



MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION

UNIFIED PLANNING WORK PROGRAM

2021-2022

Month, 2021

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 2021-0X

**Middle Rogue Metropolitan Planning Organization - Policy Committee
Adoption of the FY 2021-22 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 2021-22 in **April** of 2021.

Whereas, the MRMPO held a 30-day public comment period and public hearing to secure input and comment on the adoption of the FY 2021-22 UPWP.

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

That the MRMPO Policy Committee has reviewed and accepted the recommendations of MPO Staff and the Technical Advisory Committee; and

That, with the adoption of this resolution, the MRMPO Policy Committee formally adopts the 2020-2021 Unified Planning Work Program on this the **21st day of May** 2021.

Valerie Lovelace
MRMPO Policy Committee Chair

**Middle Rogue
Metropolitan Planning
Organization**

Policy Committee

Barry Eames	City of Grants Pass
Dan DeYoung	Josephine County
Mike Baker	ODOT
Pete Newport	City of Gold Hill
Rick Dyer	Jackson County
Rick Riker	City of Grants Pass
Ryan Hess	City of Rogue River
Robert Brandes	Josephine County
Valerie Lovelace	City of Grants Pass

**Technical Advisory
Committee**

John Vial	Jackson County
Wade Elliott	City of Grants Pass
Neil Burgess	Josephine County
Dan Roberts	ODOT
Ian Horlacher	ODOT
Michael Bollweg	City of Rogue River
Josh LeBombard	DLCD
Scott Chancey	Josephine Community Transit
Dick Converse	City of Gold Hill
Jason Canady	City of Grants Pass

Non-voting Members:

FHWA	Jasmine Harris
MRMPO (staff)	Karl Welzenbach

**Citizens Advisory
Committee**

David West	City of Grants Pass
Judy Garrett	City of Grants Pass
Fred Saunders	Josephine County
Lesley Orr	Ative Transportation
Trent Carpenter	Freight
David Leverenz	Mass Transit

Adopted by the MRMPO Policy Committee

May 21, 2021

Grants Pass, OR

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

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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, includes 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 storm-water impacts of surface transportation; and
11. Enhance travel and tourism.

Pursuant to federal, state and local guidance, the Middle Rogue Metropolitan Planning Organization's (MRMPO) 2021-22 UPWP identifies all transportation and related planning activities that will be undertaken by the MRMPO during the project year from July 1, 2021, to June 30, 2022. 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); and
4. Promote the wise use of public resources through sound decision-making and interagency coordination.

2021-2022 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 2022¹ 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, 2021 is numbered FY 2022. The MRMPO fiscal year is the same. The

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, represent 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 carry-over funds as well as other sources. Part III covers ODOT planning projects within the MRMPO planning area that the agency expects to occur during the fiscal year.

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. Another area of particular interest for the RVCOG and its Transportation Planning Program in the two-county area includes 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, Exhibit 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 Transportation Improvement Program (TIP).

federal fiscal year 2022 begins October 1, 2021 and runs through September 30, 2022.

- Coordinate transportation decisions among local jurisdictions, state agencies, and area transit operators.
- Develop an annual work program (UPWP).

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.

In 2019 the Policy Committee of the MRMPO decided to create a Citizens Advisory Committee for which it is currently and actively seeking members of the public to participate on. Although not fully appointed the CAC currently has a membership of __citizens representing Grants Pass and Josephine County.

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 also 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 # 32750](#), ODOT/MPO/Transit Operator Agreement for Financial Plans and Obligated Project Lists between MRMPO, Josephine County and Josephine Community Transit executed on May 17, 2018 and defines 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 2021-22

Top priorities include maintaining and amending, as necessary, the 2021-24 Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD). MRMPO will track rulemaking and other developments relating to the FAST Act.

Specific major work products include:

- Update Environmental Justice Plan and Title VI Plan
- Maintain 2021-24 Transportation Improvement Program
- Maintain update to Regional Transportation Plan
- Data collection/analysis for addressing future travel demand, transit demand, land use and Title VI/Environmental Justice.
- Jurisdictional planning assistance
- RVACT coordination
- Ongoing coordination with Josephine County Transit

Status of Core MRMPO Planning Documents

The table below lists the core work products of the MRMPO, the adoption date, planning horizon and the time when the next update is due. Generally, ODOT updates the STIP every two years and has set the next update by 2022.

Table of Core Documents

Item	Date Adopted	Time Span	Update Due
2015-2040 Regional Transportation Plan	March 30, 2020	Four Years	March 2024
Air Quality Conformity Determination	October, 2020	Four Years	March 2024
2020-2021 Unified Planning Work Program	May, 2020	One Year	May, 2021
2021-24 TIP	July, 2020	Two Years	March 2022
Annual Self-Certification	July, 2020	Two Years	July, 2022
MRMPO Public Participation Plan	July 2018	Two Years	July 2021
MRMPO Title VI / EJ Plan	July 2018	Two Years	July 2021

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 2020-2045 RTP was adopted by the Policy Committee on March 30, 2020. The Air Quality Conformity Determination was adopted in July of 2020 and approved in October later that same year.

The RTP is amended to include new projects, reflect changes in project funding and other reasons as considered appropriate by the Policy Committee. It can be updated provided the MRMPO conducts public outreach on the amendment, advertising a 21-day public comment period and the Policy Committee conducts a public hearing and votes to approve the change. The RTP must maintain conformity with the state and federal air quality conformity requirements, including the State Implementation Plans for carbon monoxide in the Grants Pass area and particulates (10 microns and smaller) in the entire planning area. The 2020-45 RTP conforms to both federal and state transportation requirements.

Summary of Projected Deliverables and Products in the 2021-22 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/Administration – 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
- Develop and implement a consultation practice for the Native American Tribes impacted by the MRMPO.
- Organize files and library materials, including records of monthly Policy Committee, the Technical Advisory Committee, and the Citizens Advisory Committee meetings
- Semi-annual activity reports
- UPWP updates and draft and final 2022-23 document
- Self-Certification

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
- Maintain for 2021-2024 TIP, including participating in statewide STIP/TIP coordinators meetings.
- Provide technical and planning assistance to and coordination with local jurisdictions and agencies
- Staying up to date on changing conformity rules and related air quality concerns.
- Implementation of Federal Performance measures and other coordination efforts with our state and federal partners as needed

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

- Maintain the most recent update to the Regional Transportation Plan
- Ongoing 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
- 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 coordination with Josephine Community Transit (JCT).

Summary of Projected FY 2021-22 Funding Allocation

Funding for MRMPO Planning

The MRMPO’s planning program (not including the \$219,000 in planning initiatives being undertaken by ODOT Region 3) is funded by federal, state, local match and dues and is expected to total \$349,595. 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.

Below in Figure 1 shows the percentage each funding source makes up of the total available funding for FY 2021-22.

Figure 1: MRMPO Funding, FY 2021-22

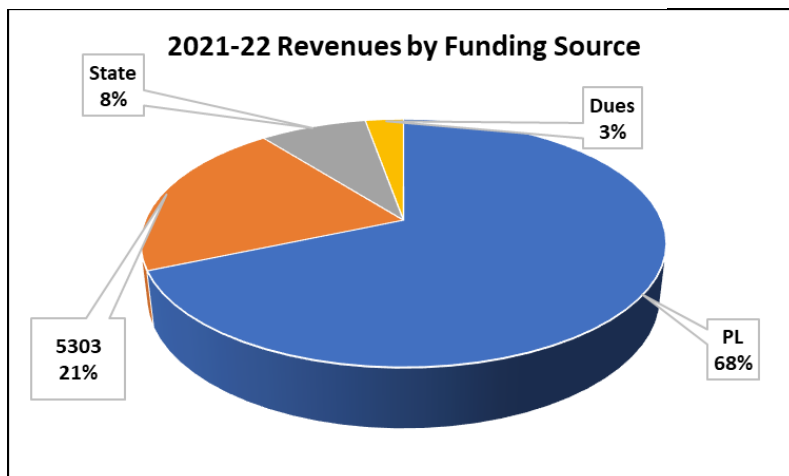


Figure 2: Allocation of Resources

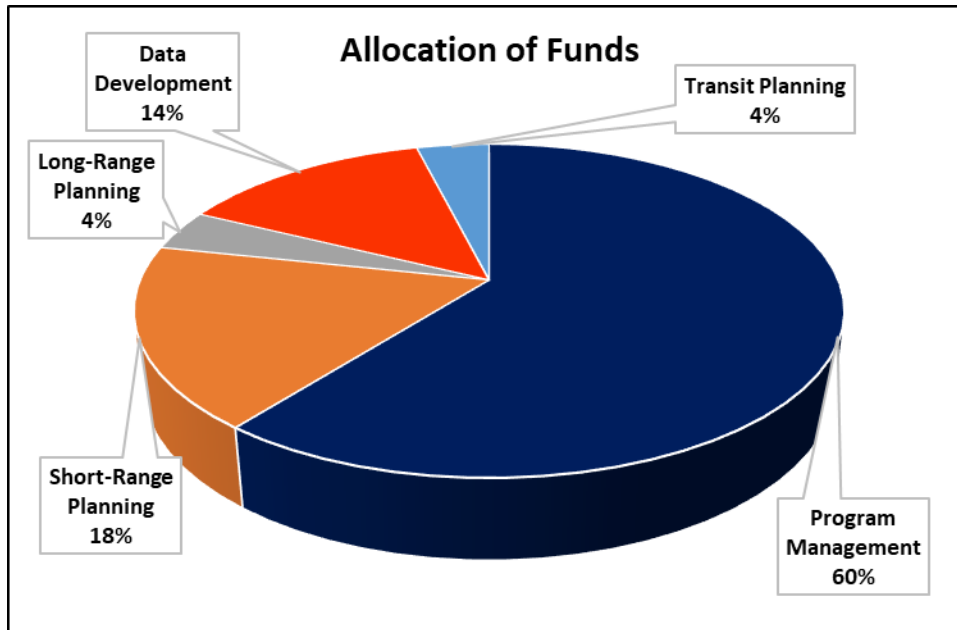


Figure 2, above, summarizes how anticipated resources will be allocated among the major tasks described above. MRMPO planning activities are anticipated to be funded with over \$349,595 in federal, state, in-kind match, and local funds. Program management, short-range planning and long-range planning 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 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. For this work program, federal sources provide about 89 percent of MRMPO funding. Local match for FTA funds has been provided for the MPO through in-kind services provided by member jurisdictions.

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. These plans were both updated in 2018.

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 2021-2024 TIP.

The next update of data related to environmental justice will be performed in 2021. Through this effort MRMPO expects to strengthen its 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	Program Management/Administration
Total Task Budget	\$ 212,053
FHWA	\$ 142,102
State Match	\$ 16,264
FTA 5303	\$ 43,019
In-kind	\$ 985
Dues	\$ 9,683

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 (i) 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)

Sub-Task Title	1.1 Office and Personnel Management
Total Budget	\$ 170,791
FHWA	\$ 113,682
State Match	\$ 13,011
FTA 5303	\$ 34,416
In-kind	\$ -
Dues	\$ 9,683

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 Reports, and Monitoring Materials, Grant Matching Funds, 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) **Training and Conferences**

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

Timeframe: Ongoing July – June

Lead Agency: RVCOG

e) **Meeting Preparation**

Deliverables: Meeting materials, Policy Committee, TAC

Timeframe: Ongoing July – June

Lead Agency: RVCOG

f) **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

g) 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

h) Records Management

Deliverables:

- Organized hard files
- Organized computer files
- Organized library materials
- Website Maintenance

Timeframe: Ongoing July – June

Lead Agency: RVCOG

i) 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 \$9,603 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

Sub-Task Title	1.2 UPWP Development
Total Budget	\$ 26,851
FHWA	\$ 18,947
State Match	\$ 2,169
FTA 5303	\$ 5,736
In-kind	\$ 657
Dues	\$ -

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. 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 the semi-annual reporting process.

Deliverables associated with this subtask include an adopted UPWP and 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) Semi-Annual and Annual Reports

Deliverables: Semi-annual and annual reports, quarterly meeting with USDOT and ODOT (as needed)

Timeframe: Every 6 months

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: 2021-22 UPWP document

Timeframe: Draft in February; Adoption by April

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

Sub-Task Title	1.3 Public Involvement
Total Budget	\$ 13,426
FHWA	\$ 9,473
State Match	\$ 1,084
FTA 5303	\$ 2,868
In-kind	\$ 328
Dues	\$ -

1.

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 updated its Public Participation Plan in FY 2019.

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 2019, the MRMPO updated a *Public Participation Plan*. Under this plan, the MRMPO seeks to increase opportunities for all segments of the community, including low-income, minority and disabled citizens, to participate in the metropolitan planning process. Implementation includes efforts to develop new visualization techniques for TIP project selection including greater use of photographs in discussion of site locations and conditions, and posting on the web all applications and descriptive materials, and evaluation criteria and procedures. All applicants for MRMPO discretionary funds are asked to make presentations with visuals to the MRMPO’s committees. Presentation materials are posted on the MRMPO website. In FY 2016, the MRMPO developed a virtual open house for the public along with an interactive project map. This use of the web represents an investment in expanded public involvement that will continue in FY2020. 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) **Development and Implementation of Consultation Practice for Native American Tribes possibly impacted by the MRMPO**

Federal regulations require that recipients of federal funds must develop and implement a consultation practice to attempt to involve the relevant native American tribes that might be impacted by the plans and activities of the MRMPO.

Deliverables:

- Consultation Practice for the Native American Tribes.

Timeframe: Ongoing July to June

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

TASK 2	Short Term Planning	
Total Task Budget	\$	61,893
FHWA	\$	42,631
State Match	\$	4,879
FTA 5303	\$	12,906
In-kind	\$	1,477
Dues	\$	-

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

Sub-Task Title	2.1 TIP	
Total Budget	\$	6,877
FHWA	\$	4,737
State Match	\$	542
FTA 5303	\$	1,434
In-kind	\$	164
Dues	\$	-

Maintenance of the 2021-24 TIP is the main element in this. Also, staff will develop and publish the Annual Listing of Obligated Projects. MRMPO coordinates with member jurisdictions and state and federal agencies to keep the program current and develop the annual obligations report. TIP amendments generally are initiated by sponsoring agencies. Amendments are reviewed by the public and the TAC. The TAC forwards recommendations to the Policy Committee, which is responsible for approving the TIP and any changes to it (beyond minor, “administrative modifications,” which the MRMPO TIP manager is authorized to make under 23 CFR 450 to address project changes such as phase costs and minor shifts in fund sources). All amendments are forwarded to the ODOT STIP coordinator. MRMPO coordinates the amendment process so member jurisdictions will be aware of the progress of projects. Example of instances that trigger the amendment process include re-scheduling CMAQ and STBG projects, Federal Transit Administration fund changes, and project costs or other scheduling changes.

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

Deliverables:

- Annual Listing and Status of Federally-funded projects
- TIP and Amendments - Ongoing July – June
- Obligated Funds Report – December 2020

Timeframe: Ongoing July – June

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

Sub-Task Title	2.2 Air Quality
Total Budget	\$ 6,877
FHWA	\$ 4,737
State Match	\$ 542
FTA 5303	\$ 1,434
In-kind	\$ 164
Dues	\$ -

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

A 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 Carbon Monoxide (CO) emissions budget for Grants Pass on-road source emissions. On September 28, 2015, the Environmental Protection Agency (EPA) approved PM₁₀ and 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 USDOT 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) TIP / RTP Conformity Document

Deliverables: Air Quality Conformity Determination documents acceptable to USDOT.

Timeframe: December through June

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

b) Interagency Consultation

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

Timeframe: July - June as needed

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

Sub-Task Title	2.3 Local Jurisdiction Coordination	
Total Budget	\$	27,508
FHWA	\$	18,947
State Match	\$	2,169
FTA 5303	\$	5,736
In-kind	\$	657
Dues	\$	-

In an effort to provide and ensure a continuing, cooperative and comprehensive planning process resulting in plans that are consistent with other transportation planning activities in the Middle Rogue MPO planning area. MRMPO staff will provide technical assistance to member jurisdictions as requested by supplying data, participating in committees, providing GIS services, and helping the agencies in their efforts to be consistent with the RTP.

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

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

Timeframe: Ongoing July – June

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

Sub-Task Title	2.4 STBG & CMAQ	
Total Budget	\$	6,877
FHWA	\$	4,737
State Match	\$	542
FTA 5303	\$	1,434
In-kind	\$	164
Dues	\$	-

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

Also, funds programmed in the current TIP will be monitored. MRMPO coordinates with ODOT to track fund balances. Subsequent changes to projects through FY 2020 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 MRMPO will continue to work with ODOT to ensure CMAQ project eligibility and also ensure the completion of USDOT CMAQ annual reports which require a description of the qualitative and quantitative benefits of CMAQ projects.

Deliverables:

- Administration of STBG and CMAQ funds

Timeframe: Ongoing July - June

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

Sub-Task Title	2.5 Fed. Coord. And Performance Measures
Total Budget	\$ 13,754
FHWA	\$ 9,473
State Match	\$ 1,084
FTA 5303	\$ 2,868
In-kind	\$ 328
Dues	\$ -

Subtask consists of implementing Federal Performance Measures as they come online. This effort will require coordination with our state and federal partners. Part of these efforts will be undertaken under subtask 2.4 as we review and revise our project selection criteria. This subtask is aimed at tracking ongoing legislation and its possible impacts on MPO operations.

Deliverables:

- Implementation of Federal Performance Measures.
- Updating and maintaining necessary data bases and reports.

Timeframe: Ongoing July - June

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

TASK 3	Long Range Planning
Total Task Budget	\$ 13,754
FHWA	\$ 9,473
State Match	\$ 1,084
FTA 5303	\$ 2,868
In-kind	\$ 328
Dues	\$ -

Description: The MRMPO adopted the 2020 – 2045 RTP on **March 17, 2016** to conform to federal transportation planning requirements as set forth in The FAST Act, the Oregon Transportation Plan, Oregon Highway Plan, and other statewide modal plans, and the Oregon Transportation Planning Rule for urbanized metropolitan planning organizations. Additionally, MRMPO will continue participating in committees, conducting research and other work to be ready to comply with anticipated state and/or federal requirements for long-range performance measures and greenhouse gas emission reductions. More details pertaining to public participation efforts in the next RTP update, safety planning and transit needs are discussed in the relevant subtasks below.

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

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

Sub-Task Title	3.1 ITS
Total Budget	\$ 3,438
FHWA	\$ 2,368
State Match	\$ 271
FTA 5303	\$ 717
In-kind	\$ 82
Dues	\$ -

The Rogue Valley Regional ITS Plan for the MRMPO and the RVMPO was completed in April 2017. This goal of this Subtask 3.1 is to complete the different tasks associated with work plan for the project. This will be a stand-alone plan and referenced in the RTP. The MPO will prioritize projects identified in the ITS Plan to be included in the TIP and RTP during update cycles or as needed per the amendment process.

Deliverables: *Updating as necessary ITS work plan tasks*

Timeframe: *Ongoing July - June*

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

Sub-Task Title	3.2 RTP Maintenance
Total Budget	\$ 10,315
FHWA	\$ 7,105
State Match	\$ 813
FTA 5303	\$ 2,151
In-kind	\$ 246
Dues	\$ -

The Regional Transportation Plan (RTP) for the Middle Rogue Metropolitan Planning Organization is anticipated was adopted in March 2016. While maintaining the existing plan it is also time to begin the development of the Update which is to be adopted in calendar year 2020.

Deliverables:

- RTP Amendments as needed
- Continue to maintain the 2020-2045 RTP

Timeframe: Ongoing July - June
Lead Agency: RVCOG; *Supporting Agencies:* MRMPO member jurisdictions

TASK 4 Data Collection and Analysis

Total Task Budget	\$ 48,139
FHWA	\$ 33,157
State Match	\$ 3,795
FTA 5303	\$ 10,038
In-kind	\$ 1,149
Dues	\$ -

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. This task will also support data collection for an update of Environmental Justice and Title VI Plan in FY 2021.

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.

Sub-Task Title	4.1 Research & Analysis
Total Budget	\$ 24,069
FHWA	\$ 16,579
State Match	\$ 1,897
FTA 5303	\$ 5,019
In-kind	\$ 574
Dues	\$ -

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 2020, MRMPO staff wrapped up work with TPAU on the development and implementation of the Activity Based Model. Model maintenance will continue.

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.
 - Local jurisdictional Transportation System Plan.

- 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

Sub-Task Title	4.2 Title VI/EJ&E
Total Budget	\$ 24,069
FHWA	\$ 16,579
State Match	\$ 1,897
FTA 5303	\$ 5,019
In-kind	\$ 574
Dues	\$ -

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. In FY2019, this task supported an update to the MRMPO’s Title VI-Environmental Justice Plan.

This task also maintains the Title VI requirements such as; environmental justice reporting and

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

Deliverables:

- MRMPO Title VI & EJ yearly report;
- Update data for the Title VI & EJ plan;
- Plan implementation including maintaining data base of contacts and sources;
- Title VI officer training; and
- Develop GIS maps of distribution of underserved populations.

Timeframe: Ongoing July - June

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

TASK 5	Transit Planning
Total Task Budget	\$ 13,754
FHWA	\$ 9,473
State Match	\$ 1,084
FTA 5303	\$ 2,868
In-kind	\$ 328
Dues	\$ -

Description: Josephine Community Transit (JCT) is the transit provider within the MRMPO. The MPO staff will work with JCT staff to provide any assistance as needed.

Timeframe: July – June

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

Figure 3: Summary MRMPO FY2021-22 Budget–Transportation Planning Funds by Source and Activity

MRMPO DRAFT FY 2021-22 UPWP BUDGET

(260) Transportation Planning Funds by Source and Activity

	FHWA MPO Planning Funds (1)	PL State Match (1)	Total PL budget	FTA 5303 (2)	Local Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks								
1. Program Management (150)								
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin. (711)	\$ 113,682	\$ 13,011	\$ 126,693	\$ 34,416	\$ 3,939	\$ 9,683	\$ -	\$ 174,730
1.2 UPWP Development & UPWP Progress (712)	\$ 18,947	\$ 2,169	\$ 21,116	\$ 5,736	\$ 657	\$ -	\$ -	\$ 27,508
1.3 Public Education and Involvement Program (713)	\$ 9,473	\$ 1,084	\$ 10,558	\$ 2,868	\$ 328	\$ -	\$ -	\$ 13,754
Totals	\$ 142,102	\$ 16,264	\$ 158,366	\$ 43,019	\$ 4,924	\$ 9,683	\$ -	\$ 215,992
2. Short Range Planning (122)								
2.1 TIP Activities (701)	\$ 4,737	\$ 542	\$ 5,279	\$ 1,434	\$ 164	\$ -	\$ -	\$ 6,877
2.2 Air Quality Conformity (702)	\$ 4,737	\$ 542	\$ 5,279	\$ 1,434	\$ 164	\$ -	\$ -	\$ 6,877
2.3 Local Jurisdictional Coord. & Technical Assistance (723)	\$ 18,947	\$ 2,169	\$ 21,116	\$ 5,736	\$ 657	\$ -	\$ -	\$ 27,508
2.4 STBG & CMAQ Project Funds Management (704)	\$ 4,737	\$ 542	\$ 5,279	\$ 1,434	\$ 164	\$ -	\$ -	\$ 6,877
2.5 State and Federal Partner Coordination (725)	\$ 9,473	\$ 1,084	\$ 10,558	\$ 2,868	\$ 328	\$ -	\$ -	\$ 13,754
Totals	\$ 42,631	\$ 4,879	\$ 47,510	\$ 12,906	\$ 1,477	\$ -	\$ -	\$ 61,893
3. Long Range Planning (131)								
3.1 ITS Coordination (705)	\$ 2,368	\$ 271	\$ 2,639	\$ 717	\$ 82	\$ -	\$ -	\$ 3,438
3.2 RTP Maintenance/Development (707)	\$ 7,105	\$ 813	\$ 7,918	\$ 2,151	\$ 246	\$ -	\$ -	\$ 10,315
Totals	\$ 9,473	\$ 1,084	\$ 10,558	\$ 2,868	\$ 328	\$ -	\$ -	\$ 13,754
4. Data Development (137)								
4.1 Research & Analysis Program (709)	\$ 16,579	\$ 1,897	\$ 18,476	\$ 5,019	\$ 574	\$ -	\$ -	\$ 24,069
4.2 Data collection/analysis for Title 6 & EJ (710)	\$ 16,579	\$ 1,897	\$ 18,476	\$ 5,019	\$ 574	\$ -	\$ -	\$ 24,069
Totals	\$ 33,157	\$ 3,795	\$ 36,952	\$ 10,038	\$ 1,149	\$ -	\$ -	\$ 48,139
5. Transit - JOCO (160)								
5.1 Transit Planning Assistance (706)	\$ 9,473	\$ 1,084	\$ 10,558	\$ 2,868	\$ 328	\$ -	\$ -	\$ 13,754
ODOT Region 3 Planning Efforts							\$ 219,000	
TOTAL ALL FUND SOURCES	\$ 236,837	\$ 27,107	\$ 263,944	\$ 71,699	\$ 8,206	\$ 9,683	\$ 219,000	\$ 572,532

*These studies are being undertaken utilizing fund savings from previous fiscal years

(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: \$236,837; ODOT Match:\$27,107; for a Total of \$263,944 for Apportioned for FY 2021-22. (this includes carry over funds from previous years).

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2021-22 allocation equals \$71,699 (including carry-over from previous years) with a local match requirement of \$8,206.

(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 anticipated 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

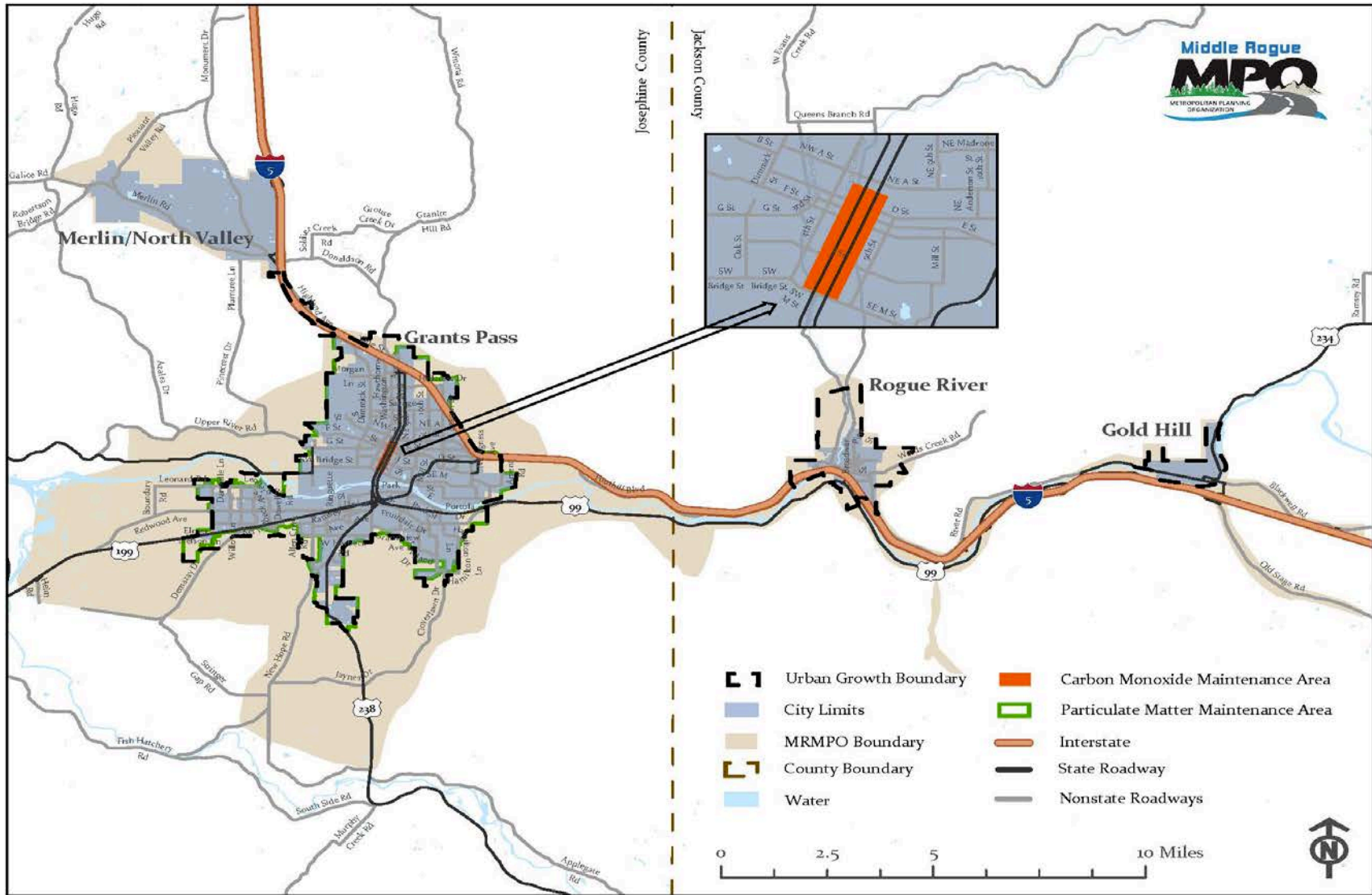


Exhibit B: MRMPO Designation Resolution

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

PART II -- RVCOG Transportation Functions

RVACT

Total Budget: \$17,000

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 7.1 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 FY2022. 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.*

*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>

Project	Description	Total Budget (Estimate)	Funding	Project Start (Estimated)	Project Finish (Estimated)
Transportation System Plan update for the City of Rogue River	TSP Update	\$19,000	State Planning & Research (Federal)	Winter 2016	Spring 2021
US-199: Dowell to Tussey	US-199 EA Preferred Alternative (Alt A) analysis and update.	\$200,000	State Planning & Research (Federal)	November 2020	December 2022

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
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
TIP:	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
OHAS:	Oregon Household Activity Survey
OHP	Oregon Highway Plan
OMPOC:	Oregon Metropolitan Planning Organization Consortium
ORS:	Oregon Revised Statutes.
OSTI:	Oregon Sustainable Transportation Initiative
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
SIP:	State Implementation Plan (refers to DEQ air quality plans)
SOV:	Single Occupancy Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STBG:	Surface Transportation Block Grant
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