



Public Participation Plan 2024

Originally adopted in 2014

Updated in 2018 & 2022

Update approved on June 20, 2024



MIDDLE ROGUE
METROPOLITAN PLANNING ORGANIZATION

Staffed by the
Rogue Valley Council of Governments
155 N 1st St, Central Point, OR 97502 | 541-664-6674 | rvcog.org

Public Participation Plan

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Middle Rogue Metropolitan Planning Organization

Policy Committee

Melia Biedscheid	City of Gold Hill
Valerie Lovelace	City of Grants Pass
Rick Riker	City of Grants Pass
Pam VanArsdale	City of Rogue River
Colleen Roberts	Jackson County
Eric Heesacker	Josephine County
Robert Brandes	Josephine County
Mike Baker	Oregon Department of Transportation

Technical Advisory Committee

Lily Morgan	City of Gold Hill
Shelly Stichter	City of Grants Pass
Wade Elliott	City of Grants Pass
Ryan Nolan	City of Rogue River
James Philp	Jackson County
Charles Bennett	Jackson County
Neil Burgess	Josephine County
Scott Chancey	Josephine Community Transit
Justin Shoemaker	Oregon Department of Transportation
Thomas Guevara Jr.	Oregon Department of Transportation
Ian Horlacher	Oregon Department of Transportation

TAC Ex-Officio Members

US Federal Highway Administration (FHWA)
Oregon Division US Federal Transit Administration (FTA)
Oregon Division of State Lands (DSL)
Oregon Department of Land Conservation and Development (DLCD)

Citizens Advisory Committee

Lesley Orr	Active Transportation
David West	City of Grants Pass
Judy Garrett	City of Grants Pass
Nancy Sue Stout	City of Grants Pass
Fred Saunders	Josephine County
Dick Converse	Josephine County

MRMPO Staff

Ryan MacLaren	Planning Program Director
Kelsey Sharp	Office Specialist
Yazeed Alrashid	Associate Transportation Planner
Dan Moore	Senior Transportation Planner
Jeff Stump	Associate Transportation Planner

Middle Rogue Metropolitan Planning Organization (MRMPO)

Rogue Valley Council of Governments

155 N. 1st Street

P.O. Box 3275

Central Point, OR 97502

Fax: 541-664-7927

www.mrmppo.org



Accommodation Information for People with Disabilities

To obtain the information in an alternative format such as large print or electronic formats, etc., please contact Kelsey Sharp at

ksharp@rvcog.org, (541) 423-1375, Rely users dial 7-1-1.

Resolution 2024-04

Middle Rogue Metropolitan Planning Organization - Policy Committee Adoption of the 2024 MRMPO Public Participation Plan

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

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

Whereas, the Middle Rogue Metropolitan Planning Organization Policy Committee developed a Public Participation Plan which provides for a proactive public participation process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing participation of the public in developing plans; and

Whereas, the Policy Committee oversees Transportation Planning Activities for the Middle Rogue Metropolitan Planning Organization; and

Whereas, the Middle Rogue Metropolitan Planning Organization Policy Committee did review and comment on the 2024 MRMPO Public Participation Plan in April of 2024; and

Whereas, the MRMPO held a 45-day public comment period and public hearing to secure input and comment on the adoption of the 2024 MRMPO Public Participation Plan.

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, the Technical Advisory Committee, and Citizens Advisory Committee; and

That, with the adoption of this resolution, the MRMPO Policy Committee formally adopts the 2024 Public Participation Plan on this the 20th day of June 2024.



Valerie Lovelace
MRMPO Policy Committee Chair

1) Introduction

It is a goal of the Middle Rogue Metropolitan Planning Organization (MRMPO), as the designated Metropolitan Planning Organization for the Grants Pass metropolitan area, to provide citizens and interested parties with reasonable opportunities to participate in the metropolitan transportation planning process. Beyond efforts to provide information to the public, this goal encompasses a wide range of strategies and activities to enable public involvement in a meaningful way in the MRMPO's decision-making process. Ultimately, efforts to bring more voices and wide-ranging interests to the table will yield better planning results.



The purpose of the Public Participation Plan is to provide all interested parties with reasonable opportunities to comment on the MRMPO's plans, programs, and projects. The policies and practices described in the Public Participation Plan recognize the need for robust public involvement at all stages of regional planning. This plan is intended to encourage, facilitate, and follow through on public comments, concerns, and suggestions by establishing procedures for providing full public access to information and decisions, timely public notices, and early and continuing public involvement in plan development.

The Public Participation Plan describes methods, strategies, and desired outcomes for public participation. It addresses outreach to a broadly defined audience of interested parties and is a facet of the MRMPO's role of providing the region with a continuing, cooperative, and collaborative transportation planning process.

A. Consistency with Federal Requirements

The current transportation authorization act, Infrastructure Investment and Jobs Act (IIJA), adopted in November 2021, requires MPOs to consult with several agencies, organizations, and interest groups in producing a Public Participation Plan.

The IIJA requires MPOs to develop a participation plan to involve interested parties, including citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties. In doing so, MPOs must hold public meetings at convenient and accessible locations and times and make public information available in electronically accessible formats. The resulting plan must support continued consultation by all interested parties in all aspects of the planning process.

To seek the participation of all interested parties in this plan update, the MRMPO held public meetings and distributed copies of the draft plan and information about the plan. People were informed of plan development by mail, it was advertised in regional newspapers, and the draft was placed on the MRMPO web site.

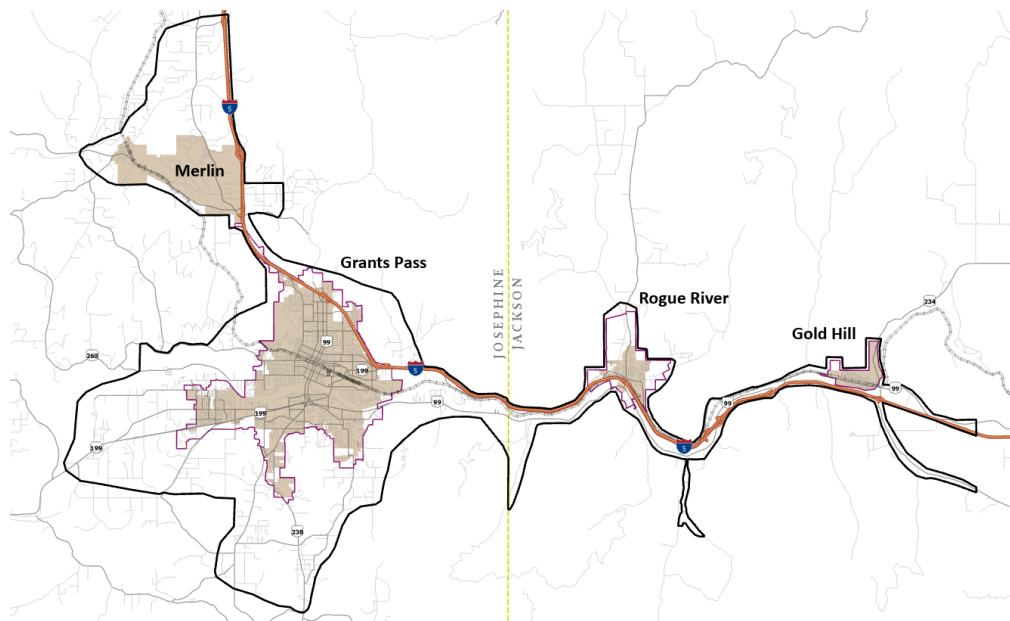
In addition to the transportation act, Title VI of the Civil Rights Act of 1964 and a succeeding 1994 Executive Order require the federal-aid recipients to consider impacts on minority and low-income populations and assure those populations' ability to participate in planning decisions. Plan goals address these federal requirements and the procedures included herein are consistent with those goals.

The draft plan was available for public review and comment by all agencies and interested parties for 45 days, from May 3, 2024, to June 20, 2024.

B. Establishment and the Role of the MRMPO

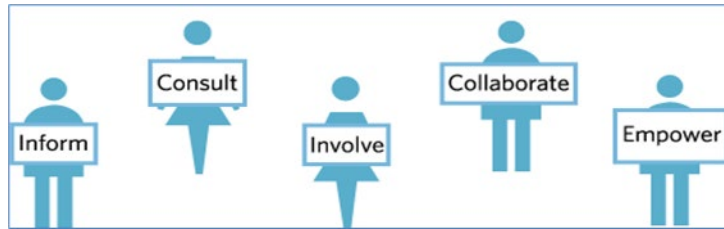
Federal law requires that metropolitan areas of at least 50,000 population form Metropolitan Planning Organizations (MPO) to be responsible for planning regionally significant transportation projects to assure that long-range, multimodal transportation system needs are met. Additionally, MPOs must show that transportation plans meet Clean Air Act requirements. Following the 2010 Census, the greater Grants Pass urbanized area was designated a Metropolitan Statistical Area (an urbanized area with a population exceeding 50,000). To fulfill the federal planning obligation, the governor designated the Rogue Valley Council of Governments (RVCOG) as the region's MPO on March 20, 2013. Subsequently, the RVCOG Board of Directors delegated responsibility for MRMPO policy functions to the MRMPO Policy Committee. RVCOG provides staff support for the MRMPO.

C. Middle Rogue MPO Planning Area



2) Plan Overview

The Public Participation Plan is an adopted document of the Middle Rogue Metropolitan Planning Organization. It provides the policy framework for the role of the public in MRMPO decision making and



it describes activities through which public concerns and suggestions are solicited, how responses are formulated, and how final work products reflect public sentiments.

The plan recognizes four key aspects of a meaningful public participation program that must be supported.

- **Inform** – The public must be provided with ample opportunities to learn about activities, issues, and upcoming decision making.
- **Understand** – The public must be given adequate, relevant, and understandable information about an issue, including competing values, technical underpinnings, applicable standards, and likely decision options.
- **Participate** – Project scheduling must allow adequate time for the public to learn about an issue and prepare responses that can be incorporated into the decision-making process at a time when such comments can influence outcomes.
- **Respond** – Subsequent planning steps must clearly demonstrate how public input influenced the final product or provide some other response to input received.

The plan also recognizes that for any single project or planning activity there are likely to be several points at which the key activities described in this plan will need to be initiated. For example, providing up-to-date information should be ongoing throughout a project, and opportunities should be provided to periodically update the public, regardless of their level of familiarity with the project.

The goals and policies contained in the plan ensure that the public is provided with opportunities to become informed, gain an understanding, and provide comment. The MRMPO intends for the public to have a say at all phases of metropolitan planning—from identifying needs to evaluating and selecting projects. Through the goals, procedures and tools discussed in the plan, the MRMPO intends to foster on-going, two-way communication between decision makers and the public so that decisions reflect and respond to public concerns, needs, and values.

Activities the MRMPO undertakes to foster public participation—some regularly scheduled activities, others special events that coincide with particular project milestones—are described in the plan section [*Public Role in Decision Making*](#). The section also describes the MRMPO’s decision-making authority and outlines its processes

and procedures. The organization's consistency with applicable regulations is also described, including its consistency with federal requirements for public participation contained in the IIJA.

The *Public Participation Tools* section describes various methods the MRMPO uses to engage the public, how various methods can be employed, and the outcomes that can be expected. Through the course of any single project, it is anticipated that more than one tool or activity will be used.

The *Public Participation Implementation Guidelines* describes how public participation tools and methodologies are used in the context of the MRMPO's key tasks and responsibilities. This section also provides a snapshot of the basic duties of the MPO in fulfilling regional transportation planning obligations.

A list of commonly used transportation terms and acronyms relating to the metropolitan planning process is in *Appendix A*.

This plan is intended to provide the public with basic information about MRMPO operations so that any interested parties can begin to consider how they may participate. Additionally, it is a tool for MRMPO staff and can be a resource for member jurisdictions. It sets basic standards and procedures for the MRMPO to assure that the public has opportunities to participate in metropolitan planning in a meaningful way. The plan describes numerous activities that may be undertaken to identify stakeholders, inform both the public and targeted audiences, and elicit comments and ideas from the community. It is not anticipated that all strategies would be effective in every situation. Nor is a single activity or strategy likely to foster sufficient public awareness and participation. Instead, this plan provides a menu of activities that can be combined to create a public involvement plan tailored to the scope and expectations of a plan, program, or project. It also sets expectations for public participation in key MRMPO activities.

3) Goals and Objectives

To meet the federal standards continued under the IIJA and improve transportation planning, the MRMPO set the following goals and policies for public participation.

Goal 1: Opportunities shall be created for all segments of the public to be informed and knowledgeable about issues under consideration by the MRMPO. Reasonable access to complete information about transportation planning issues and events will be provided.



Policy 1: An MRMPO website will be maintained containing information on: schedules and agendas for upcoming meetings; various updates and news topics; plan, program, and study documents; and project applications and selection processes. Descriptions of programs, contact information and links to other organization websites will also be available. E-mail will be utilized and encouraged to allow comments on transportation planning related matters, including plan, program, and project development. The MRMPO website address will be included in printed materials.

Policy 2: All MRMPO plans and documents shall be made available for the public to review at the RVCOG office and on the MRMPO website (www.mrmppo.org). Copies of the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and other MRMPO Plans shall be distributed to all public libraries. Copies of draft documents for public review and comment shall be provided to planning partners to allow public review of those documents at their offices.

Policy 3: A Citizen's Guide to Transportation Planning shall be created and periodically updated as a resource to the public. The Public Participation Plan outlines what strategies will be used by the MRMPO to increase public participation, while the Citizen's Guide provides an overview of the region's transportation policies and strategies for becoming involved in the planning process.

Policy 4: The MPO has a public involvement brochure (see Appendix I) designed to introduce the regional transportation planning process and specify how citizens can better participate in decision making. It can be sent to interested parties, included in information packets and placed in public areas. Contact information will be included, and the brochure will provide a postage-paid comment card to solicit ideas, comments, and additions to the mailing list.

Policy 5: The MRMPO will distribute project specific progress reports on significant MPO projects. Progress reports will aid in keeping those citizens that have shown an interest involved.

Policy 6: The MRMPO will publish summaries of several important documents, including the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and Air Quality Conformity Determination (AQCD). These summaries will be short and will be presented in a non-technical way to make them more easily understood by the public.

Policy 7: The MRMPO will work with local media on an ongoing basis to ensure proactive coverage of transportation planning activities. Press releases may be issued on current projects and programs.

Policy 8: Whenever possible, MRMPO will go directly to interested groups instead of asking people to come to public offices. Staff shall be available to attend community meetings to discuss current planning initiatives and to provide an overview of the transportation planning process.

Policy 9: The MRMPO will employ visualization techniques to convey plans, issues, and concerns. These techniques may include maps, photographs, aerial photography, interactive tools, artist renderings and models to help analyze options, impacts and potential outcomes.

Policy 10: The MRMPO will incorporate equity measures in the transportation project evaluation process to assess how different communities are impacted by proposed changes and to prioritize projects that benefit underserved populations.

Goal 2: The public shall be provided timely notice on all transportation issues and processes.

Policy 1: Advance notification will depend on the project and its timeline, but at least 30 days of notice will be given. The project work plan, with specific dates and timelines, will be published and sent to affected groups and interested citizens. Public notification will continue throughout the process, with emphasis on periods when input can have the greatest impact. The MRMPO will provide adequate time for public review of draft documents prior to opportunities for comment or testimony. The length of comment period and review periods will vary based on the nature of the plan or program, but major plans or projects such as the RTP, TIP, UPWP, and Air Quality Conformity will have at least a 30-day comment period, with amendments to these documents having at least a 21-day comment period.

Policy 2: Notice and agendas of all meetings of the MRMPO committees shall be made available on the website at least six days before they occur. Notifications will be easy to understand and provide adequate information or

indicate how additional information can be obtained. Accommodation will be made for those individuals with disabilities upon request.

Policy 3: To the extent possible, notifications of citizen involvement opportunities will contain the following information: the purpose of a meeting or event, location, and time, as well as information on public transit and a phone number where additional information can be obtained. The format for citizen involvement and the timeline for public comment on the project will also be included.

Goal 3: Provide the public with opportunities to participate in the transportation planning process.

Policy 1: The MRMPO will provide frequent opportunities for the public, interest groups, providers of transportation and others to participate in the transportation planning process, especially in the early stages of plan and project development, when such comment can have the greatest effect.

Policy 2: The MRMPO shall conduct public hearings prior to the adoption of each of the transportation plans and programs for which it is responsible and shall hold public forums and public meetings related to transportation planning initiatives and projects at appropriate times in the planning process. Whenever practicable, the MRMPO will work to improve the format of public meetings and hearings to better facilitate the public involvement process. An agenda item will be included in regularly scheduled MRMPO meetings to allow an opportunity for public comment.

Policy 3: The MRMPO will schedule meetings to allow the greatest opportunity for attendance by the public and interested groups, including evening, lunch, or weekend meetings when necessary.

Policy 4: Planning initiatives shall be reviewed to determine the appropriate public involvement techniques, outreach activities and communication strategies. These tools will be tailored to the affected groups and interested residents whenever possible.

Policy 5: Residents and other interested parties who have expressed interest in a particular topic, such as bicycle and pedestrian issues, shall be included in the planning process. Task forces shall be convened at appropriate times in the planning process.

Policy 6: Scientific surveys shall be conducted at appropriate times to produce statistically valid results identifying the desires of the region. This will be considered a tool that could be used to determine the preferred outcome of a plan or project and used accordingly.

Policy 7: To increase the participation of citizens and organizations in the transportation planning process, the MRMPO will maintain a contact

spreadsheet that can serve as a mailing list for the newsletter and other digital and paper mailings. Entries in this spreadsheet will include the names of those requesting copies of draft documents, submitting comments, and attending public hearings. Citizens requesting placement on this contact list will also be added. At the conclusion of the review and comment period for a planning project, individuals in this spreadsheet can review the determination on an action and a summary of all public comments received and staff responses on the MRMPO website. The MRMPO will attempt to verify ongoing interest by allowing participants an opportunity to remove their names from the contact list. The request can be made by return mail, telephone, or email.

Policy 8: The MRMPO shall continually work to identify new stakeholders interested in or affected by the transportation planning process. In accordance with the IIA, stakeholders shall include “citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, affordable housing advocacy organizations and agencies, and other interested parties.”

Policy 10: The MRMPO staff and committees will consider public input, which may result in revisions to draft plans and programs, as an integral part of the planning process. Every attempt will be made to respond to public comments in a timely manner. Oral comments will be recorded at public meetings, and forms for written comments may be provided at all public meetings along with staff contact information. The public will also have an opportunity to comment during public meetings of the Policy Committee before any final action, as well as via email prior to the meeting. A link on the website will be provided for public comments.

Policy 11: A public involvement program may be prepared for each major transportation plan or project. Essential points in the plan will be identified and a proposed public involvement schedule will be shown. Major stakeholders for the plan will be identified and will be included in the public involvement process. Public involvement procedures for individual plans should follow the guidelines in this Public Participation Plan. The Technical Advisory Committee and Citizens Advisory Committee will review and provide comments on all public involvement plans before their approval by the Policy Committee.

Goal 4: Identify and involve traditionally underserved communities, including communities of minority, low-income or elderly populations, in the transportation planning process.

Policy 1: The MRMPO will work to identify traditionally underserved populations within the region, including minority, low income, and senior

citizen populations. Outreach activities will be developed to involve stakeholders from these communities in the transportation planning process.

Policy 2: Meeting sites will be selected which are more easily accessible to traditionally underserved communities. Meeting announcements will be made on the website.

Policy 3: Assistance shall be provided upon request, and with 48-hour notice, to the hearing and visually impaired, those not fluent in English, the transportation disadvantaged or others requiring special assistance at all MPO meetings, hearings, and workshops. Public notices of these events shall notify the public of this opportunity. Meetings shall be held in ADA-compliant venues.

Policy 4: Meeting locations served by transit or accessible by means other than the automobile will be chosen whenever possible.

Goal 5: Public comments and concerns shall be considered as projects and plans are developed.

Policy 1: The MRMPO will gather and record public comments, making comments part of the permanent record for MPO projects and plans.

Policy 2: A summary analysis or report on comments received and their disposition will be made a part of all Regional Transportation Plans and Transportation Improvement Programs.

Policy 3: In instances when a final version of a Regional Transportation Plan or Transportation Improvement Program differs significantly from the draft version that was subject to public review, another opportunity for public comment will be provided.

Policy 4: Summaries of responses to comments and any changes made as a result will be prepared and distributed at subsequent committee or public meetings and will be available on the MPO website. Articles featuring summarized comments may appear in the MRMPO transportation planning newsletters or on the website.

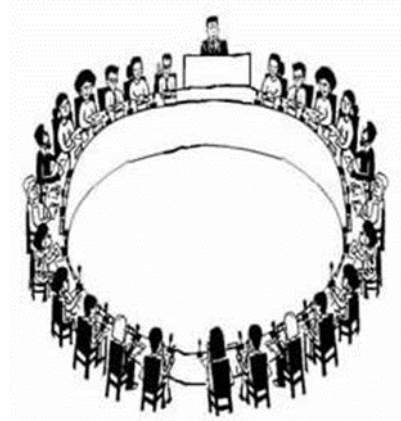
4) Public Role in Decision Making

A. MRMPO Decision-Making Authority

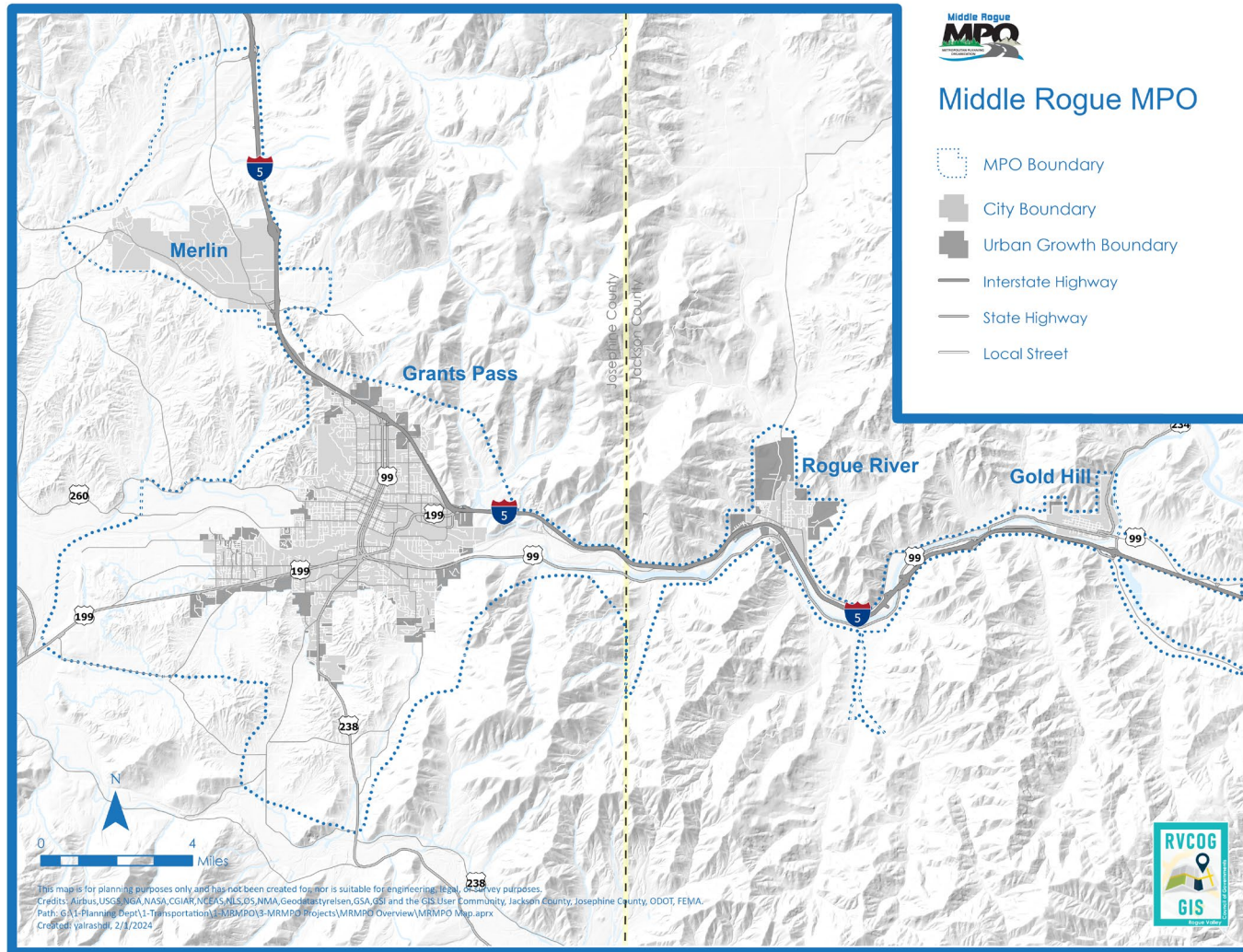
In addition to the local government members, the Oregon Department of Environmental Quality, Oregon Department of Transportation, Oregon Department of Land Conservation and Development, Federal Highway Administration, and Federal Transit Administration also participate in the MPO process.

Federal and state transportation planning requirements of the MRMPO can generally be summarized as follows:

- Develop and maintain a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) consistent with state and federal planning requirements.
- Perform regional air quality conformity analyses for carbon monoxide (CO), for
- On December 26, 2023, the MRMPO achieved air quality attainment status. The region's air quality meets or is below the specified levels for all relevant pollutants (CO and PM₁₀) as defined by the National Ambient Air Quality Standards (NAAQS). Regional air quality conformity analyses are no longer required.
- Review specific transportation and development proposals for consistency with the RTP.
- Coordinate transportation decisions among local jurisdictions, state agencies and area transit operators.
- Develop an annual work program.



Map 1.1: MRMPO Area Map



B. MRMPO Structure and Process

The Policy Committee considers recommendations from the public and from the MRMPO sponsored advisory committees as part of its decision-making process. The organization maintains a Technical Advisory Committee (TAC), made up of jurisdictional public works and planning staff members, that meets regularly to review matters to be decided.

The MRMPO strives to improve its efforts for public outreach. The MRMPO created a new standing committee in 2020 – the Citizens Advisory Committee (CAC). This committee has three representatives from Grants Pass, one member each for the cities of Rogue River and Gold Hill, and Jackson County, and two members representing Josephine County. An additional member may be considered for each of the following interests: freight industry, mass transit, and active transportation. The CAC meets monthly and considers and advises on all aspects of the MPO’s activities.

Additionally, the MRMPO periodically organizes advisory committees and steering committees for specific projects and purposes. These committees often capitalize on particular knowledge or capability in the community. For example, in the neighboring RVMPO a Freight Advisory Committee consisting largely of local shippers and carriers was organized to provide review and advice for the Rogue Valley Freight Study.

All committees operate under bylaws, which were adopted after public hearings by the Policy Committee.

All MRMPO committee meetings are public and may be announced by way of news media notification, newspaper advertising, direct notice to stakeholders via mail and email, and web site postings. Material for all committee meetings is posted on the web site (www.mrmppo.org) at least 6 days in advance of the meeting, and time for public comment is reserved for all committee meetings.

The three standing committees maintain a regular meeting schedule, as noted in Table 1 below. **Meeting materials can be found on the MRMPO website.**

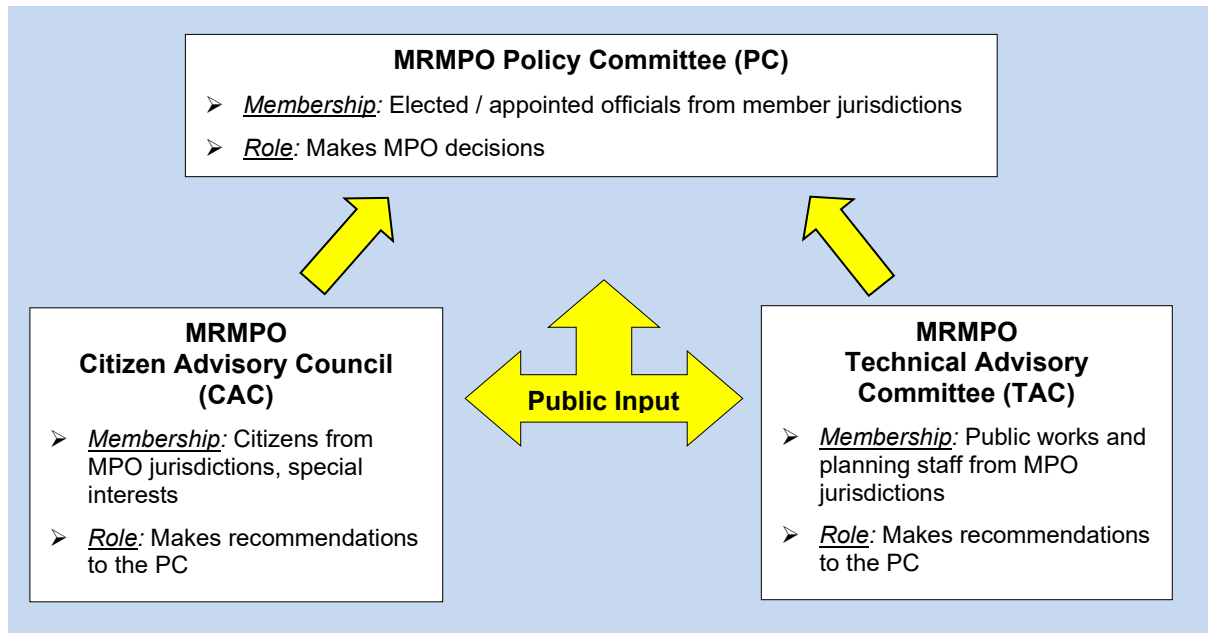
Table 1: MRMPO Meeting Schedule

Committee	Meeting Day	Date	Website
Policy Committee	Third Thursday	Monthly	www.mrmppo.org
Technical Advisory Committee (TAC)	First Thursday	Monthly	
Citizen Advisory Committee (CAC)	Second Thursday	Monthly	

C. MRMPO Committees, Committee Relationships

The MRMPO's committee structure and its schedule of regular, public meetings help ensure that decision makers on the Policy Committee routinely hear from a broad base of stakeholders. The public may choose to address only the Policy Committee or provide input to the advisory committees as well. The MRMPO organizational structure chart, below, illustrates how the public may participate in decision-making.

Table 2: MRMPO Organizational Structure



D. Compliance with Guidelines

The Public Participation Plan and the goals and policies that form its foundation are intended to ensure that the MRMPO provides the public with opportunity to influence Policy Committee decisions. The plan acknowledges that much of the MRMPO's decision making is based on policies and decisions made at the jurisdictional level. Therefore, the MRMPO supports local efforts to encourage public participation in local decision making. In some instances, project ranking at the regional level may be based in part on demonstration of local support. Local governments, in their transportation planning activities, are encouraged to be consistent with the MRMPO Public Participation Implementation Guidelines in Section 6.

The procedures outlined in this plan establish minimum standards for public participation. However, failure to exactly comply with the procedures contained in the plan shall not, in and of itself, render invalid any MRMPO decisions or actions. Any dispute arising from this plan will be resolved with a focus on the degree of compliance and the extent to which the MRMPO's actions met the intent of the goals and policies.

If it is determined that the spirit of the goals is not met, the MRMPO may conduct additional public involvement to ensure adequate public review.

E. Consultation with Tribal Governments

The MRMPO boundary resides within ancestral and unceded traditional territories of the Cow Creek Band of Umpqua Tribe of Indians, Coquille Indian Tribe and the Tolowa Dee-ni' Nation. The Cow Creek Band of Umpqua Tribe of Indians is one of nine federally recognized Indian Tribal Governments in the State of Oregon. The Coquille Indian Tribe flourished in Oregon's southwestern corner for thousands of years, cherishing the bountiful forests, rivers and beaches of a homeland encompassing more than 750,000 acres. The Tolowa Dee-ni' Nation was established in 1908 and was the largest Reservation in the State of California, consisting of 160 acres. During termination, we lost all but a few acres of land, which consisted of an offshore rock, a cemetery, and a church. Today the Tolowa Dee-ni' Nation consists of over 950 acres of tribal-owned land and has over 1900 Tribal Citizens.

The United States Government's relationship with Tribal governments is set forth in the Constitution of the United States, treaties, statutes, judicial decisions, and Executive Orders and Presidential memorandum. Therefore, to the greatest extent practicable and to the extent permitted by law, MRMPO will consult with tribal governments prior to taking action that has substantial direct impact on federally recognized tribal governments. To ensure that the rights of sovereign tribal governments are fully respected, all such consultations are to be open and candid so that tribal governments may evaluate for themselves the potential impact of relevant proposals.

The Cow Creek Band of Umpqua Tribe of Indians, Coquille Indian Tribe, and the Tolowa Dee-ni' Nation were all contacted during the Public Participation Plan update to provide comments.

F. Outreach to Underserved Populations

The MRMPO seeks to involve citizens who are underrepresented in the transportation planning process. Various outreach approaches that inform underserved populations about MPO transportation planning activities include:

- Holding public meetings in locations accessible by transit.
- Providing Spanish translation services upon request.
- Ensuring all meeting locations are ADA assessable.
- Publishing MPO documents in Spanish.
- Providing the public with the option of participating in MPO meetings via ZOOM.


5) Public Participation Tools

Through the course of any single project, it is anticipated that more than one tool or activity may be used.



Web Site. The MRMPO web site, www.mrmppo.org is the organization's principal means of communicating all of its work to the public. All meeting schedules and materials, including meeting minutes, are posted, as are drafts of all reports, research findings and publications, including the regional plan, TIP and work plan. A tool on the site enables readers to directly contact staff. Project selections, such as the CMAQ and STBG funding process, are conducted on the web (applications posted for committee review). Staff continue to expand this site.



 **Newsletters.** The MRMPO may produce newsletters periodically, seeking to tie publications to important events and opportunities for the public to participate in an event or comment on a pending action. Copies are distributed to libraries and city halls around the region, mailed to addresses on transportation-related mail lists, and distributed at meetings.



Fact Sheets, Brochures. These are typically single topic communication pieces that address a subject in depth for deeper public understanding. They are often used at Open House sessions to provide participants with background for discussion and comment and are available in the public information display in the RVCOG lobby.



Feedback Forms. Simple, one-page questionnaires can elicit public attitudes about a variety of subjects. These forms should be designed to include guided comments (direct questions to which the MRMPO seeks comments) and open-ended questions that encourage respondents to describe their concerns.



Visualization Techniques. As much as possible the MRMPO should use maps, charts, photographs, aerial photos, and interactive tools to engage the public. Visual cues may tell the story more quickly than paragraphs of information, which can be used with written material to give the public a more thorough picture of an issue or debate.

Visualization techniques should be incorporated into other tools listed in this section whenever possible, i.e., photographic posters at open houses illustrating smart growth concepts, plan maps printed as fact sheets, and diagrams of possible improvements.

In 2021, the MRMPO developed an interactive TIP on its website. This interactive TIP is designed to provide the Transportation Improvement Program in a more user-friendly format. It provides the basic information on each of the projects in an easy-to-read

format. Each project sheet contains a map of the project location and/or limits, a project description and Key Number, and a funding table indicating which funds are being used for which phases of the project and, for any amendments that occur, a link is provided to the Change Management Request form that explains in detail what modifications are being made to the project.



Virtual Open Houses. These online informal sessions use visualization techniques to foster discussion and elicit comment from all segments of the community including agency staff, public and elected officials. Virtual Open houses are held in conjunction with RTP and TIP updates, as well as major planning studies. They are widely advertised.



Committee Meetings. Efforts are made to schedule meetings of the three standing committees and ad hoc committees at convenient times and locations as determined in consultation with committee members. Meetings may be advertised in newspaper display ads and agendas are mailed to an interested-parties list. Meeting materials are posted on the web site. Oregon Public Meetings Law requires that all meetings of governing bodies be noticed in advance, be open to the public, be held in an accessible location, and the minutes be published.



Comment Periods. Legal Advertising. Formal public comment periods are initiated for draft UPWP, RTP, TIP and Air Quality Conformity Determination (AQCD), Public Participation Plan and major funding decisions. All comment periods are 30 days, except for the Public Participation Plan's 45-day review period, and 21-day review period for amendments to adopted plans and programs. Public hearings and initiation of comment periods may be advertised in the Press Release section of the Daily Courier (newspaper of record), Grants Pass, Oregon, the Rogue River Press, and the Mail Tribune. Additional advertising may be purchased. All comments received are retained in the project record.



Public Hearings. The Policy Committee conducts public hearings for plan and program updates and other key funding decisions.



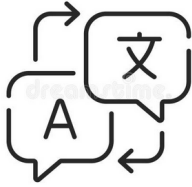
Press Releases. Project milestones and key opportunities for public input may be described in press releases sent to all news media in the region (print, radio, and television).



Display Advertising. Meetings and other key events can be announced in newspaper ads. The MRMPO attempts to obtain prominent placement in Sunday newspapers and other editions.



Social Media. The MRMPO may utilize social media to increase engagement, promote public events, and build new relationships. Presently, all social media contact is through the MRMPO website www.mrmppo.org



Spanish Language Information The Spanish-speaking population is the region's largest minority. Approximately 1.7 % of the MRMPO's population is identified as having limited English proficiency (LEP) To assure that LEP populations are provided meaningful access to MPO activities, the MRMPO will continue to provide Spanish language translation, when requested.



Staffing Information Tables at Local Events Each year, the MRMPO sets up a booth at some local events to inform the public about the MPO and to gather information on transportation equity (Title VI/EJ) issues. Staff are present to answer questions and hand out brochures and surveys. The MPO is a sponsor for "[Ride the Rogue](#)" and has a booth at the event each year,



Other tools. Radio spots may be used to announce special events and opportunities for public participation.

6) Public Participation Implementation & Documentation

The MRMPO is responsible for coordinating a collaborative transportation planning process for the region. All interested parties must be included, including those who are traditionally underserved by the transportation system and services. This section of the plan addresses the core metropolitan planning activities and responsibilities, focusing on how the public participates in their production.

Features of meaningful public involvement



A. MRMPO Work Products and Public Participation

There are six core work products that a MRMPO is responsible for producing and keeping up to date on a regular schedule. Those products and the public participation in each are discussed below.

1. **Unified Planning Work Program (UPWP)**. Produced annually, the UPWP lists all planning tasks and studies the MPO will undertake during the year. The three MRMPO standing committees discuss and propose planning tasks. Staff conduct additional consultation with agencies and interested parties as necessary. The Policy Committee holds a public hearing on the draft UPWP after a 30-day comment period. Fact sheets and other information may be produced by staff as necessary. A record of comments and responses are kept on file, reported to committees, posted on the web site, and may be incorporated into the final plan.

2. **Regional Transportation Plan (RTP)**. Updated every five years, the RTP is a long-range (20-year) plan that contains the region's goals and policies, projects, funding forecasts, strategies, and projected demands on the transportation system. Advisory committees discuss the plan update over several meetings. The MRMPO hosts a virtual open house during the timeframe of the update and a 30-day comment period and public hearing. Comments received will be responded to and included in the final document. The draft RTP, and supporting White Papers and other research, as needed, is posted on the website, and mailed to interested parties. The Virtual Open House is advertised in the newspaper, on the website and by mailing to individuals and organizations on transportation mail lists. Staff conducts outreach including community presentations.
3. **Transportation Improvement Program (TIP)**. Updated every four years, the TIP is the short-range listing of financially constrained (funded) projects to be undertaken in the coming four years. Projects in the TIP are incorporated into the Statewide Transportation Improvement Program (STIP). Public process for the TIP is the same as, and conducted concurrently with, the RTP update. The TIP and all major amendments are subject to a comment period (30-day for program adoption, 21-day for major amendments) and a public hearing. (Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects (POP) requirements of the Section 5307 Program and other Federal Transit Administration funding programs.) A record of comments received is kept on file with responses, reported to committees, posted on the website, and may be incorporated into the final plan.
4. **Air Quality Conformity Determination (AQCD)**. The MRMPO is no longer required to show that both the RTP and the TIP conform to federal Clean Air Act standards. The Grants Pass CO and PM₁₀ Maintenance Areas reached the end of the 20-year maintenance periods for the CO and PM₁₀ National Ambient Air Quality Standard (NAAQS). Once the total 20-years of maintenance has been achieved, the requirements of a transportation conformity determination as provided in CAA section 176(c) and 40 CFR part 93 no longer apply to these maintenance areas.
5. **MRMPO Public Participation Plan**
The Public Participation Plan is subject to periodic review, evaluation and updating. The plan is updated every 5-years to meet federal requirements for public involvement in metropolitan planning and Oregon Public Meetings and Public Records Law. Furthermore, the MRMPO covers a growing region where the public has demonstrated an interest in the state of transportation facilities and services. MRMPO staff shall periodically review the Public Participation Plan with an eye toward augmenting tools and procedures.

Evaluation is an integral part of public involvement and is discussed in the section *Evaluating Public Participation Plan & Activities*. Updates that follow an evaluation will be posted on the web site, reviewed by the TAC and the CAC, noticed to the local media, and publicly discussed to encourage both comments on

proposed amendments and suggestions for additional amendments. There will be a 45-day comment period prior to a public hearing by the Policy Committee. Comments received will be responded to and included in the final document.

6. **MRMPO Environmental Justice and Title VI Plan**

The Middle Rogue Metropolitan Planning Organization (MRMPO) Environmental Justice and Title VI Plan is updated every 3-years to meet federal and state requirements for Metropolitan Planning Organizations (MPOs) to fulfill obligations under Title VI of the 1964 Civil Rights Act, the President’s Executive Order on Environmental Justice (1994) and subsequent orders and enforcement regulations. Referred to generally as Title VI and Environmental Justice, the provisions are intended to prevent federally funded actions from having disproportionate impacts on certain populations and ensure that members of the public have equal access to the decision-making process.

Updates will be posted on the web site, reviewed by the TAC and the CAC, noticed to the local media, and publicly discussed to encourage both comments on proposed amendments and suggestions for additional amendments. There will be a 30-day comment period prior to a public hearing by the Policy Committee. Comments received will be responded to and included in the final document.

Table 2: MRMPO Work Products Public Review & Comment Timeframe

MRMPO Work Products & Public Participation		
MRMPO Work Product	When Updated	Public Review & Comment Timeframe
Regional Transportation Plan (RTP)	Every 5 Years	30-days
Unified Planning Work Program (UPWP)	Every Year	30-days
Transportation Improvement Program (TIP)	Every 3 Years	30-days
TIP Amendments	As Needed (Monthly)	21-days
Public Participation Plan	Every 5 Years	45-days
Title VI / EJ Plan	Every 3 Years	30-days

Public Participation Process

Regional Transportation Plan		
Activity	Adoption	Amendment
Development of Draft Document or amendment	Public input will be sought during development of draft document. Such efforts can include but not be limited to the following: making available fact sheets and brochures, feedback forms, participating in local events, holding public meetings, posting information on the MPO's website.	N/A
Releasing draft Document or Amendment for public comment and agency review	Notice of formal public comment period that will last a minimum of 30 days and notice of public hearing will advertised in local print media and on MPO website. Comments will also be sought from participating agencies as well as from the MPOs standing and policy committees.	Draft document is made available online at least 21 days prior adoption. Notice of the documents availability shall be advertised in local print media and placed on the MPO's website.
Adoption of Final Document or Amendment	30 days after the notice of public comment period and upon holding a public hearing during the Policy Committee meeting	21 days after noticing the amendment in the local print media, and after review and recommendation from the MPO's standing committee(s), the Policy Committee shall hold a Public Hearing at its regularly scheduled meeting and then take action on proposed amendment
Transportation Improvement Program & Unified Planning Work Program		
Activity	Adoption	Amendment
Development of Draft Document or amendment	Developed internally	Developed internally
Releasing draft Document or Amendment for public comment and agency review	Notice of formal public comment period that will last a minimum of 30 days and notice of public hearing will advertised in local print media and on MPO website. Comments will also be sought from participating agencies as well as from the MPOs standing and policy committees.	Draft document is made available online at least 21 days prior adoption. Notice of the documents availability shall be advertised in local print media and placed on the MPO's website.
Adoption of Final Document or Amendment	30 days after the notice of public comment period and upon holding a public hearing during the Policy Committee meeting	21 days after noticing the amendment in the local print media, and after review and recommendation from the MPO's standing committee(s), the Policy Committee shall hold a Public Hearing at its regularly scheduled meeting and then take action on proposed amendment

Public Participation Plan	
Activity	Adoption or Regular Update
Development of Draft Document	Draft Document to be distributed to MPO Standing Committees prior to commencing 45 day public review period
Release draft document for public review	Advertise 45-day public comment period in local print media and place draft document on MPO website
Adoption of Final Document	45 days after the notice of public comment period and upon holding a public hearing during the Policy Committee meeting

Title VI Plan	
Activity	Adoption or Regular Update
Development of Draft Document	Draft Document to be distributed to MPO Standing Committees prior to commencing 30 day public review period
Release draft document for public review	Advertise 30-day public comment period in local print media and place draft document on MPO website
Adoption of Final Document	30 days after the notice of public comment period and upon holding a public hearing during the Policy Committee meeting

MRMPO Discretionary Funding

The MRMPO coordinates the allocation of transportation project funds from two significant federal sources: Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) program. Jurisdictions submit applications, based on the goals, priorities, and projects in their state Transportation System Plans (TSP). All TSPs in the region are periodically updated and those updates include a public participation component, which typically includes a separate citizen advisory committee. Additionally, MRMPO applications ask jurisdictions to provide information about public participation in the project for which federal funds are sought. Applications are posted on the web for comment, along with guidelines and criteria. A record of comments received during a 30-day comment period will be kept on file with responses, reported to committees and posted on the website.

7) Evaluating Public Participation Plan & Activities

Federal Metropolitan Planning guidelines require a periodic review of the effectiveness of public involvement processes. MRMPO will review the public involvement process and activities to ensure that all interested parties, including transportation stakeholders and traditionally underserved groups, have opportunities to provide input.

Evaluation is key to any plan update. The evaluation should fit the activity. It can be a debriefing at the staff level, identifying elements that worked well and developing improvements. Evaluation questions should be incorporated into public comment forms distributed at events. Also, surveys can be conducted to solicit input. Surveys, like feedback forms, are a way to get evaluation feedback on either an event or an ongoing program from a targeted or randomly selected group. Surveys can be conducted using a statistically valid method or can be more informal questions posed to gather a viewpoint from the public. Surveys may be conducted in person, online, by phone, by mail or email.

A variety of sources may be used for evaluation, including:

- Telephone comments,
- Citizen letters,
- Internet E-mail,
- Newsletter questionnaires,
- Questions and comments made in meetings, workshops, and displays,
- Focus group comments, and
- Comments from advisory committees.

Responses will be tracked demographically and geographically by zip code to ensure that target audiences are being contacted. If certain areas are found to be underserved, MRMPO will target these areas for increased outreach to provide those citizens with the opportunity to participate. In addition, periodic surveys will provide a mechanism for measuring the effectiveness of the public involvement process.

During each Public Participation Plan update, the MPO will identify transportation projects that were completed over the previous five years located in underserved neighborhoods. Each project will be evaluated to determine how the project improved conditions in the community.

Due to COVID and staffing shortages the MPO was not able to evaluate the last Public Participation Plan update. The current plan appears to be working well. The MPO continues to follow the goals, policies, and best practices for public participation included in the plan. The current update of the plan (2024) includes more graphics, and information about the MPO and its planning activities. .

Appendices

Appendix A:

Glossary, Acronyms and Some Common Transportation Terms

AQCD	Air Quality Conformity Determination: Finding based on analysis showing that plans, programs, and projects comply with Clean Air Act standards. The MRMPO is no longer required to show that both the RTP and the TIP conform to federal Clean Air Act standards having completed 20-years of plan maintenance as of December 27, 2023
CMAQ	Congestion Mitigation and Air Quality: The program is a federally funded program for surface transportation improvements designed to improve air quality and mitigate congestion.
CO	Carbon Monoxide: A common air pollutant associated with gasoline internal combustion engines.
DLCD	Department of Land Conservation and Development (Oregon)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HSIP	Highway Safety Improvement Program: HSIP projects are specifically selected to improve the safety of the roadway. Projects include buffered bike lanes, road diet, enhanced pedestrian crossings, signal improvements, curve warning signs, rumble strips, turn lanes, and other proven safety measures.
MPO	Metropolitan Planning Organization: Required by federal law in urban areas over 50,000 population, and designated by the governor, MPOs consist of local jurisdictions that collaborate to fulfill federal requirements for long- and short-range, regional, multimodal transportation planning.
ODOT	Oregon Department of Transportation
PAC	Public Advisory Council: The MMRMPO's citizen sounding board; makes recommendations to the Policy Committee, which makes all MPO decisions.
PC	Policy Committee: The MMRMPO's decision making body; made up of member jurisdiction representatives.
PM10	Particulate Matter 10: Air Pollution (usually road dust or smoke) that is of a size of 10 microns or less.

PM2.5	Particulate Matter 2.5: Air Pollution (much smaller than road dust or smoke and often the result of internal combustion engines and that is of a size of 2.5 microns or less.
PPP	Public Participation Plan
RTP	Regional Transportation Plan: Long range, multimodal plan for regional transportation needs.
STBG	Surface Transportation Block Grant Program: Provides flexible funding for surface transportation needs.
STIP	State Transportation Improvement Program: the statewide short-range, multi-modal list of all of the State's projects (including all of those associated with MPOs) for the upcoming four-year cycle.
TAC	Technical Advisory Committee: MMRMPO committee of member jurisdictions' planning and public works representatives; makes recommendations to the Policy Committee.
TIP	Transportation Improvement Program: Federally required, short-range multi-modal list of the region's projects for the coming four years.
TSP	Transportation System Plan: A state-required long-range plan for municipal multi-modal transportation networks generally incorporated into comprehensive land use plans; must be consistent with the RTP and TIP.
UA	Urbanized Area: An area determined by the Bureau of Census to contain a population of at least 50,000.
UPWP	Unified Planning Work Program: Federally required plan for projects and studies to be undertaken by the MPO for the year.

APPENDIX B: MRMPO Fact Sheets (English/Spanish)

What is the Middle Rogue Metropolitan Planning Organization (MRMPO)?



A federally designated metropolitan transportation planning organization (an urban area with 50,000+ population).



Coordinates transportation planning efforts among the city, county, state and transit operators for the entire "urbanized" area.



Receives and distributes federal funding for various transportation projects.



Develops - and participates in development of - plans and programs that consider transportation needs for cars, bikes, buses, pedestrians, and freight.



Knowing the transportation issues and needs for **all people** is important to the MRMPO.



¿Qué es la Organización de Planificación Metropolitana de Middle Rogue (MRMPO)?



Una organización de planificación de transporte metropolitano designada por el gobierno federal (un área urbana con 50,000+ habitantes).



Coordina los esfuerzos de planificación de transporte entre la ciudad, el condado, el estado y los operadores de tránsito para toda el área "urbanizada".



Recibe y distribuye fondos federales para varios proyectos de transporte.



Desarrolla y participa en el desarrollo de planes y programas que consideran las necesidades de transporte de automóviles, bicicletas, autobuses, peatones y carga.



Conocer los problemas y necesidades de transporte de todas las personas es importante para el MRMPO.



APPENDIX C: Federally Defined “Interested Parties” Applicable to the MRMPO

According to Federal law (23 CFR 450.210(a) and 450.316(a)) interested parties include:

- Citizens
 - General Public
- Affected Public Agencies
 - City of Grants Pass
 - City of Rogue River
 - City of Gold Hill
 - Josephine County
 - Josephine Community Transit
 - Jackson County
 - Oregon Department of Transportation (ODOT)
 - Department of Land Conservation and Development (DLCD)
 - Federal Highway Administration (FHWA)
 - Oregon Division of Federal Transit Administration (FTA)
 - Tribes
- Freight Shippers & Providers of Transportation Services
- Private Providers of Transportation
- Representatives of Users of Public Transportation and Users of Pedestrian Walkways/bicycle Transportation Facilities
- Representatives of the Disabled
- Other Interested Parties (seniors, minorities, low-income, underserved populations, etc.)

APPENDIX D: MRMPO Citizens Advisory Council (PAC)

	Office Use Only	
	Committee:	_____
	Date Rec'd:	_____
	Appointed:	Yes No
	Appointment Date:	_____
	Term Ended Date:	_____

MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION (MRMPO)

Citizens Advisory Council (PAC) Membership Application

Return Application to:

Middle Rogue Metropolitan Planning Organization
Rogue Valley Council of Governments
P.O. Box 3275 Central Point, OR 97502
541-423-1338 | www.mrmmpo.org

Email return to: ksharp@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council, please visit our website: www.mrmmpo.org

PLEASE PRINT

Personal Information:

Name: _____

Home address (Include Zip code): _____

Telephone: (home) _____ **(business)** _____

Email: _____

About CAC membership...The Middle Rogue Metropolitan Planning Organization Citizens Advisory Council (CAC) makes recommendations on transportation planning issues to the MRMPO's Policy Committee. CAC members are appointed by the Policy Committee to two-year terms, representing one of the MRMPO's regional areas of interest. The PAC has positions for both geographic and special interest areas. Appointments are based on an applicant's ability to represent one of the geographic or special interest areas.

- To represent one of the **Geographic Areas** listed below and illustrated on the attached MRMPO map, you must live, own property or operate a business within that area. You do not have to live within city limits. Please refer to the MRMPO map or call Ryan MacLaren at 423-1338 for clarification.
- **Special Interest Areas** represent the freight industry, mass transit, and bicycle/pedestrian (active transportation) interests. Special interest representatives may live, own property, or operate a business anywhere within the MRMPO.

Please indicate below the Geographic Area, or special interest that you would represent. Select only one from the following list, section (A) or (B) below.

A. Geographic Area *(see Citizen Involvement Area map on the last page):*

- | | | |
|--------------------------------------|---|--------------------------------------|
| <input type="checkbox"/> Grants Pass | <input type="checkbox"/> Josephine County | <input type="checkbox"/> Rogue River |
| <input type="checkbox"/> Gold Hill | <input type="checkbox"/> Jackson County | |

B. Special Interest Area: ☐ Freight industry ☐ Mass Transit ☐ Active Transportation

(Continued on Next Page)

1. What experience, interest, knowledge or qualifications would you bring to the Citizens Advisory Council?

2. Why do you want to become a member of the Citizens Advisory Council?

Signature:

Date:

Thank You!

POLICY STATEMENTS REGARDING CITIZEN APPOINTMENTS

- The council consists of representatives from Citizen Involvement Areas within the MRMPO and special interests.
- Members of the council must reside, own property, or operate a business within the Jurisdiction that they represent.
- Citizens Advisory Council members will be approved by the MRMPO Policy Committee.
- Vacancies on the CAC shall be publicly announced. Potential members shall submit a statement of interest. When more than one person applies for a position, selection shall be based on maintaining a broad cross-section of interests on the council. If no one responds to the public announcement, staff and CAC members may solicit to groups or individuals to fill membership vacancies.
- Selection of council members shall be conducted through MRMPO's established application process, meeting the nondiscrimination requirements of Title VI of the Civil Rights Act of 1964, Executive Order 12898.
- The term of office shall begin the day the member is appointed to the council and shall continue for two years, except that such term of office shall terminate immediately upon:
 - a. Relocation outside the mrMPO, or the Citizen Involvement Area that the member represents; and
 - b. Unexcused absence from three regularly scheduled, consecutive meetings.

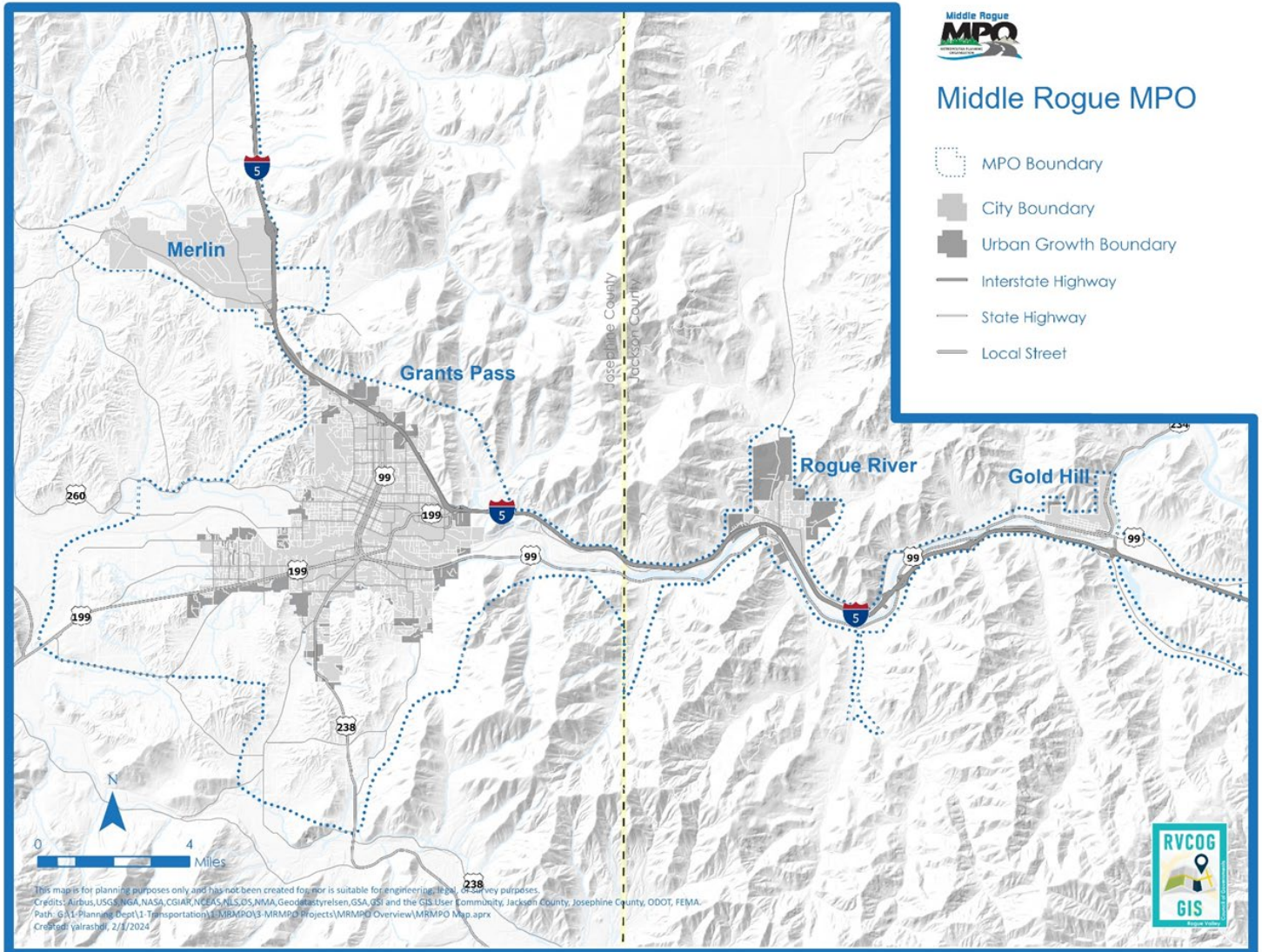
Please Note: These policy statements are from the adopted bylaws of the Citizens Advisory Committee as adopted by the MRMPO Policy Committee on October 17, 2019. These bylaws may be found at the following link:

http://mrmpo.org/wp-content/uploads/2019/09/CAC_Bylaws.pdf

The boundaries of the MRMPO Citizens Advisory Committee Involvement Areas are illustrated on the map on following page.

For more information contact Kelsey Sharp in the MPO Planning Department at 541-423-1375

MRMPO Citizens Advisory Council Geographic Areas Map



APPENDIX E:

2024 Public Participation Plan Update Outreach Activities

The Public Participation Plan update was adopted by the MRMPO Policy Committee after a public hearing on June 20, 2024, in Grants Pass, to meet federal transportation planning requirements. The MRMPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) recommended adoption after review of the draft plan and suggesting changes. This Plan incorporates suggested changes from the public, agencies, staff, TAC and CAC, and was open for a 45-day comment period – from May 3, 2024 to June 20, 2024- , which is required by federal law for Public Involvement Plans.

In addition to review by MRMPO committees, special outreach was initiated during the comment period for interested parties including citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than title 49, U.S.C. Chapter 53, and other interested parties.

Outreach activities included:

- Legal Notice of 45-day public comment period May 3, 2024, to June 20, 2024, published on May 3, 2024, and public hearing, published in the Grants Pass Daily Courier, Agency Notice provided on May 3, 2024, and draft posted on MRMPO web site May 3, 2024.
- Technical Advisory Committee, presentation, and discussion on June 6, 2024.
- Citizen Advisory Committee, presentation, and discussion on June 13, 2024.
- Outreach to Planning Partners listed on Table E-1 below
- Outreach to organizations and tribes listed on Table E-2 below.

Table E-1 – Agency Planning Partners

2024 MRMPO Public Participation Plan Update		
Planning Partners		
Name	Agency	Email
Ashley Bryers	FHWA	ashley.bryers@dot.gov
Daniell Casey	FTA	danielle.casey@dot.gov
Ian Horlacher	ODOT	Ian.K.HORLACHER@odot.oregon.gov
Kyler Kirchner	Josephine County	kkirchner@josephinecounty.gov
Ned Conroy	FTA	ned.conroy@dot.gov
Eric Heesacker	Josephine County	EHeesacker@co.josephine.or.us
Rob Brandes	Josephine County	rbrandes@co.josephine.or.us
Scott Chancey	Josephine County	schancey@co.josephine.or.us
Steve Lambert	Jackson County	lammersm@jacksoncounty.org
Valerie Lovelace	Grants Pass	vlovelace@grantspassoregon.gov
Wade Elliot	Grants Pass	welliot@grantspassoregon.gov

Table E-2 – Interested Parties Outreach

Organization	Mailing Address	Contact	Website	Email	Phone	2024 PPP Update Outreach Used
Rogue Valley Council of Governments Senior and Disability Services	P.O. Box 3275 Central Point, OR 97502	Ann Marie Alfrey Interim Director	www.rvcog.org	amalfrey@rvcog.org	541-423-1334	email
Josephine Community Transit	300 NW 5th St. Grants Pass, OR 97526	Scott Chancey	www.josephinecounty.gov/departments/transit/index.php	schancey@co.josephine.or.us	541-474-5452	email
United Way of Jackson County	60 Hawthorne Street Medford, OR 97504	DeeAnne Everson	www.UnitedWayofJacksonCounty.org	DeeAnne@UnitedWayofJacksonCounty.org	541-773-5339	
Northwest Seasonal Workers	203 N. Oakdale Ave Medford, Oregon 97501		www.nswamedford.org		541-773-6811	
MultiCultural Association of Southern Oregon	PO Box 67 Medford, Oregon 97501	Jason Houk	www.kskq.org	jason@kskq.org	541-482-3999	
Central Oregon and Pacific Railroad (CORP)	333 S.E. Mosher Roseburg, Oregon 97470	John Bullion	www.gwrr.com/corp/	john.bullion@gwrr.com	541-941-3709	
Combined Transport, Inc	5656 Crater Lake Ave Central Point, OR 97502	Mike Card	www.combinedtransport.com	mcard@combinedtransport.com	541-734-7418	
Oak Harbor Freight	2890 Nansen Drive Medford, Oregon 97504	Mike Gardiner	www.oakh.com	Mike.gardiner@oakh.com	541-858-0309	
UCAN	900 SE 8th Street Grants Pass, OR 97526	NA	www.ucanap.org/	jccm@ucanap.org	541-956-4050	email
Tolowa Dee-ni' Nation	12801 Mouth of the Smith River Rd, Smith River, CA 95567	Brigette Finigan, Senior Planner	www.tolowa-nsn.gov	brigette.finigan@tolowa.com	707-487-9255	email
Coquille Indian Tribe	3050 Tremont Street North Bend, OR 97459	Brenda Meade, Tribal Chairperson	www.coquilletribe.org	brendameade@coquilletribe.org	541-756-0904	email
Cow Creek Band of Umpqua Tribe of Indians	2371 NE Stephens Street, Suite #100 Roseburg, OR 97470	Michael Rondeau, CEO	www.cowcreek-nsn.gov	mrondeau@cowcreek.com	541-672-9405	email
Grants Pass Library	200 NW C Street, Grants Pass, OR 97526	NA	https://josephinelibrary.org/branches/grants-pass/	information@jcls.org	541-476-0571	email & mail
Rogue River Library	412 East Main Street, Rogue River, OR 97537	NA	https://jcls.org/branch/rogue-river/	information@jcls.org	541-864-8850	email & mail
Gold Hill Library	202 Dardanelles Street, Gold Hill, OR 97525	NA	https://jcls.org/branch/gold-hill/	information@jcls.org	541-855-1994	email & mail
Rogue River Greenway	P.O. Box 1439 Rogue River, OR 97537	Lesley Orr	www.roguerivergreenway.org	info@roguerivergreenway.org	800-541-0925	email & mail

APPENDIX F: FEDERAL REGULATIONS FOR PUBLIC PARTICIPATION

ACCESSIBLE LOCATIONS AND ACTIVITIES FOR PERSONS WITH DISABILITIES

- Americans with Disabilities Act (ADA) ([Title II, Subpart D-Program Accessibility §35.149](#))
- Rehabilitation Act of 1973 ([Section 504](#))

AIR QUALITY CONFORMITY PUBLIC INVOLVEMENT PROCEDURES ([40 CFR §93.105\(e\)](#))

EARLY AND CONTINUOUS OPPORTUNITIES FOR PUBLIC ENGAGEMENT

- Establish early and continuous public involvement opportunities in statewide and non-metropolitan planning and programming ([23 CFR §450.210 \(a\)\(1\)\(viii\) & \(ix\)](#))
- Development of Statewide Public Involvement Process ([23 CFR §450.210\(a\)](#))
- Establish early and continuous public involvement opportunities in metropolitan transportation planning and programming ([23 CFR §450.316 \(a\)\(1\)\(vii\)](#))
- Development of MPO Public Participation Plan ([23 CFR §450.316\(a\)](#))
- Early coordination, public involvement, and project development (NEPA) ([23 CFR §771.111\(a\)\(1\) and 23 CFR §771.111 \(h\)](#))

ELECTRONICALLY PROVIDED INFORMATION ([23 CFR §450.210\(a\)\(vi\)](#))

ELECTRONICALLY PROVIDED INFORMATION (Federal Agencies) (Rehabilitation Act of 1973, [Section 508](#))

LIMITED-ENGLISH-PROFICIENCY ([Executive Order #13166](#))

PUBLIC INPUT ON PERFORMANCE-BASED PLANNING ([23 U.S.C §135 \(h\)\(1\)](#))

PUBLIC MEETINGS AND HEARINGS

- Legal Requirement for Public hearings ([23 U.S.C. §128](#))
- Regulations that ensure that public meetings are held at convenient and accessible locations and times ([23 CFR §450.210](#) and [§450.316](#))
- Regulation to provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be interested or affected (CEQ Regulations [40 CFR §1506.6\(b\)](#))

PUBLIC MEETINGS AND HEARINGS (Federal Agencies)

- Sunshine Act: Federal requirements for announcing public meetings in an early and transparent manner ([5 U.S.C. §552b](#))

PROHIBITING DISCRIMINATION

- Prohibiting discrimination on the basis of race, color, or national origin ([Title VI of the Civil Rights Act of 1964](#))
- Prohibiting discrimination on the basis of sex (Section 162 (a) of the Federal-Aid Highway Act of 1973; [23 USC §324](#))
- Prohibiting discrimination on the basis of disability (Rehabilitation Act of 1973, [Section 504](#))
- Prohibiting discrimination on the basis of disability (Americans with Disabilities Act of 1990; [Pub. L. 101-336, 104 Stat. 327](#), as amended)
- Prohibiting discrimination on the basis of Limited English-Proficiency ([Executive Order #13166](#))
- Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations ([Executive Order 12898](#))
- Prohibiting Discrimination on the basis of age ([Age Discrimination Act of 1975 - 42 U.S.C. §6101](#))
- Traditionally Underserved By Existing Transportation Systems ([23 CFR §450.210\(a\)\(1\)\(viii\)](#) and [§450.316\(a\)\(1\)\(vii\)](#))

PUBLIC INTEREST ([23 U.S.C. §109 \(h\)](#))

PUBLIC RECORDS (The Freedom of Information Act ([5 U.S.C. §552](#)))

IMPROVING AGENCY DISCLOSURE OF INFORMATION (Federal Agencies) ([Executive Order 13,392](#))

TRIBAL TRANSPORTATION

INVOLVEMENT <https://www.fhwa.dot.gov/tribal/references/>)

FEDERAL TRANSIT ADMINISTRATION PUBLIC INVOLVEMENT PROCESS <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/public-involvement-outreach>

Regulations related to the use of **VISUALIZATION TECHNIQUES** to describe the proposed planning documents ([23 CFR §450.210\(a\)](#) and [§450.316\(a\)](#))

APPENDIX G:

2024 MRMPO RTP Update

Review of Effectiveness: Opportunities Created for Public Input and Outreach Methods Used

Activity:	Citizen Advisory Council (CAC) Meetings w/ RTP Review	Virtual Open House	Citizen Advisory Council (CAC) Meeting	Public Hearing for RTP Adoption at Policy Committee Meeting	RTP Draft Copy Distribution	Website Email Link (Comment Period)	
How Advertised or Distributed to Public: (policy/method)	Website	Website homepage	Website	Newspaper advertisement; Website homepage	All Public Libraries w/in MRMPO Area	Website homepage	
Activity Dates/Times:	01/12/23, 2pm 02/09/23, 2pm 03/09/23, 2pm 11/09/23, 2pm 12/14/23, 2pm 01/11/24, 2pm 02/08/24, 2pm 03/14/24, 2pm	January 2023 to March 2024	Thurs, 3/14/24, 2pm	Thurs, 3/21/24, 2:30pm	Public Comment Period (Feb-March, 2024)	Public Comment Period (Feb-March, 2024)	
Public in Attendance: (measure of effectiveness)	1	N/A	N/A	N/A	N/A	N/A	
Public Comments Received: (measure of effectiveness)	CAC, only (no outside public comment)	None	CAC, only (no outside public comment)	None	N/A	N/A	
Note: All PC & TAC meetings containing RTP review are not listed. These meetings are open to the public. During RTP update development, no public comment re: RTP noted during these meetings.							

APPENDIX H:

Performance Based Planning

A. Performance Measures

The MRMPO adopted targets in February 2018 for the Safety performance measures (discussed below) and accepted the Transit Asset Management performance measures established by JCT (discussed below).

To be reported on annually as required for state DOTs and MPOs:

1. Fatalities
2. Fatality Rate (Fatalities/100M Vehicle Miles Traveled)
3. Serious Injuries
4. Serious Injury Rate (Serious Injuries/100M Vehicle Miles Traveled)
5. Nonmotorized Fatalities and Serious Injuries

Note that more detailed information on ODOT performance measures and targets is provided in the 2016 Oregon Transportation Safety Action Plan.

B. Safety

MPOs can use the state established targets or establish targets specifically for the planning area for performance measures listed above. The MRMPO is currently using ODOT's established targets, which are based on an S-curve forecast trend using five-year averages to achieve the vision of zero fatalities and life-changing injuries by 2035. The targets are applicable to all public roads in the MPO and must be reported annually. For reference, Table 1 below identifies each target baseline and five-year average target for the five performance measures out to 2015-2019 for the entire state of Oregon.

Table 1 - Statewide Safety Targets

Safety					
Base Period	Fatalities (People)	Fatality Rate (People per 100 Million VMT)	Serious Injuries (People)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People)
2021 Baseline reported Crashes (2014-2018)	448	1.48	1,739	5.03	257
2022 First Year Reported Crashes (2015-2019)	444	1.46	1,722	4.98	254
The federal performance areas and targets addressing safety are contained in the Oregon Transportation Safety Action Plan .					

How projects in the TIP help achieve Safety Targets

The safety of all users on our transportation system has always been a high priority for MRMPO and the local jurisdictions, especially vulnerable users. One of the goals of the MRMPO 2024-2049 Regional Transportation Systems Plan (RTSP) is to have a regional transportation system plan that is designed with the safety of all users in mind. The scoring criteria used to prioritize projects that are considered for MRMPO funding directly links the goals of the RTSP with the selection of projects.

Almost every project in the TIP has a safety element. Projects that more directly benefit the safety of the transportation system include:

- Highway Safety Improvement Program (HSIP) Projects– HSIP projects are specifically selected to improve the safety of the roadway. Projects include buffered bike lanes, road diet, enhanced pedestrian crossings, signal improvements, curve warning signs, rumble strips, turn lanes, and other proven safety measures.
- Urban Upgrade Projects - Projects that add bike lanes and sidewalks along the roadway reduce the need for non-motorists to walk or bike in the roadway, along narrow shoulders, or in the ditch. Separating the vulnerable users from motor vehicles provides a safer environment, reducing the chances of dying or being seriously injured.
- Intersection Improvements – Projects that add, or replace, traffic signals and/or add turn lanes reduce the potential for serious crashes. Most crashes occur at intersections.

C. Pavement and Bridge Condition

ODOT established statewide targets for each of the six pavement and National Highway System (NHS) bridge condition performance measures and reports progress every four years. The MRMPO has adopted the state's targets for this measure.

D. Performance of the National Highway System (NHS)

ODOT established statewide targets for each of the six performance measures evaluating the system performance of the NHS and reports on progress every four years. These include travel time reliability, freight movement, Congestion and Air Quality Program (CMAQ). For the CMAQ measures, only the total emissions reduction for all CMAQ funded project measure is required for MPOs with more than 200,000 people during the first reporting period (January 1, 2018 to December 31, 2021). The MRMPO is unaffected by this measure.

Table 2 Federal Performance Measures

FAST ACT (FHWA) Performance Measures		2022 Performance Baseline	2023 (2 Year) Performance Target	2025 (4 Year) Performance Target
Pavement Condition				
1. Percentage of pavements of Interstate System in Good condition		57.7%	50.0%	50.0%
2. Percentage of pavements of the Interstate System in Poor condition		0.2%	0.5%	0.5%
3. Percentage of pavements of the non-Interstate NHS in Good condition		33.5%	30.0%	30.0%
4. Percentage of pavements of the non-Interstate NHS in Poor condition		2.9%	5.0%	5.0%
Bridge Condition				
5. Percentage of NHS bridges classified as in Good condition		13.3%	11.4%	10.0%
6. Percentage of NHS bridges classified as in Poor condition		1.8%	2.4%	3.0%
National Highway System Performance				
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)		78%	78%	78%
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)		78%	78%	78%
Freight Movement on Interstate System				
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)		1.45	1.45	1.45
Congestion Mitigation and Air Quality - Traffic Congestion				
ODOT and CLMPO	10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	3.6 hours	8.5 hours	9 hours
	11. Percent of Non-SOV Travel	30.2%	33.0%	35.0%
ODOT and SKATS	10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	7 hours	7 hours	7 hours
	11. Percent of Non-SOV Travel	24%	23.2%	22.7%
Congestion Mitigation and Air Quality - On-Road Mobile Source Emissions				
12. Total Emissions Reduction; 2-year and 4-year cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) under the CMAQ program for which the area is designated nonattainment or maintenance		Baseline	2 Year Kg/Day:	4 Year Kg/Day:
		VOC	N/A	N/A
		CO	92.25	92.25
		NOx	0	0
		PM10	1115.03	1115.03
		PM2.5	0	0

*FHWA Performance Areas and Measures are contained in the [Oregon Highway Plan \(OHP\) Appendix D](#)

~ Adopted May 17, 2018 (Original 2006 OTP is currently under Revision)

The [Oregon Highway Plan](#) addresses the FHWA performance management requirements for National Highway Performance, Congestion Mitigation and Air Quality, and National Freight Movement. The performance based planning process and performance targets contained in this amendment are for ODOT's federal reporting requirements only. The requirements and targets addressed in this amendment are not applicable to the Transportation Planning Rule for consistency in regional and local transportation system plans. The federal performance areas and targets regarding public transportation are contained in the Oregon Transit Asset Management Plan, and will be referenced in the [Oregon Public Transportation Plan](#).

E. Transit Asset Management (TAM)

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The FTA Final Rule for Transit Asset Management (49 USC 625) established four performance measures for transit districts.

- 1) Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- 2) Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- 3) Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- 4) Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile. (JCT does not operate a track system; therefore, this measure does not apply.)

JCT is designated as a Tier II transit agency and relies on the Oregon Public Transit Tier II Transit Asset Management Plan to meet the federal TAM target requirements. The MRMPO supports the Josephine Community Transit (JCT) Tier II TAM targets.

How projects in the TIP help achieve JCT TAM Targets

The MRMPO is committed to supporting the transit system in the area. Historically, MRMPO's federal funds have been used to help purchase approximately one bus per year as well as promote greater accessibility. For efficiency purposes, the funds for several years and sources have been combined for one larger purchase once every several years.

Table 3 on the following page shows Tier II transit agency TAM targets.

Table 3 Tier II TAM Plan Performance Targets

Tier II Group TAM Plan Performance Targets

Asset Type	2017	2018	2019	2020	2021	2022
Equipment - Automobiles	40%	40%	40%	25%	12%	8%
Equipment - Truck and other Rubber Tire Vehicles			40%	45%	44%	45%
Rolling Stock - Articulated Bus					30%	20%
Rolling Stock - Over the Road Bus	20%	20%			75%	78%
Rolling Stock - Bus	40%	40%	20%	25%	20%	25%
Rolling Stock - Cutaway	40%	40%	50%	40%	32%	38%
Rolling Stock - Van	40%	40%	45%	41%	45%	40%
Rolling Stock - Minivan	40%	40%	45%	41%	32%	34%
Rolling Stock - SUV	40%	40%	40%	23%	38%	31%
Rolling Stock - Automobile	40%	40%	45%	63%	50%	50%
Facilities - Passenger / Parking Facilities	10%	10%	50%	0%	0%	0%
Facilities - Administrative / Maintenance Facilities	10%	10%	20%	3%	1.5%	1.5%

APPENDIX : I

2024 Public Participation Plan Update Comment Log

2024 MRMPO Public Participation Plan Update Comment Log				
Name	Entity	Date	Comment	MRMPO Staff Response
Ashley Bryers	FHWA	3/11/2024	Can you add some information about how equity will be considered through the public participation process? It could be incorporated in the tools and goals.	Added Policy 10 on Page 6
			The policies don't match 1 for 1 to the RVMPO. Is that intentional?	Yes. Each MPO developed their own goals & policies that reflect the area's values and identity.
			Is there a list of public libraries somewhere of where these libraries are? Maybe in an appendix?	Yes. The contact list will include the public libraries where the draft documents were dropped off for public comment.
			Do you have a list of the "Planning Partners?" Maybe in an appendix?	There will be one in Appendix E, Table E-1
			Policy 8 - Maybe include affordable housing?	Will add "affordable housing advocacy organizations and agencies."

			Perform regional air quality conformity analyses Is this still true?	On December 26, 2023, the MRMPO reached air quality attainment status. The region's air quality meets or is below the specified levels for all relevant pollutants (CO & PM10) as defined by the National Ambient Air Quality Standards (NAAQS). Regional air quality conformity analyses are no longer required
			The MRMPO has taken strides over the last two years to improve its efforts for public outreach. Is this correct?	Will revise and strike out, "over the last two years."
			Table 1: MRMPO Meeting Schedule Can you add a column with the urls to where the agendas and minutes are posted online?	Done
			Can you add a column with the urls to where the agendas and minutes are posted online?	Done
			Tribal Consultation - Great! Do you have a list of contact info that could be included as an appendix?	Yes in Appendix
			5) Public Participation Tools A picture for each of the tools would be nice	Added Icons for each tool described
			Do you ever table at existing events or attend existing meetings to talk about planning process? If so, that would be good to include.	Yes, added to the list of tools

			Can you add how you plan to engage the traditionally underserved?	Yes, added section F - Outreach to Underserved Populations
			Please list the handles for the different social media the MPO has so people can follow you.	We don't have any right now.
			I noticed the RVMPO lists spanish language info. I assume since it isn't listed here the spanish speaking population is lower. Is that correct?	We will include Spanish language info in this plan update
			Can you add the high level url for each planning product within it's bullet? So the UPWP would be - https://mrmpo.org/plans-and-programs-3/unified-planning-work-program-upwp/	Links are imbedded in the titles
			It would be good to say you'll update the ppp every X years so it is planned. I think 5 years is a good interval, but you it isn't regulated.	revised to "updated every 5-years"
			Table 2 - MRMPO Work Products Public Review & Comment Timeframe - Can you add the amendment public comment period for each item as well?	Added to Table 2

			A summary table for how each of the documents are developed would be nice. I developed the tables in the two ppps below. I found these tables extremely helpful to staff. You don't have to develop them, but this is a suggestion.	Added under Table 2.
			The RVMPO PPP draft includes an analysis of the public outreach efforts for the 2021 RTP. Do you plan to include this for the 2024 RTP?	yes Table created in Appendix G
			Can you evaluate how the last PPP worked? How is this PPP different than the last one? Was it changed as a result of the last PPP review?	Added paragraph to section 7
			Can you add one or two ppp performance measures that you can track to see how you are doing between update cycles or at update cycles? And include the update cycle for the PMs.	Added two new paragraphs to section 7
			Will you have a newsletter during this time? This would be a good thing to have an article on.	No newsletter is planned.

Rob Brandes	JOCO	6/10/2024	Comment from Rob Brandes: "Policy 4 'Public Involvement Brochure' If I'm reading this correctly, it currently doesn't exist, but will be developed?"	See Appendix I
			2nd paragraph - 'Three additional members may be considered...' Should this be a will'? Not sure how hard we want to push for these additional slots.	Policy Committee discussed and agreed to leave it as "may."
			MRMPO – more a curiosity – will this be the second 'edition' of the PPP? In other words – we're updated the original one from the beginning of the MRMPO?	The original plan was adopted in 2014 and updated in 2018 & 2022. This will be the 4th Edition.
			Page 22 – MRMPO discretionary funding. Paragraph implies that a project 'must' be in a jurisdiction's TSP. But I don't think this is a 'must', it's a 'should' at best?	TPR 660-012-0180 2(a) Cities and counties may only submit projects on the financially-constrained project list in their transportation system plan to the financially-constrained list of a federally-required regional transportation plan.

APPENDIX J: Public Involvement Brochures

INTRODUCTION: Consider how familiar you are with the traffic issues that affect Josephine County. You can have a voice on what projects are being considered to improve current conditions.

1. What is a MPO?

- A secret organization designed to misdirect federal, state, and local tax dollars.
- Just another layer of bureaucracy.
- A local organization created to provide local and county governments a great voice making transportation decisions.

Metropolitan Planning Organizations (MPOs) are local organizations created by federal legislation in the early 1970's to increase local governments' input regarding where and how federal and state transportation dollars would be spent. The federal legislation is reinforced by Oregon statutes that delineate how MPOs may be formed and what representation is required on the MPO Board.

2. Who makes these decisions if there is no MPO?

- The State Department of Transportation.
- My cousin Vinny.
- No one, the decisions are made at random.

For those areas that are not represented by a MPO (areas with populations less than 50,000) the State Dept. of Transportation (DOT), in coordination with the county government, is responsible for programming state and federally funded projects for that area/county.

3. Why is there a MPO?

- Just because.
- To provide for the conscientious application of sound planning principles in order to promote a more livable environmentally sound, and economically viable community that is accessible through an efficient and effective multi-modal transportation.
- To create a layer of bureaucratic confusion in order to obfuscate the process.

MPO's provide the forum through which all levels of government work together to identify and address local, county, and regional transportation needs. The MPO maintains a staff of dedicated professionals who work with the local governments, the county and the state to identify, prioritize, and plan of the transportation needs of the region.

Recipient Name
Address
City, ST ZIP Code

Company Name
Street Address
City, ST ZIP Code

A Guide to Understanding the METROPOLITAN PLANNING ORGANIZATION

A brief guide to help you learn a little bit about Transportation Planning in your community.



4. What does an MPO do?

- a. Assists local and state government in developing a five-year work program and 20-year long range plan.
- b. As little as possible.
- c. Misdirect federal, state, and local tax dollars to pay for covert operations.

There are three tasks that MPO's must perform to maintain their certification:

1. The **Unified Planning Work Program (UPWP)** outlines those planning tasks and projects that MPO staff will undertake in the upcoming fiscal year.
2. The **Transportation Improvement Program (TIP)** is a listing of projects to be undertaken over the next four years.
3. The **Regional Transportation Plan (RTP)** is the guiding document for transportation improvements over the next 20 years. In addition, the MPO develops, every three years, a listing of projects that will be considered for the next TIP. This listing is called the Prioritized List of Projects. It is through the development of this list that the local governments have the greatest impact on the improvements to the transportation system in their region.



5. How does a local government become involved or participate?

- a. Pretend the MPO doesn't exist and hope that it will all work out for the best.
- b. Wait until your city is threatened by a massive highway project and then complain.
- c. Provide representatives to participate on the MPO Board and the primary committees.

The business of the MPO is conducted through 3 primary committees:

1. **Technical Advisory Committee**
Planning and engineering professionals
2. **Policy Committee**
Elected officials from municipalities, the county, and State department of transportation (DOT)
3. **Public / Citizen Advisory Committee**
Comprised of citizen participants who are appointed as representatives by their respective members of the MPO Board.

The MPO for the Grants Pass metropolitan area is the Middle Rogue MPO administered by:

Rogue Valley Council of Governments
155 N. 1st Street
P.O. Box 3275
Central Point, OR 97502
541-423-1375
www.mrmmpo.org



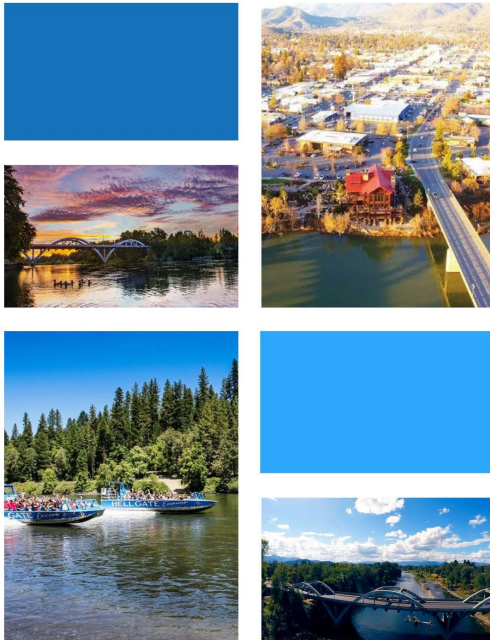
6. What are the benefits derived by creating and maintaining an MPO?

- a. I don't know of any.
- b. The creation of your MPO allows for additional funding for the planning and construction of transportation projects.
- c. You have someone else to blame if things go wrong.

When an MPO is created, the region it serves becomes eligible for additional federal funds. These funds break down in three categories:

1. **Planning Funds (PL)** – to be utilized by the MPO's, and by the governments they serve, to plan for and develop transportation projects in the region served by the MPO. These projects include the UPWP, the TIP, and the LRTP. In addition to these mandated activities, planning funds may be used for special projects and activities that promote a coordinated, multi-modal transportation system.
2. **Transit Planning Funds (Section 5303)** – these funds are to be used for transit planning activities – those plans and studies that promote an efficient public transit system for the area serviced by each MPO.





Citizens Guide to Metropolitan Transportation Planning

- **What is the MRMPO?**
- **Transportation Planning Principles**
- **The Transportation Planning Process**
- **Plans & Programs**



**Middle Rogue
Metropolitan
Planning Organization**

Why Should I Get Involved?

If you use transportation, you are involved!



You probably used some form of transportation today. Whether it's a car, bike, bus, wheelchair or walking – you are involved.

Transportation allows us to get to and from work, school, shopping, meetings, events, medical services, etc.



Transportation affects our quality of life, from the air we breathe, safety of our families, and to our own personal budgets.

The transportation system is designed to serve you. The funding to develop and maintain our transportation system comes from several sources – including your tax dollars!

Your input is critical to the overall quality of our region's transportation system, and to ensure your transportation needs are being met.



- What type of transportation do you use?
- Are you satisfied with your choices?
- Do you have any problems with this method?
- Would you like more options?

Interested in Getting Involved?

- **Consider serving on the Citizens Advisory Council (CAC)**, which is the public sounding board to the MPO Policy Committee. Email mrmppo@rvcog.org or call us at 541-664-6674.
- **Visit the MRMPO website, www.mrmppo.org.** There you can read and download our documents, learn about future events, read meeting minutes, review meeting agendas, and meet the staff.
- **Join the MRMPO email list** to receive notices when public meetings and comment periods are held. Email mrmppo@rvcog.org or call us at 541-664-6674.
- **Why are there MPOs?**
<https://www.youtube.com/watch?v=jA8PH7-Gi00>



Middle Rogue Metropolitan Planning Organization is staffed by:



Rogue Valley Council of Governments
155 N. First St.
P.O. Box 3275,
Central Point, OR 97502
541-664-6674 | www.rvcog.org

What is the MRMPO?

A metropolitan planning organization (MPO) is an entity designated by law for areas with a population of 50,000 or more. They coordinate the development of the area's transportation plans and for coordinating the transportation planning process. Federal funding for transportation projects and programs are channeled through the MPO. The **Middle Rogue Metropolitan Planning Organization (MRMPO)** covers the urbanized area of Josephine County, including the communities of Gold Hill, Grants Pass, and Rogue River.

Federal and state legal responsibilities for MPOs can be summarized as:

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

Additionally, due to local circumstances, MRMPO has responsibility under the Clean Air Act (and corresponding state law) for performing **regional air quality conformity** analyses and demonstrate regional transportation conformity for carbon monoxide (CO) and particulate matter (PM₁₀).

Committees

• Policy Committee

The MRMPO Policy Committee makes final MRMPO planning decisions. It is composed of elected and appointed officials from Gold Hill, Grants Pass, Rogue River, Josephine County, Josephine County Transit, and ODOT. The Policy Committee considers public comment and recommendations from the **two standing advisory committees**.

• Technical Advisory Committee (TAC)

The MRMPO 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.

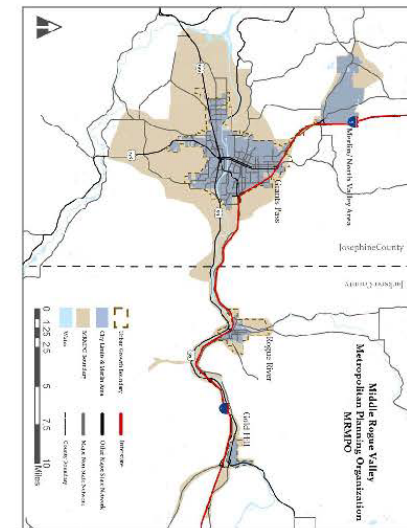
• Citizens Advisory Council (CAC)

This committee has three representatives from Grants Pass, one member each for the cities of Rogue River, and Gold Hill and Jackson County,

and two members representing Josephine County. Three additional members may be considered for each of the following interests: freight industry, mass transit, and active transportation. The CAC meets monthly and considers and advises on all aspects of the MPO's activities.

The standing advisory committees also receive public comment. In addition to these two committees, the Policy Committee from time to time authorizes the formation of ad hoc committees to provide input on specific

MRMPO Planning Area



This guide is to help keep you informed and encourage your participation in the transportation planning activities of the Middle Rogue Metropolitan Planning Organization.

Transportation Planning Principles

The planning process is more than just a listing of future highways and planned transit upgrades. It requires developing strategies for operating, managing, maintaining, and financing the area's transportation system in order to advance the region's long-term goals.

MRMPO Partners:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- Josephine County Transit (JCT)
- Josephine County and the Cities of Gold Hill, Grants Pass, and Rogue River



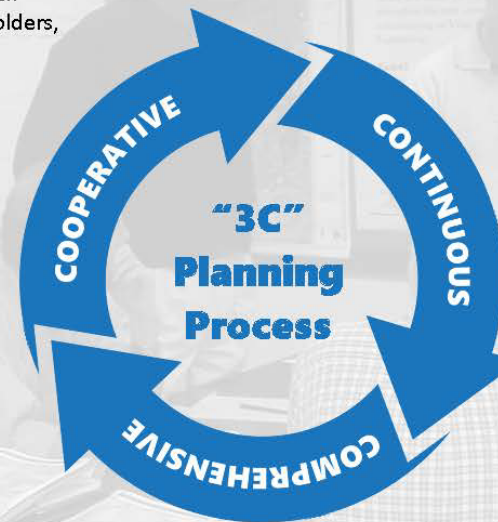
3C Process: MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs are guided by the 3C process, which means the transportation planning process is cooperative, continuous, and comprehensive.

Cooperative

The MRMPO works with state and local stakeholders, including interested individuals and special interest groups

Continuous

Key documents are continuously reviewed and updated as needed



Comprehensive

Multiple transportation modes are considered, such as: *transit, personal vehicle, biking, walking, freight, air*

As well as multiple factors, including: *air quality, social justice and employment*

This guide is to help keep you informed and encourage your participation in the transportation planning activities of the Middle Rogue Metropolitan Planning Organization (MRMPO)

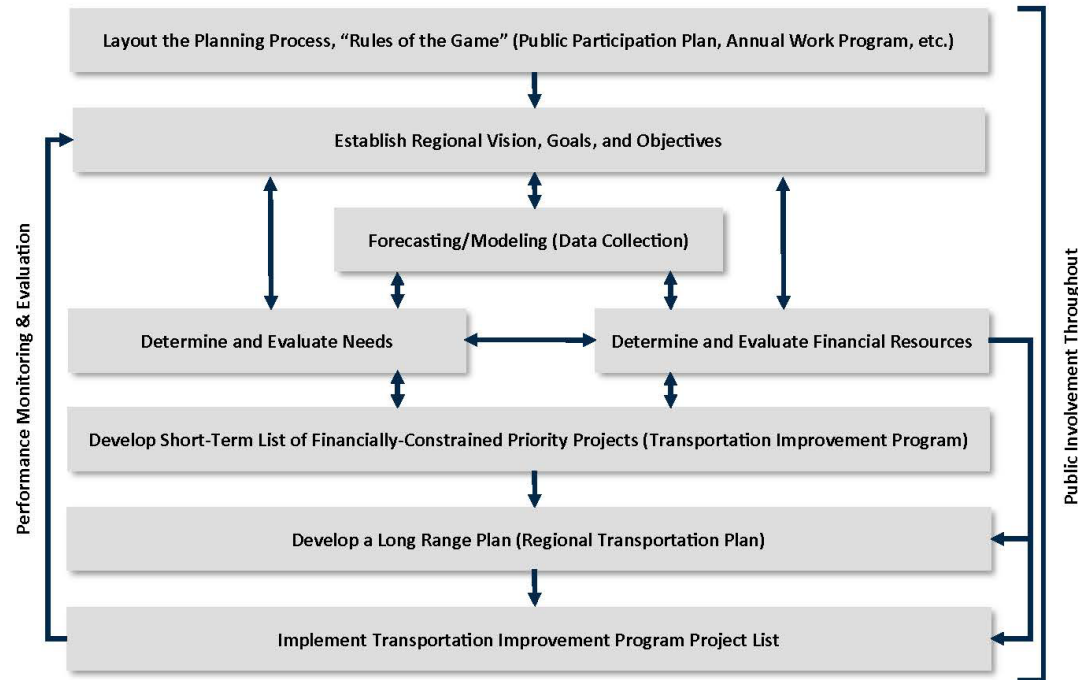
Understanding the Transportation Planning Process

The metropolitan transportation planning process brings people, information, and ideas together to inform regional transportation decisions. Transportation planning recognizes the critical links between transportation and larger societal goals and includes not only considerations such as mobility, accessibility, and connectivity, but also economic vitality, the environment, livability, social equity, safety, security, and financial constraints.

Transportation Planning Features:

- Monitoring existing conditions
- Forecasting future population growth, employment growth, and travel demand
- Identifying current and future transportation problems and needs
- Conducting planning studies to address transportation issues
- Developing long-range plans and short-range programs of capital improvements and operational strategies that address problems and needs
- Estimating the impacts of transportation improvements on air quality and populations of concern
- Developing financial plans for implementing the recommended improvements
- Involving the public throughout the process via public meetings, surveys, workshops, public hearings, comment periods, and more.

Transportation Planning Process



Public input is used to:

- Identify the goals, visions, opportunities, and needs of the region
- Identify significant projects
- Define alternative strategies
- Develop a long-range transportation plan that includes a list of eligible projects

From Planning to Implementation

Transportation projects are only implemented ("programmed") after a long, careful, inclusive planning process. Once needs are identified projects must be prioritized according to available funding. This process results in the Transportation Improvement Program (TIP), which is the document that tells which of the identified projects can be funded and built in the near future.

This guide is to help keep you informed and encourage your participation in the transportation planning activities of the Middle Rogue Metropolitan Planning Organization (MRMPO).

MRMPO Plans & Programs

MRMPO completes and coordinates many plans, projects, and studies. The MPO is responsible for preparing four primary federally required plans, programs, and findings. These are designed to create a vision, implement and monitor projects, conform to air quality requirements, and provide financial guidance. The documents are:

- **AIR QUALITY CONFORMITY DETERMINATION**
- **REGIONAL TRANSPORTATION PLAN (RTP)**
- **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
- **UNIFIED PLANNING WORK PROGRAM (UPWP)**

View these documents at www.mrmppo.org.

Air Quality Conformity Determination

What: The MRMPO prepares air quality conformity determinations (AQCD) for the federal component of the RTP and the TIP as required by state and federal law.

How Often: Updates the RTP and TIP are required every 4-years. In certain cases, an AQCD may be needed when new projects are added to the RTP and TIP.

Significance: In order for the MRMPO to receive federal funding, the document needs to show that the region will continue to meet federal and state air-quality standards for the duration of the planning period.

Regional Transportation Plan (RTP)

What: The RTP is the main MPO document guiding future transportation improvements. It sets goals that are developed from federal guidelines and public and stakeholder input. The plan documents the transportation needs for the future, forecasts available revenue and estimates the costs of projects.

How Often: The RTP is updated every 4 years with a minimum horizon of 20 years.

Significance: Projects that use state or federal funds must be included in the RTP.

Purpose of the RTP: The goal of the MRMPO is to develop and maintain a multimodal transportation system that serves regional needs, promotes safety, supports economic development, and facilitates personal choice in transportation decisions.

Transportation Needs Addressed in RTP		Transit
Transp. Options	Bike & Pedestrian	Street & Hwy
Safety & Security	Parking	Freight

Other Key Components: Land Use, Air Quality, Fiscal Constraint, Transportation Demand Mgmt., Transportation Systems Mgmt.

Transportation Improvement Program (TIP)

What: The TIP is used as a management tool to gauge progress in achieving the goals identified in the RTP. It documents the anticipated costs of projects and the expected revenues from local, state, and federal funding sources. Essentially, the TIP is the tool that allows federal funds to be programmed towards projects.

How Often: The TIP identifies and lists transportation projects for implementation within the next four federal fiscal years. It is updated annually.

Significance: To receive federal funds, projects must be included in the TIP and in most cases must have matching local funds available. As with the RTP, the costs of projects cannot exceed available revenue.

Unified Planning Work Program (UPWP)

What: The UPWP documents the transportation planning activities and products the MRMPO and RVTD will conduct or complete over a year's time.

How Often: The UPWP is updated yearly, however it can be amended as needed.

The public has multiple opportunities to comment on and be involved in the development of all plans and programs before they are approved by the MRMPO Policy Committee. **See back of pamphlet for information on how you can get involved!**