoption of the FY 2016 UPWP.

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

That the attached MRMPO Fiscal Year 2016 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 May 2015.

Darin Fowler
MRMPO Policy Committee Chair

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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
Mark Gatlin	City of Grants Pass
Simon Hare	Josephine County
Robert Brandes	Josephine County
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Kelli Sparkman	ODOT
Rich Hohnbaum	City of Gold Hill
Lora Glover	City of Grants Pass
Terry Haugen	City of Grants Pass
Wayne Kauzlarich	ODEQ

Non-voting Members:

FHWA	Nick Fortey
MRMPO (staff)	Jonathan David

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Adopted by the MRMPO Policy Committee

May 21, 2015

Grants Pass, OR

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This document and other MRMPO plans, reports and committee materials are available from RVCOG office and online at www.mrmpo.org

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The Middle Rogue Metropolitan Planning Organization
Unified Planning Work Program
Fiscal Year 2015-16

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, Moving Ahead for Progress in the 21st Century, signed in 2012, maintain support for planning elements 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; and
8. Emphasize the preservation of the existing transportation system.

Pursuant federal, state and local guidance, the Middle Rogue Metropolitan Planning Organization's (MRMPO) 2015-16 UPWP identifies all transportation and related planning activities that will be undertaken by the MRMPO during the project year from July 1, 2015, to June 30, 2016. 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.

2015-2016 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 2016[1] and serves as a means to satisfy *23 CFR 450.308*. It identifies work 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

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, 2015 is numbered FY 2016. The MRMPO fiscal year is the same. The federal fiscal year 2015 began October 1, 2014, and runs through September 30, 2015.

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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 anticipated to become urbanized over the 20 year planning horizon.

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).

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- 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:

- Perform regional air quality conformity analyses and demonstrate regional transportation conformity for carbon monoxide (CO) and particulate matter (PM_{10})2.

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.

2 Limited Maintenance Plans (LMPs) for PM10 & CO are anticipated to be approved by EPA in September 2015 (Adequacy finding in April 2015). Per 40 CFR 93.109(e), the MRMPO will not be required to perform regional emissions analyses if the MPO has approved LMPs.

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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 2016
Top priorities include various tasks for developing a 2015-2040 Regional Transportation Plan (RTP) and Air Quality Conformity Determination (AQCD), final 2015-18 TIP, CO & PM_{10} Limited Maintenance Plans (LMP), and updating the regional travel demand model. MRMPO will track rulemaking and other developments relating to MAP-21.

Specific major work products include:

- Adopt final 2015-2018 Transportation Improvement Program
- Finalize Limited Maintenance Plans for the CO & PM_{10} Maintenance Areas
- Finalize and Adopt the 2040 Regional Transportation Plan
- Develop Alternative Measures (Transportation Planning Rule requirement)
- Integrated Land Use and Transportation Planning
- 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
- Conduct transit passenger survey

MRMPO Unfunded Needs for FY 2016

- ITS Plan
- Highway Economic Requirements System (HERS-ST)
- Traffic count program

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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 2015-18 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 June 2016.

Table of Core Documents

Item	Date Adopted	Time Span	Update Due
2015-2040 Regional Transportation Plan	NA	Four Years	March 2016
Air Quality Conformity Determination	NA	Four Years	March 2016
2015-2016 Unified Planning Work Program	April 17, 2014	One Year	April 16, 2015
2015-18 TIP	NA	Two Years	March 2016
Annual Self-Certification	April 17, 2014	One Year	April 16, 2015
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 on the current plan. Such determinations in air quality attainment and maintenance areas such as Grants Pass for carbon monoxide and for PM_{10} must be made every four years, based on updated planning assumptions for a 20-year horizon. A 2015-2040 RTP will be completed and adopted by the Policy Committee in time for USDOT to make a conformity determination by March 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 will conform to both federal and state transportation requirements and other comments received from USDOT over time.

Summary of Projected Deliverables and Products in the 2015-16 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.mrmpo.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 2015-16 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
- Interim TIP amendments
- Coordination and management of CMAQ and STP funding and project selection
- Preparation for 2018-2021 MTIP, including participating in statewide STIP/TIP coordinators meetings.
- Assist with transit and other jurisdiction planning
- Implementation of EPA MOVES for air quality conformity[3], and staying up to date on changing conformity rules and related air quality concerns.

Task 3.0 Long Range Planning – Finalization and adoption of the Regional Transportation Plan, including:

- Development of Alternative Measures (TPR requirement)
- Completed Limited Maintenance Plans (LMPs) for CO and PM_{10} Maintenance Areas
- Coordination with the RVMPO on intelligent transportation system (ITS) planning

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

- Title VI & environmental justice 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 – Passenger survey for Rogue Valley Commuter Line.

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3 Upon adoption of the CO and PM10 Limited Maintenance Plans (LMPs), a regional emissions analysis will not be necessary. Therefore, the MPO will not need to run the MOVES model for the 2015-40 RTP Air Quality Conformity Determination.

Summary of Projected FY 2016 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 $241,566 in federal, state, in-kind match, and local funds. A summary of funding sources appears in Figure 2, below. Program management 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 $241,566 (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 2016

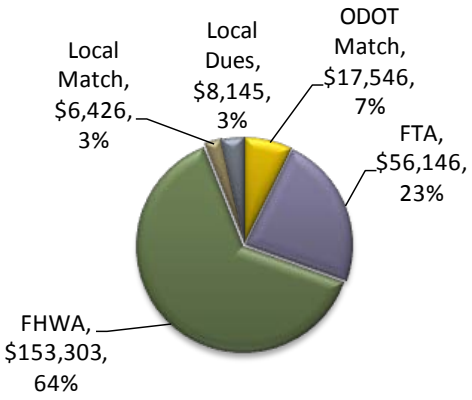
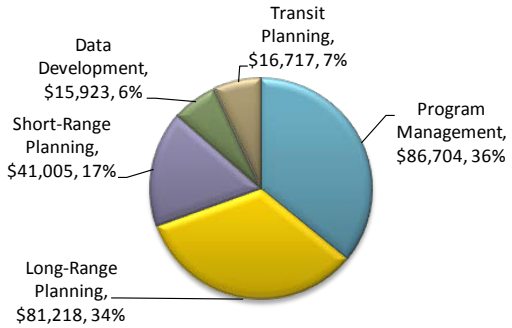


Figure 2: Allocation of MRMPO Resources



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 20 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 23. 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 91 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 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 MTIP.

For FY2016, 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.

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PART I - MRMPO Functions

Task 1.0 Program Management

Budget: **$86,704**

Funding Source: **FHWA MPO Planning Funds, $59,000**
FTA 5303 Metropolitan Planning Funds, $17,550
In-Kind Match, $2,009
MRMPO Dues, $8,145

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: $69,862
FHWA MPO Planning Funds, $45,000
FTA 5303 Metropolitan Planning Funds, $15,000
In-Kind Match, $1,717
MRMPO Dues, $8,145

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

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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 MAP-21 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: An efficiently operated and well-managed MPO

Timeframe: Ongoing July – June

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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

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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: 2016 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

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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 Public Participation Plan will recommend formation of a Public Advisory Committee.

a) **Implementation of Public Participation Plan**
MAP-21 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. This use of the web represents an investment in expanded public involvement that will continue in FY2016.

Also in FY2016, MRMPO will research successful public engagement activities that could be used during the 2015-2018 MTIP development.

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 2016.

Deliverable:

- MRMPO Citizens Guide to Transportation Planning

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 2016.

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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 FY2016 on keeping the key planning products, programs and activities consistent with state and federal requirements.

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

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Subtask 1.5 ***Grant Writing***
Work Task Budget: $1,000
FHWA MPO Planning Funds, $1,000

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 Program (STP) 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: $9,229
FHWA MPO Planning Funds $7,000
FTA 5303 Metropolitan Planning Funds, $2,000
In-Kind Match, $229

Development of the 2015-18 MTIP is the main element in this task. 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.

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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 2015-2018 MTIP is determined by ODOT's STIP cycle. Currently, the anticipated deadline for MTIP projects to the STIP is August 2014. Allocation of the region's discretionary funds (addressed here and in Subtask 2.4) will be a critical part of completing this task.

Deliverables:

- Adopted 2015-2018 MTIP
- Annual Listing and Status of Federally-funded projects
- MTIP and Amendments - Ongoing July – June
- Obligated Funds Report – December 2015

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 PM_{10} 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. RVCOG and Oregon DEQ will consider approval of Limited Maintenance Plans (CO & PM10) for the Grants Pass Area[4] in April 2015. The benefit of

[4] Since for transportation conformity purposes, EPA would be concluding that emissions in areas with limited maintenance plans need not be capped for the maintenance period, a regional emissions analysis and associated "budget test" (40 CFR 93.118 and 93.119) would not be required. However, since these areas are still maintenance areas, transportation conformity determinations are still required for transportation plans, programs, and projects. Transportation plans, TIPs, and projects must still meet the criteria for consultation and TCMs in the conformity rule (40 CFR 93.112 and 93.113). In addition, projects in CO areas with

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having LMPs in place is that a regional emissions analysis would not be required, which will save the MRMPO a considerable amount of time and funding to demonstrate transportation conformity on the MRMPO 2015 – 2040 Regional Transportation Plan (RTP) and 2015 – 2018 Transportation Improvement Program (TIP). The timing of DEQ and EPA approvals of the Grants Pass LMPs is critical to whether or not the MRMPO will need to conduct a regional emissions analysis for the RTP and TIP.

Initially, the hope was to have the LMPs approved by DEQ and EPA this spring which would preclude the need to do the regional emissions analysis on the RTP and TIP. At this time, the Environmental Quality Commission (EQC) is scheduled to hold a public hearing on the Grants Pass CO and PM_{10} LMPs in April 2015. If approved, the new CO & PM_{10} State Implementation Plans (SIPs) for Grants Pass will be submitted to EPA for approval. Typically, EPA's timeframe for approval is around five (5) months, or September 2015. RVCOG requested that EPA do an "Adequacy Finding," which could be done within three (3) months of DEQ submittal of the new SIPs, and could become effective before August 2015. An adequacy finding would require the MRMPO to use the new budget (in this case, no budget for the LMPs).

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. EPA could announce new and possibly more stringent standards for ozone. The MRMPO area could exceed new standards, which would add to requirements for transportation conformity.

a) **MTIP / RTP Conformity Document**

Deliverables: Air Quality Conformity Determination documents acceptable to USDOT for 2015-2018 MTIP.

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; Limited Maintenance Plan work program; Conformity consultation, training, reporting.

Timeframe: July - June as needed

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

limited maintenance plans would still have to meet the criteria for CO hot spots (40 CFR 93.116 and 93.123), and projects in PM-10 areas would have to meet the criteria for PM-10 hot spots (40 CFR 93.116 and 93.123) and PM-10 control measures (40 CFR 93.117).

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Subtask 2.3 ***Local Jurisdiction Technical Assistance (state Transportation System Plan/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 2016
- Grants Pass – TSP updated in 2008. Will begin next update in FY 2016
- Josephine County – TSP updated in 2004. Will begin next update in FY 2016
- Rogue River – TSP updated in 2001. Will begin next update in FY 2016

MRMPO staff will participate on local TSP technical advisory committees to ensure that the work is coordinated and consistent with the RTP. Also, the MRMPO 2015-40 RTP work will be coordinated with local TSP development in areas such as review of existing goals and policies, and identification of regionally-significant transportation projects.

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: $6,672
FHWA MPO Planning Funds, $5,000
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 is 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 2016 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. MAP-21 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: $81,218

Funding Source: FHWA MPO Planning Funds, $67,363
FTA 5303 Metropolitan Planning Funds, $12,432
In-Kind Match, $1,423

Description: The MRMPO is developing the 2015 – 2040 RTP to conform to federal transportation planning requirements as set forth in MAP-21, 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 develop the 2015-2040 RTP that meets both federal and state transportation planning requirements under MAP-21 and the 3C Planning process and planning factors.*

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

Subtask 3.1 ***RTP Development & Intelligent Transportation System (ITS) Coordination***
Work Task Budget: $81,218
FHWA MPO Planning Funds, $67,363
FTA 5303 Metropolitan Planning Funds, $12,432
In-Kind Match, $1,423

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 complete the different draft sections of the plan including public participation during the RTP development process. Transit will be addressed a part of the plan. The MRMPO will coordinate with the RVMPO on ITS planning as part of the RTP development. Public involvement will include meetings with the ITS committee and a public workshop hosted by the MRMPO to give the public the opportunity to comment on the ITS Plan. The RTP will include a "Safety" section that will present the results of a crash analysis and identify regional transportation safety issues. The RTP will also include a "Transit" section that will describe the current system and future needs.

Public outreach efforts will include open houses, fact sheets, and information posted on the website. Also, non-traditional public involvement techniques will be researched and incorporated into the RTP update efforts. There will be a public hearing for the RTP update in March 2016.

Deliverables:

- Final 2040 RTP
- Draft ITS project list

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 on the regional travel demand model. In FY 2015, this task will support the development of Environmental Justice and Title VI Plan.

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.

The MRMPO has a cooperative agreement with ODOT Transportation Planning and Analysis Unit (TPAU) for travel demand modeling. TPAU originally built and now runs the Grants Pass, Oregon Small Urban Model (OSUM) model. In FY 2016, MRMPO staff will work with TPAU to finalize the model for use with development of the 2040 RTP. This is necessary to meet Clean Air Act requirements for regional conformity. Tasks to achieve this will be established in collaboration with TPAU.

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 FY2016, the MRMPO will update project maps and databases to be consistent with current GIS information and create new maps for the 2015-2018 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

- MRMPO GIS
  - Updated MRMPO GIS data and maps
  - GIS data management, file storage
  - GIS user licenses

Timeframe: Ongoing July – June

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

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

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in the Plan. Therefore it is important for the plan to contain up to date information. For FY2016, this task will support 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
- Outreach to protected populations for 2015-2040 RTP development
- 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: **$16,717**
Funding Source: **FTA 5303 Metropolitan Planning Funds, $15,000;**
In-Kind Match, $1,717

Description: Josephine Community Transit (JCT) is the transit provider within the MRMPO. The MPO TAC will work with JCT staff to conduct a passenger survey for the new Rogue Valley Commuter Line and publish the results.

Deliverables:

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

Timeframe: July – June

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

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Figure 3: Summary MRMPO FY2016 Budget–Transportation Planning Funds by Source and Activity

MRMPO FY 2016 UPWP BUDGET					
Transportation Planning Funds by Source and Activity					
	FHWA MPO Planning Funds (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Total Budget (4)
Work Tasks					
1. Program Management					
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	$45,000	$15,000	$1,717	$8,145	$69,862
1.2 UPWP Development & UPWP Progress	$5,000	$750	$86	$0	$5,836
1.3 Public Education and Involvement Program	$3,000	$1,000	$114	$0	$4,114
1.4 Interagency & Jurisdictional Coordination	$5,000	$800	$92	$0	$5,892
1.5 Grant Writing	$1,000	$0	$0	$0	$1,000
Totals	$59,000	$17,550	$2,009	$8,145	$86,704
2. Short Range Planning					
2.1 TIP Activities	$7,000	$2,000	$229	$0	$9,229
2.2 Air Quality Conformity	$10,000	$4,080	$467	$0	$14,547
2.3 Local TSP Technical Assistance	$10,000	$500	$57	$0	$10,557
2.4 STP & CMAQ Project Funds Management	$5,000	$1,500	$172	$0	$6,672
Totals	$32,000	$8,080	$925	$0	$41,005
3. Long Range Planning					
3.1 RTP Development - ITS Coordination	$67,363	$12,432	$1,423	$0	$81,218
Totals	$67,363	$12,432	$1,423	$0	$81,218
4. Data Development					
4.1 Research & Analysis Program	$10,986	$2,584	$296	$0	$13,866
4.2 Data collection/analysis for Title 6 & EJ	$1,500	$500	$57	$0	$2,057
Totals	$12,486	$3,084	$353	$0	$15,923
5. Transit - JOCO					
5.1 Grants Pass to Medford Transit Line Passenger Survey	$0	$15,000	$1,717	$0	$16,717
Totals	$0	$15,000	$1,717	$0	$16,717
Totals	**$170,849**	**$56,146**	**$6,426**	**$8,145**	**$241,566**

(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: $153,303; ODOT Match: $17,546; Total $170,849 for FY 2016.

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2016 allocation consists of 89.73% federal ($49,630) and a required 10.27% local share ($5,680) provided by in-kind in lieu of cash match. Carryover of $6,516 and 10.27% local share ($745) from FY 2014 included in budget for Task 5.

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

4) 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.***

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Exhibit A: MRMPO Transportation Planning Area

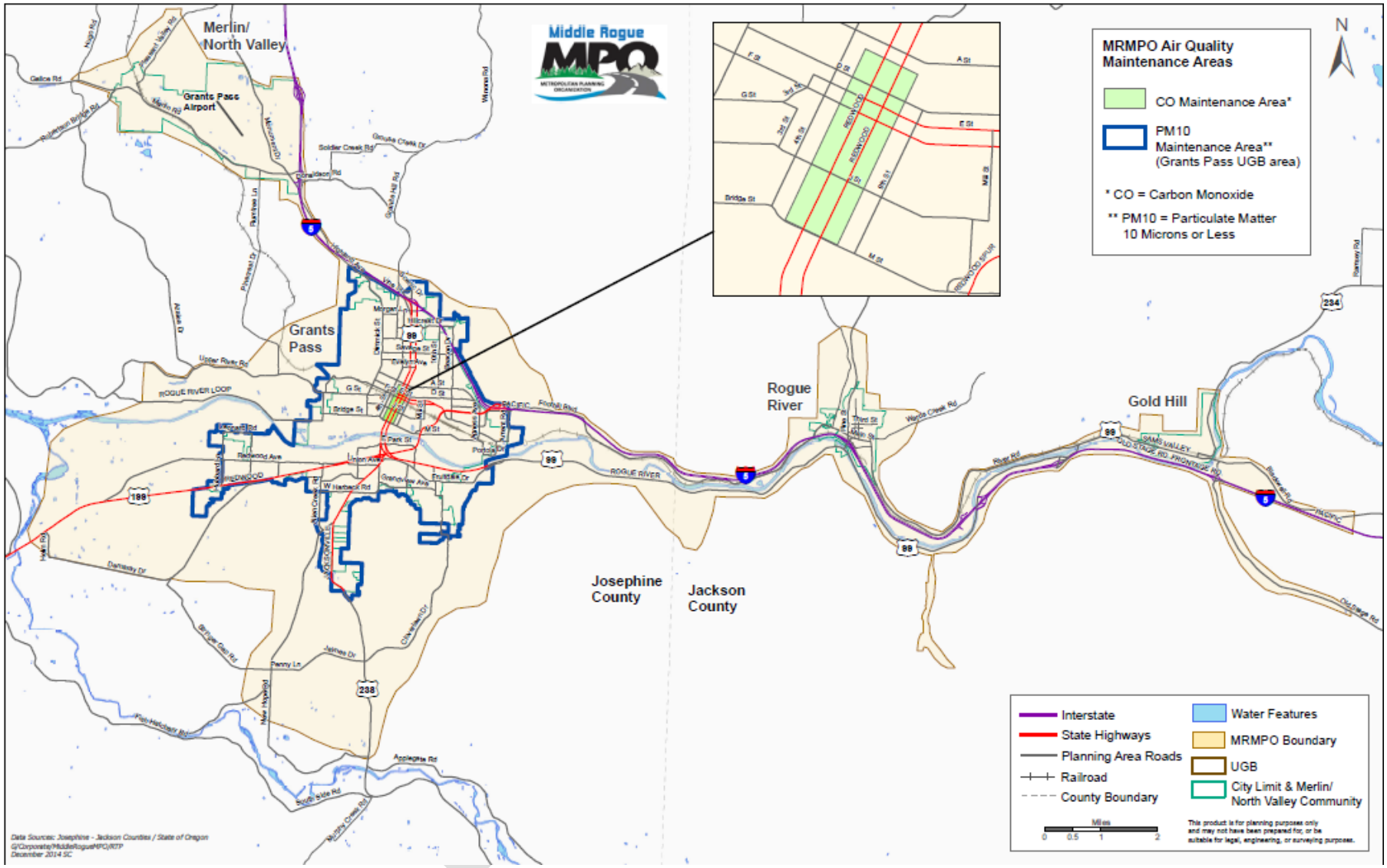

Exhibit B: MRMPO Designation Resolution

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 2015

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.

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B. Agreements between the State and MRMPO include:

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

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

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

1. *Cooperative Metropolitan Planning Process*

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

The metropolitan planning process includes:

1. Development and maintenance of the Regional Transportation Plan (RTP)
2. Development and Maintenance of a Transportation Improvement Program (TIP)
3. Performance of regional air quality conformity analyses for carbon monoxide (CO) and particulate matter (PM_{10})
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 2015 - 2016 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 FY2015- 2016. A brief summary is included in the draft UPWP under Local Transportation Issues for Fiscal Year 2016. Major MRMPO activities for FY 2015-2016 include:

1. Adopting the 2015-2018 Metropolitan Transportation Improvement Program
2. Adopting the 2040 Regional Transportation Plan
3. Integrated Land Use and Transportation Planning
4. Data collection/analysis for addressing future travel demand, transit demand, land use and Title VI/Environmental Justice.

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5. Citizens guide to transportation planning
6. Adoption of Limited Maintenance Plans
7. Jurisdiction planning assistance
8. Transit passenger survey

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. MAP-21 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 MAP-21 through its projects and policies. Subsequent USDOT rulemaking to implement MAP-21 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.mrmpo.org)

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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 FY2016. 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 RVCOG (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.

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

1. *Regional Air Quality Status*

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

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 interim 2015 MTIP project list.

2. *Conformity status of RTP and MTIP*

The MRMPO is scheduled to adopt the 2015–2040 Regional Transportation Plan and 2015-18 TIP in March 2016. The associated air quality conformity determination for both documents will be adopted by the Policy Committee at the same time. USDOT will issue a conformity determination.

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Resolution 2015 - 2

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 MAP-21 (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 May, 2015.

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Darin Fowler
MRMPO Policy Committee Chair

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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

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PART III—ODOT Planning Projects

The projects listed below will be worked by ODOT in FY2016. 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)	Fall 2014	Summer 2016
Local Street Network Plan for the City of Gold Hill	Local Street Network Plan	$100,000	State Planning & Research (Federal)	Summer 2015	Summer 2016
Transportation System Plan update for the City of Rogue River	TSP Update	$150,000	State Planning & Research (Federal)	Summer 2015	Winter 2016
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 2015	Summer 2016
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 2015	Summer 2016

*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.

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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.
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 21st 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.

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$PM_{2.5}$:	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

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