



MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION

# UNIFIED PLANNING WORK PROGRAM

2024-2025

May 16, 2024

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

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

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**Resolution 2024-01**

**Middle Rogue Metropolitan Planning Organization - Policy Committee  
Adoption of the FY 2024-25 Unified Planning Work Program**

**Whereas**, the Middle Rogue Metropolitan Planning Organization was formed in 2013 to coordinate transportation planning in the greater Grants Pass area; 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 must prepare an annual Unified Planning Work Program (UPWP) that identifies program activities and expenditures; and

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

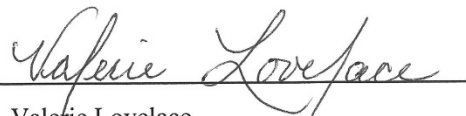
**Whereas**, the Middle Rogue Metropolitan Planning Organization Policy Committee did review and comment on the UPWP for Fiscal Year 2024-25 in May of 2024; and

**Whereas**, the MRMPO held a 30-day public comment period and public hearing to secure input and comment on the adoption of the FY 2024-25 UPWP.

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

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

That, with the adoption of this resolution, the MRMPO Policy Committee formally adopts the 2024-2025 Unified Planning Work Program on this the 16<sup>th</sup> day of May 2024.



Valekie Lovelace  
MRMPO Policy Committee Chair

**Middle Rogue  
Metropolitan Planning  
Organization**

**Policy Committee**

Melia Biedscheid	City of Gold Hill
Rick Riker	City of Grants Pass
Valerie Lovelace, Chair	City of Grants Pass
Pam VanArsdale, Vice-Chair	City of Rogue River
Collen Roberts	Jackson County
Erik Heesacker	Josephine County
Robert Brandes	Josephine County
Mike Baker	ODOT

**Technical Advisory  
Committee**

Lily Morgan	City of Gold Hill
Shelly Stichter	City of Grants Pass
Wade Elliott, Chair	City of Grants Pass
Ryan Nolan	City of Rogue River
James Philp	Jackson County
Scott Chancey	Josephine Community Transit
Neil Burgess, Vice-Chair	Josephine County
Justin Shoemaker	ODOT
Ian Horlacher	ODOT
Josh LeBombard	DLCD

*Non-voting Members:*

FHWA	Ashley Bryers
MRMPO (staff)	Ryan MacLaren

**Citizens Advisory  
Committee**

David West	City of Grants Pass
Judy Garrett	City of Grants Pass
Nancy Sue Stout	City of Grants Pass
Fred Saunders, Vice-Chair	Josephine County
Dick Converse, Chair	Josephine County
Lesley Orr	Active Transportation
Trent Carpenter	Freight
Vacant	Mass Transit

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# **The Middle Rogue Metropolitan Planning Organization**

## **Unified Planning Work Program**

### **Fiscal Year 2024-25**

#### **Introduction**

The Unified Planning Work Program (UPWP) is the federally required program budget for the MRMPO. This document identifies the amount of federal planning funds received by the MPO, any State Planning and Research (SPR) funds that the Oregon Department of Transportation (ODOT) intends to expend in the MPO area during the next Fiscal Year, and any local funds that might be used.

Each year the MPO receives two types of federal funds to assist with the administration, equipment purchases (computers, software, etc.) and all planning activities to be undertaken in the upcoming fiscal year. From the Federal Highway Administration (FHWA) the MPO receives PL funds and from the Federal Transit Administration (FTA) the MPO receives Section 5303 funds. While these are federal funds, they are distributed to the MPOs by the state DOT. Technically there is no distinction between the two funding sources with one exception: Section 5303 funds require a local match. It should be noted that almost all federal funds require a match of non-federal funds. For the MPOs, ODOT matches the PL funds but does not provide the match for Section 5303 funds therefore it's incumbent on each MPO to provide a local match for the Section 5303 funds. Federal funds may be matched in several ways one of which is by providing "in-kind" services.

#### **Derivation of In-Kind Services**

This MPO provides, through its committee attendance, in-kind match for the FTA funds. The MPO has three standing committees: the Technical Advisory Committee (TAC); the Citizen Advisory Committee (CAC); and the Policy Committee (PC). The Technical Advisory Committee consists of two members from each of the member jurisdictions: a planner and an engineer/public works individual. Each year RVCOG staff surveys its member local governments to identify the "loaded rate" of the staff that participate MPO's TAC. In-kind is assessed by multiplying the members' loaded rate times each hour (or portion thereof) that the TAC meets for each month. The same calculation is undertaken for both the Citizen Advisory Committee and for the Policy Committee but in these cases the RVCOG assumes a loaded rate of \$32/hr. per member.

#### **Purpose of Federal Metropolitan Planning**

To improve regional transportation planning and give communities a stronger voice in addressing transportation concerns while avoiding duplication of planning efforts, the U.S. Department of Transportation (USDOT) has established policy guidelines to: 1) integrate modal planning at the metropolitan level; 2) achieve intermodal planning and coordination, and 3) relate these activities to comprehensive planning. The current transportation act, Infrastructure Investment and Jobs Act (The IIJA), signed on November 15, 2021, maintains the support for planning elements that should be considered by the MPO's planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability;
10. Reduce (or mitigate) the storm-water impacts of surface transportation; and
11. Enhance travel and tourism.

Pursuant to federal, state and local guidance, the Middle Rogue Metropolitan Planning Organization's (MRMPO) 2024-25 UPWP identifies all transportation and related planning activities that will be undertaken by the MRMPO during the project year from July 1, 2024, to June 30, 2025. The work program was developed to serve these specific objectives:

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

## **2024-2025 UPWP Overview**

The Unified Planning Work Program (UPWP) is adopted by the MRMPO Policy Committee and incorporates all transportation planning and supporting comprehensive planning activities in the Grants Pass Metropolitan Area by the Middle Rogue Metropolitan Planning Organization during the state fiscal year 2025<sup>1</sup> and serves as a means to satisfy 23 *CFR* 450.308. It identifies work proposed by major activity and task and includes summary details about expected products. Funding for all projects is identified. The UPWP is intended to provide a framework for the coordination of transportation planning efforts for and within the region. 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 received and responses is kept on file, reported to committees, posted on the web site, and may be incorporated into the final plan. It may be amended by the Policy Committee as needed to reflect changes in work tasks and funding. The amendment process is similar to the adoption process, in that public and agency comment is sought and a public hearing held prior to Policy Committee action.

This plan consists of three parts: Part I, Tasks 1 through 5, represent the federally mandated and federally funded portion of the program to be fulfilled by the MRMPO, plus state and locally funded work to fulfill state as well as federal requirements; and Part II, Task 6, which details additional work that is not federally mandated and is funded by carry-over funds as well as other sources. Part III covers ODOT planning projects within the MRMPO planning area that the agency expects to occur during the fiscal year.

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

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<sup>1</sup> The State of Oregon fiscal year runs from July 1<sup>st</sup> to June 30<sup>th</sup> and is the functional year for the UPWP. It is numbered according to its second half i.e. the year beginning July 1, 2024 is numbered FY 2025. The MRMPO fiscal year is the same. The federal fiscal year 2025 begins October 1, 2024 and runs through September 30, 2025.



RVCOG is an association of local governments that provides a forum for coordinated problem solving and regional planning for Jackson and Josephine Counties. Membership in RVCOG is strictly voluntary; the COG has received active participation from local jurisdictions in the Jackson/Josephine region for many years. RVCOG's mission is *"to be a catalyst to promote quality of life, effective and efficient services, and leadership in regional communication, cooperation, planning and action in Southern Oregon."*

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

### **Organizational Structure of MRMPO**

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

The MRMPO planning boundary is shown on the planning area map, Exhibit A. Federal and state legislation for MPOs can generally be summarized as follows:

- Develop and maintain a long-range Regional Transportation Plan (RTP).
- Develop and maintain a short-range project programming document, the Transportation Improvement Program (TIP).
- Coordinate transportation decisions among local jurisdictions, state agencies, and area transit operators.
- Develop an annual work program (UPWP).

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

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

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

In 2019 the Policy Committee of the MRMPO decided to create a Citizens Advisory Committee for which it is currently and actively seeking members of the public to participate on. Although not fully appointed, the CAC currently has a membership of 7 citizens representing Grants Pass and Josephine County. For more information click [here](#).

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

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

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

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

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

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

### **MRMPO Agreements**

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

- [ODOT IGA # 29044](#), dated March 6, 2013, establishing the Middle Rogue Metropolitan Planning Organization;
- March 20, 2013, [concurrence letter from the Governor](#) on designation of the Middle Rogue Metropolitan Planning Organization;
- RVCOG Board of Directors, [Resolution #2013-1 – To Delegate MRMPO Decision-Making Authority to MRMPO Policy Committee dated March 27, 2013](#);
- [ODOT IGA # 32750](#), ODOT/MPO/Transit Operator Agreement for Financial Plans and Obligated Project Lists between MRMPO, Josephine County and Josephine Community Transit executed on May 17, 2018 and defines roles and responsibilities for transportation planning required by the Code of Federal Regulation (CFR), Chapter 23, Section 450.314.
- Annual planning funds agreement between ODOT and RVCOG.

## **Regional Transportation Priorities for Fiscal Year 2024-25**

MRMPO will track rulemaking and other developments relating to the IIJ Act. Similarly, MRMPO will coordinate on a process to consider appropriate activities relating to state requirements including greenhouse gas reduction and support for alternatives to single-occupant vehicle travel.

Through the Research and Analysis Program the MRMPO is working toward being better able to respond to increasingly complex planning issues including planning for Climate Change regulation (state), new transportation demands resulting from implementation of the Regional Problem Solving plan.

Jurisdictions have begun implementing the region's long-range land-use Regional Problem Solving plan, and this will include addressing the MRMPO's role in coordinating the transportation aspects of the regional plan.

Specific major work products include:

- Develop 2027-30 Transportation Improvement Program
- Maintain 2024-27 Transportation Improvement Program
- Maintain update to Regional Transportation Plan
- Data collection/analysis for addressing future travel demand, transit demand, land use and Title VI/Environmental Justice.
- Jurisdictional planning assistance
- RVACT coordination
- Ongoing coordination with Josephine County Transit

## **Planning Emphasis Areas - FY 2024-2025**

The FTA and FHWA identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration, as appropriate, in Statewide and metropolitan (Unified) planning work programs.

For FY 2024-2025, eight key planning themes have been identified:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice<sup>40</sup> in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

## Status of Core MRMPO Planning Documents

The table below lists the core work products of the MRMPO, the adoption date, planning horizon and the time when the next update is due. Generally, ODOT updates the STIP every three years and has set the next update by 2026.

**Table of Core Documents**

Item	Date Adopted	Time Span	Update Due
2024-2049 Regional Transportation Plan	March 21, 2024	Five Years	March 2029
2024-2025 Unified Planning Work Program	April, 2025	One Year	April, 2026
2024-27 TIP	May 18, 2023	Three Years	July 2026
Self-Certification	July, 2023	Three Years	July 2026
MRMPO Public Participation Plan	April 2024	Two Years	April 2026
MRMPO Title VI / EJ Plan	April 2024	Two Years	April 2026

The RTP is amended to include new projects, reflect changes in project funding and other reasons as considered appropriate by the Policy Committee. It can be updated provided the MRMPO conducts public outreach on the amendment, advertising a 30-day public comment period and the Policy Committee conducts a public hearing and votes to approve the change. The RTP must maintain conformity with the state and federal air quality conformity requirements, including the State Implementation Plans for carbon monoxide in the Grants Pass area and particulates (10 microns and smaller) in the entire planning area. The 2024-49 RTP conforms to both federal and state transportation requirements.

## Summary of Projected Deliverables and Products in the 2024-25 UPWP

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

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

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

- Public Participation Activities (as described in draft MRMPO Public Participation Plan) including maintaining website [www.mrmppo.org](http://www.mrmppo.org)
- Develop and implement a consultation practice for the Native American Tribes impacted by the MRMPO.
- Organize files and library materials, including records of monthly Policy Committee, the Technical Advisory Committee, and the Citizens Advisory Committee meetings
- Semi-annual activity reports
- UPWP updates and draft and final 2025-26 document
- Self-Certification

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

- Annual listing of obligated projects
- Maintain for 2024-2027 TIP, including participating in statewide STIP/TIP coordinators meetings.
- Development and management of the 2027-2030 Transportation Improvement Program, including participating in statewide STIP/TIP coordinators meetings and amending the TIP as needed
- Provide technical and planning assistance to and coordination with local jurisdictions and agencies
- Staying up to date on changing conformity rules and related air quality concerns.
- Implementation of Federal Performance measures and other coordination efforts with our state and federal partners as needed

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

- Maintain the most recent update to the Regional Transportation Plan
- Development and management of the 2029-2054 RTP
- Ongoing coordination with the RVMPO on intelligent transportation system (ITS) planning

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

- Title VI & Environmental Justice planning and compliance report
- Maintenance of GIS maps and data
- Travel demand modeling, model maintenance and improvement
- Application of Oregon Household Activity Survey and Census/Survey data in transportation planning

**Task 5.0 Transit** – Continue coordination with Josephine Community Transit (JCT).

## **Summary of Projected FY 2024-25 Funding Allocation**

### **Funding for MRMPO Planning**

The MRMPO's planning program (not including the \$1,721,000 in planning initiatives being undertaken by ODOT Region 3) is funded by federal, state, local match and dues and is expected to total \$628,648. The largest funding source is FHWA, which provides MPO Planning Funds through ODOT to the MRMPO by formula that consists of 89.73% federal funds with a 10.27% local match required. ODOT has traditionally met the full local match requirements with state planning funds. Other resources are FTA 5303 funds, also through ODOT, for metropolitan planning related to transit (requiring a 10.27 percent local match), and MRMPO member dues.

Below in Figure 1 shows the percentage each funding source makes up of the total available funding for FY 2024-25.

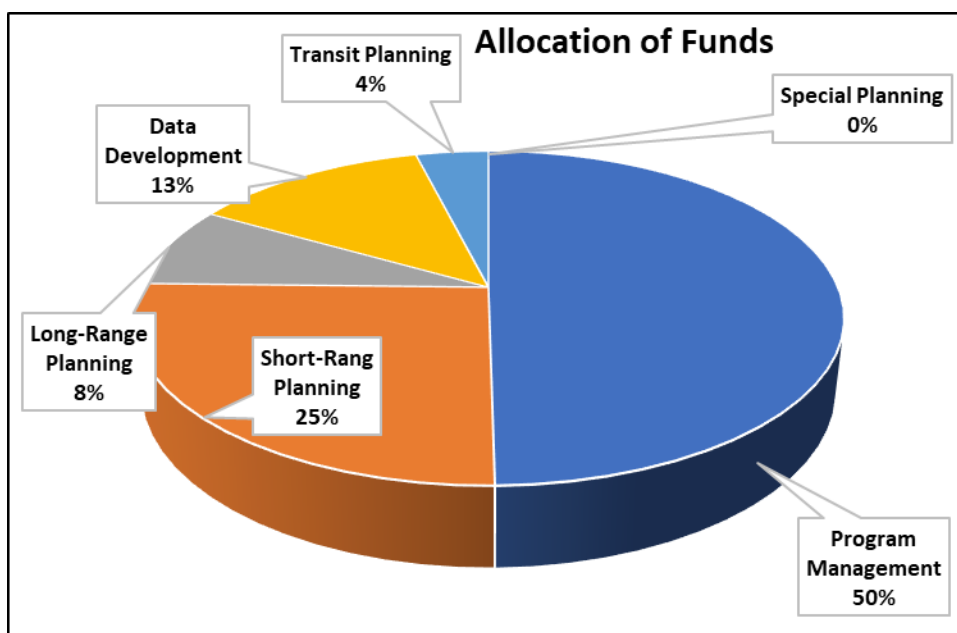
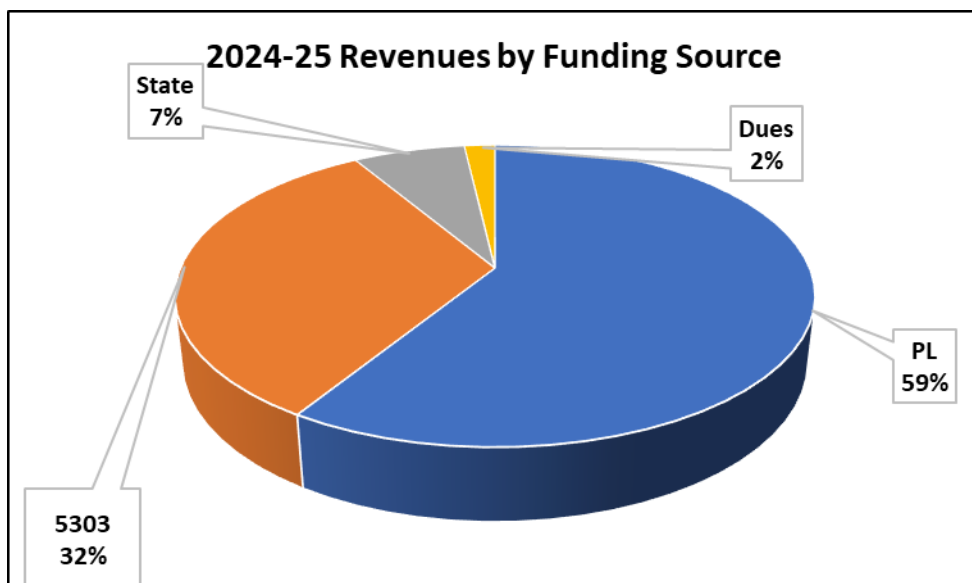


Figure 2, above, summarizes how anticipated resources will be allocated among the major tasks described above. MRMPO planning activities are anticipated to be funded with over \$628,648 in federal, state, in-kind match, and local funds. Program management, short-range planning and long-range planning projects will take the largest share of funds. A summary budget breakdown by all work tasks and sub-tasks is on page 23, following the detailed task descriptions in Part I. Funding commitments are formalized through specific IGAs with ODOT. The MRMPO and its subcontractors (if any) will carry out the tasks described in this UPWP.

MRMPO is dependent on USDOT funding for UPWP activities. For this work program, federal sources provide about 89 percent of MRMPO funding. Local match for FTA funds has been provided for the MPO through in-kind services provided by member jurisdictions.

In addition to funding described above, MRMPO relies on travel demand modeling services provided by ODOT's Transportation Planning Analysis Unit. TPAU provides modeling services and maintains and updates the model for the MRMPO. In addition, TPAU works with the RVCOG staff to conduct the future regional land use forecasts by macro analysis zones as integral data in the demand model. RVCOG does not have the ability to maintain and run the travel demand model.

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

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

The MRMPO UPWP integrates Environmental Justice considerations and Title VI requirements through the Public Participation Plan and UPWP work tasks. The Public Participation Plan contains strategies to reach minority and low-income groups. The MRMPO developed and adopted an Environmental Justice Plan in FY2015 along with a Title VI discrimination complaint procedure as part of the Environmental Justice Plan. These plans were both updated in 2024.

Environmental justice is considered as MRMPO selects projects to receive discretionary funds (Congestion Mitigation and Air Quality and Surface Transportation Block Grant Program). Target populations living in the vicinity of a proposed project are identified through Census data. Environmental Justice Plan maps are consulted to assess project impact on target populations. Resulting funding decisions are incorporated into the TIP. Projects located in the identified EJ areas are given additional points that are added to the overall scoring of the project which may help the project receive a higher ranking on the project priority list. Resulting funding decisions were incorporated into the 2024-2027 TIP.

The next update of data related to environmental justice will be performed in 2026. Through this effort MRMPO expects to strengthen its analytical capability and enhance capacity to assess impacts to minority and low-income populations.

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



## PART I - MRMPO Functions

TASK 1	Program Management/Administration				
Total Task Budget	\$ 313,650				
FHWA	\$ 172,824				
State Match	\$ 19,780				
FTA 5303	\$ 98,740				
In-kind	\$ 11,301				
Dues	\$ 11,004				

### Description:

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

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

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

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

Sub-Task Title	1.1 Office and Personnel Management				
Total Budget	\$ 233,356				
FHWA	\$ 126,972				
State Match	\$ 14,533				
FTA 5303	\$ 72,544				
In-kind	\$ 8,303				
Dues	\$ 11,004				

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



Tasks also include preparation and maintaining records for the Policy and technical advisory committee, and formation and management of other committees and work groups as necessary, and all costs associated with MRMPO meetings. This portion of the UPWP includes budget line items such as budget audit, staff travel and training, training needs analyses, and memberships in professional organizations. Work items include contract and records management, monthly review of expenditures, personnel and team management, needs analyses for future project work areas, Interagency Agreement review, etc. These activities are ongoing. Each work item is listed below with descriptions provided for select work items. MRMPO compliance with any USDOT rulemaking for the Infrastructure Investment and Jobs Act would be addressed at least initially in this task.

a) **Personnel Team Management**

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

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

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

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

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

c) **Interagency Agreement Review**

- UPWP Intergovernmental Agreement (May)

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

*Timeframe:* Ongoing July – June

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

d) **Training and Conferences**

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

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

e) **Meeting Preparation**

*Deliverables:* Meeting materials, Policy Committee, TAC and CAC

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

f) **Operations**

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

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

g) **Data/Information Requests**

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

*Deliverables:* Completed information requests

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

h) **Records Management**

*Deliverables:*

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

*Timeframe:* Ongoing July – June

*Lead Agency:* RVCOG

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

Policy Committee Chair and other members participate in state, regional and national boards including the Oregon MPO Consortium and the Association of Metropolitan Planning Organizations. Participation is considered important and necessary to furthering regional planning goals. A portion of MRMPO dues totaling \$11,004 is dedicated to this activity. These funds also are used to pay dues to organizations such as the Association of Metropolitan Planning Organizations (AMPO). Staff support for these activities also is funded in this task.

*Deliverables:* Regional policy-makers participation in state, regional and national organizations and events.  
Membership in organizations as authorized by the Policy Committee  
(Membership is paid with MPO dues only)

*Timeframe:* As required, July – June

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

<b>Sub-Task Title</b>	<b>1.2 UPWP Development</b>		
<b>Total Budget</b>	\$ 49,412		
<b>FHWA</b>	\$ 28,216		
<b>State Match</b>	\$ 3,229		
<b>FTA 5303</b>	\$ 16,121		
<b>In-kind</b>	\$ 1,845		
<b>Dues</b>	\$ -		

The UPWP is an annual work program that outlines MPO planning activities. Its adoption every year (or optional every two years) is required by Federal law. Its implementation is monitored by the funding agencies (USDOT and ODOT). It is a "unified" program that includes all transportation planning activities that are taking place within the MRMPO geographic planning boundary (Exhibit A). This has expanded from the last MRMPO RTP update due to 2020 census updates. It is written and developed by MRMPO staff and reviewed, amended and adopted by the MRMPO Policy Committee. Subtasks will be monitored to assess progress. Progress information is provided as reports and proposals for action to the Policy Committee and technical advisory committee. Summary progress reports are provided to ODOT as part of the semi-annual reporting process.

Deliverables associated with this subtask include an adopted UPWP and monthly time sheets with task and subtask tracking.

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

**a) Semi-Annual and Annual Reports**

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

*Timeframe:* Every 6 months

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

**b) Daily MRMPO Task Tracking**

*Deliverables:* Monthly task/subtask timesheets

*Timeframe:* Monthly July – June

*Lead Agency:* RVCOG

**c) UPWP Development**

*Deliverables:* 2024-25 UPWP document

*Timeframe:* Draft in February; Adoption by April

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

<b>Sub-Task Title</b>	<b>1.3 Public Involvement</b>		
<b>Total Budget</b>	\$ 30,882		
<b>FHWA</b>	\$ 17,635		
<b>State Match</b>	\$ 2,018		
<b>FTA 5303</b>	\$ 10,076		
<b>In-kind</b>	\$ 1,153		
<b>Dues</b>	\$ -		

The MRMPO recognizes the importance and need for providing an active public involvement process, which supplies complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in all MRMPO planning and program activities. The purpose of this work element is to improve, strengthen and fulfill all these needs. A good public participation program includes public education, public involvement and public relations. The MRMPO updated its Public Participation Plan in FY 2024.

a) **Implementation of Public Participation Plan**

The FAST Act calls for a “proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans.” In FY 2024, the MRMPO updated a *Public Participation Plan*. Under this plan, the MRMPO seeks to increase opportunities for all segments of the community, including low-income, minority and disabled citizens, to participate in the metropolitan planning process. Implementation includes efforts to develop new visualization techniques for TIP project selection including greater use of photographs in discussion of site locations and conditions, and posting on the web all applications and descriptive materials, and evaluation criteria and procedures. All applicants for MRMPO discretionary funds are asked to make presentations with visuals to the MRMPO’s committees. Presentation materials are posted on the MRMPO website. In FY 2016, the MRMPO developed a virtual open house for the public along with an interactive project map. This use of the web represents an investment in expanded public involvement that will continue in FY2025. Public participation at the virtual open houses can be tracked (number of site visits and comments received) to determine its effectiveness. Spanish translation services are available to the public upon 24 hour notice to the MPO.

*Deliverables:*

- Ongoing implementation of the MRMPO Public Participation Plan.
- Fact sheets, project progress reports, newsletters, new visualization techniques and up-to-date website, and other activities as identified.
- Integrate virtual public involvement tools (PEA#4) in overall public involvement activities.

*Timeframe:* Ongoing July to June

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

b) **Development and Implementation of Consultation Practice for Native American Tribes possibly impacted by the MRMPO**

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

*Deliverables:*

- Consultation Practice for the Native American Tribes.

*Timeframe:* Ongoing July to June

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

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<b>TASK 2</b>	<b>Short Term Planning</b>	
<b>Total Task Budget</b>	\$	160,587
<b>FHWA</b>	\$	91,702
<b>State Match</b>	\$	10,496
<b>FTA 5303</b>	\$	52,393
<b>In-kind</b>	\$	5,997
<b>Dues</b>	\$	-

**Description:** This task relates to near term activities such as federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality (CMAQ) project prioritization and programming, air quality conformity activities, maintenance and update of the Metropolitan Transportation Improvement Program, which is a financially-constrained list of transportation improvements for the MRMPO area, and development of the annual list of obligated projects.

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

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

<b>Sub-Task Title</b>	<b>2.1 TIP</b>	
<b>Total Budget</b>	\$	80,294
<b>FHWA</b>	\$	45,851
<b>State Match</b>	\$	5,248
<b>FTA 5303</b>	\$	26,196
<b>In-kind</b>	\$	2,998
<b>Dues</b>	\$	-

Maintenance of the 2024-27 TIP and development of the 2027-30 TIP is the main element in this task.

Also, staff will develop and publish the Annual Listing of Obligated Projects. MRMPO coordinates with member jurisdictions and state and federal agencies to keep the program current and develop the annual obligations report. TIP amendments generally are initiated by sponsoring agencies. Amendments are reviewed by the CAC and the TAC. The CAC and the TAC forwards recommendations to the Policy Committee, which is responsible for approving the TIP and any changes to it (beyond minor, “administrative modifications,” which the MRMPO TIP manager is authorized to make under 23 CFR 450 to address project changes such as phase costs and minor shifts in fund sources). All amendments are forwarded to the ODOT STIP coordinator. MRMPO coordinates the amendment process so member jurisdictions will be aware of the progress of

projects. Example of instances that trigger the amendment process include re-scheduling CMAQ and STBG projects, Federal Transit Administration fund changes, and project costs or other scheduling changes.

*Deliverables:*

- Annual Listing and Status of Federally-funded projects
- TIP and Amendments - Ongoing July – June
- Obligated Funds Report – December 2024

*Timeframe:* Ongoing July – June

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

Sub-Task Title	2.2 Air Quality
Total Budget	\$ -
FHWA	\$ -
State Match	\$ -
FTA 5303	\$ -
In-kind	\$ -
Dues	\$ -

On December 26, 2023, MRMPO has reached the end of the maintenance period and is considered to be in attainment. When an area is designated as "attainment area," it means that the air quality within that region meets or is below the specified levels for all relevant pollutants as defined by the National Ambient Air Quality Standards (NAAQS).

In the context of air quality management and transportation planning, the term "attainment area" refers to a geographical area that has achieved and maintains compliance with the (NAAQS) set by the U.S. Environmental Protection Agency (EPA). These standards are established to protect public health and the environment by limiting the concentrations of specific air pollutants.

Areas that do not meet the air quality standards are classified as nonattainment areas or maintenance areas. And they are subject to additional regulatory requirements and limitations on certain types of development and transportation projects until they achieve compliance.

In summary, when a Metropolitan Planning Organization becomes an attainment area, it indicates that the region has successfully maintained air quality standards, allowing for more flexibility and fewer regulatory restrictions in transportation planning and development projects.

Additional information regarding the end of 20 years of maintenance is presented in the [Office of Transportation and Air Quality's guidance document](#).

<b>Sub-Task Title</b>	<b>2.3 Local Jurisdiction Coordination</b>		
<b>Total Budget</b>	\$	61,764	
<b>FHWA</b>	\$	35,270	
<b>State Match</b>	\$	4,037	
<b>FTA 5303</b>	\$	20,151	
<b>In-kind</b>	\$	2,306	
<b>Dues</b>	\$	-	

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

A secondary objective of this element is to ensure consistency between the RTP and local plans such as TSPs, and to maximize the efficiency of the transportation system by helping communities integrate transportation and land use planning principles. Duplication of effort can also be minimized through communication and coordination provided in this task. MRMPO staff will participate on local TSP technical advisory committees to ensure that the work is coordinated and consistent with the RTP.

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

*Timeframe:* Ongoing July – June

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

<b>Sub-Task Title</b>	<b>2.4 STBG &amp; CMAQ</b>		
<b>Total Budget</b>	\$	12,353	
<b>FHWA</b>	\$	7,054	
<b>State Match</b>	\$	807	
<b>FTA 5303</b>	\$	4,030	
<b>In-kind</b>	\$	461	
<b>Dues</b>	\$	-	

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

Also, funds programmed in the current TIP will be monitored. MRMPO coordinates with ODOT to track fund balances. Subsequent changes to projects through FY 2025 will need to be tracked to maintain fund balances to ensure that funds are programmed appropriately. Administrative duties will be performed as needed. MRMPO participation in statewide discussion of funding allocations

is part of this subtask. The MRMPO will continue to work with ODOT to ensure CMAQ project eligibility and also ensure the completion of USDOT CMAQ annual reports which require a description of the qualitative and quantitative benefits of CMAQ projects.

*Deliverables:*

- Administration of STBG and CMAQ funds

*Timeframe:* Ongoing July - June

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

Sub-Task Title	2.5 Fed. Coord. And Performance Measures			
<b>Total Budget</b>	\$	6,176		
<b>FHWA</b>	\$	3,527		
<b>State Match</b>	\$	404		
<b>FTA 5303</b>	\$	2,015		
<b>In-kind</b>	\$	231		
<b>Dues</b>	\$	-		

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

*Deliverables:*

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

*Timeframe:* Ongoing July - June

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

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<b>TASK 3</b>	<b>Long Range Planning</b>		
<b>Total Task Budget</b>	\$	49,412	
<b>FHWA</b>	\$	28,216	
<b>State Match</b>	\$	3,229	
<b>FTA 5303</b>	\$	16,121	
<b>In-kind</b>	\$	1,845	
<b>Dues</b>	\$	-	

**Description:** The MRMPO adopted the 2024 – 2049 RTP in March of 2024 to conform to federal transportation planning requirements as set forth in The IIJA Act, the Oregon Transportation Plan, Oregon Highway Plan, and other statewide modal plans, and the Oregon Transportation Planning Rule for urbanized metropolitan planning organizations. Additionally, MRMPO will continue participating in committees, conducting research and other work to be ready



to comply with anticipated state and/or federal requirements for long-range performance measures and greenhouse gas emission reductions. More details pertaining to public participation efforts in the next RTP update, safety planning and transit needs are discussed in the relevant subtasks below.

**Objective:** *To complete the work necessary to maintain the 2024-2049 RTP that meets both federal and state transportation planning requirements under The IIJA Act and the 3C Planning process and planning factors.*

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

Sub-Task Title	3.1 ITS
<b>Total Budget</b>	\$ 6,176
<b>FHWA</b>	\$ 3,527
<b>State Match</b>	\$ 404
<b>FTA 5303</b>	\$ 2,015
<b>In-kind</b>	\$ 231
<b>Dues</b>	\$ -

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

*Deliverables:* Updating as necessary ITS work plan tasks

*Timeframe:* Ongoing July - June

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

Sub-Task Title	3.2 RTP Maintenance
<b>Total Budget</b>	\$ 43,235
<b>FHWA</b>	\$ 24,689
<b>State Match</b>	\$ 2,826
<b>FTA 5303</b>	\$ 14,106
<b>In-kind</b>	\$ 1,614
<b>Dues</b>	\$ -

The Regional Transportation Plan (RTP) for the Middle Rogue Metropolitan Planning Organization was adopted in March 2024.

*Deliverables:*

- RTP Amendments as needed
- Continue to maintain the 2024-2049 RTP
- Update to the 2024-2049 RTP

*Timeframe:* Ongoing July - June

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

<b>TASK 4</b>	<b>Data Collection and Analysis</b>			
<b>Total Task Budget</b>	\$ 80,294			
<b>FHWA</b>	\$ 45,851			
<b>State Match</b>	\$ 5,248			
<b>FTA 5303</b>	\$ 26,196			
<b>In-kind</b>	\$ 2,998			
<b>Dues</b>	\$ -			

**Description:** This work task involves the collection and analysis of data in support of all regional transportation planning studies and associated planning undertaken by MRMPO. It includes support for MRMPO's ongoing collaboration with ODOT Transportation Planning and Analysis Unit (TPAU) on the regional travel demand model. This includes future year scenario land use forecasts as an integral part of demand modeling for the RTP update. This task will also support data collection for an update of Environmental Justice and Title VI Plan in FY 2026.

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

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

<b>Sub-Task Title</b>	<b>4.1 Research &amp; Analysis</b>			
<b>Total Budget</b>	\$ 49,412			
<b>FHWA</b>	\$ 28,216			
<b>State Match</b>	\$ 3,229			
<b>FTA 5303</b>	\$ 16,121			
<b>In-kind</b>	\$ 1,845			
<b>Dues</b>	\$ -			

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

In FY 2024, MRMPO staff wrapped up work with TPAU on the development and implementation of the Activity Based Model." In FY 2024, MRMPO staff helped TPAU with the data support to

update the Southern Oregon Activity-Based Model from SOABM\_v1 to SOABM\_v3. Model maintenance will continue.

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

- Travel Demand Model Maintenance and Support (assisting and coordinating with TPAU on all tasks including:
  - Updates to area travel model.
    - Base and Future Year Scenario Land Use Update and RTP Network Creation/Update
    - Local Jurisdictional Review of the Land Use Data Updates
  - Model Validation reports.
  - Updates to model documentation.
  - Project and policy analyses modeling.
  - Travel forecasts for air quality analyses.
  - Traffic volume and level-of-service maps as requested.
  - Other model outputs as requested, including percent change in VMT, VHT, and mode-split.
  - Local jurisdictional Transportation System Plan.
- MRMPO GIS
  - Updated MRMPO GIS data and maps
  - GIS data management, file storage
  - GIS user licenses

*Timeframe:* Ongoing July – June

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

Sub-Task Title	4.2 Title VI/EJ&E	
<b>Total Budget</b>	\$ 30,882	
<b>FHWA</b>	\$ 17,635	
<b>State Match</b>	\$ 2,018	
<b>FTA 5303</b>	\$ 10,076	
<b>In-kind</b>	\$ 1,153	
<b>Dues</b>	\$ -	

This task implements MRMPO Public Participation Plan and provides funds for the development of an Environmental Justice and Title VI Plan to maintain compliance with Title VI and Environmental Justice considerations. Information contained in the plan about locations and numbers of target populations will be used as a reference for MRMPO project funding decisions.

In evaluating project applications, MRMPO will consider impacts on EJ populations as identified in the Plan. Therefore, it is important for the plan to contain up-to-date information.

This task also maintains the Title VI requirements such as; environmental justice reporting and plan-approval requirements, and Civil Rights complaint process as required by state and federal law which is included in the EJ/Title VI Plan. Task provides for continuing education of the Title VI officer in legal requirements, strategies and best practices relative to maintaining compliance with state and federal laws and guidance. Outreach and planning relating to locations of protected populations will be coordinated through the Title VI officer. An update to the plan is set for adoption in April/May of 2024.

*Deliverables:*

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

*Timeframe:* Ongoing July - June

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

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<b>TASK 5</b>	<b>Transit Planning</b>	
<b>Total Task Budget</b>	\$ 24,706	
<b>FHWA</b>	\$ 14,108	
<b>State Match</b>	\$ 1,615	
<b>FTA 5303</b>	\$ 8,060	
<b>In-kind</b>	\$ 923	
<b>Dues</b>	\$ -	

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

*Timeframe:* July – June

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

Figure 3: Summary MRMPO FY2024-25 Budget–Transportation Planning Funds by Source and Activity

MRMPO FY 2024-25 UPWP BUDGET								
(260) Transportation Planning Funds by Source and Activity								
	FHWA MPO Planning Funds (1)	PL State Match (1)	Total PL budget	FTA 5303 (2)	Local Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
<b>Work Tasks</b>								
<b>1. Program Management (150)</b>								
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin. (711)	\$ 126,972	\$ 14,533	\$ 141,505	\$ 72,544	\$ 8,303	\$ 11,004	\$ -	\$ 233,356
1.2 UPWP Development & UPWP Progress (712)	\$ 28,216	\$ 3,229	\$ 31,446	\$ 16,121	\$ 1,845	\$ -	\$ -	\$ 49,412
1.3 Public Education and Involvement Program (713)	\$ 17,635	\$ 2,018	\$ 19,653	\$ 10,076	\$ 1,153	\$ -	\$ -	\$ 30,882
Totals	\$ 172,824	\$ 19,780	\$ 192,604	\$ 98,740	\$ 11,301	\$ 11,004	\$ -	\$ 313,650
<b>2. Short Range Planning (122)</b>								
2.1 TIP Activities (701)	\$ 45,851	\$ 5,248	\$ 51,099	\$ 26,196	\$ 2,998	\$ -	\$ -	\$ 80,294
2.2 Air Quality Conformity (702)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.3 Local Jurisdictional Coord. & Technical Assistance (723)	\$ 35,270	\$ 4,037	\$ 39,307	\$ 20,151	\$ 2,306	\$ -	\$ -	\$ 61,764
2.4 STBG & CMAQ Project Funds Management (704)	\$ 7,054	\$ 807	\$ 7,861	\$ 4,030	\$ 461	\$ -	\$ -	\$ 12,353
2.5 State and Federal Partner Coordination (725)	\$ 3,527	\$ 404	\$ 3,931	\$ 2,015	\$ 231	\$ -	\$ -	\$ 6,176
Totals	\$ 91,702	\$ 10,496	\$ 102,198	\$ 52,393	\$ 5,997	\$ -	\$ -	\$ 160,587
<b>3. Long Range Planning (131)</b>								
3.1 ITS Coordination (705)	\$ 3,527	\$ 404	\$ 3,931	\$ 2,015	\$ 231	\$ -	\$ -	\$ 6,176
3.2 RTP Maintenance/Development (707)	\$ 24,689	\$ 2,826	\$ 27,515	\$ 14,106	\$ 1,614	\$ -	\$ -	\$ 43,235
Totals	\$ 28,216	\$ 3,229	\$ 31,446	\$ 16,121	\$ 1,845	\$ -	\$ -	\$ 49,412
<b>4. Data Development (137)</b>								
4.1 Research & Analysis Program (709)	\$ 28,216	\$ 3,229	\$ 31,446	\$ 16,121	\$ 1,845	\$ -	\$ -	\$ 49,412
4.2 Data collection/analysis for Title 6 & EJ (710)	\$ 17,635	\$ 2,018	\$ 19,653	\$ 10,076	\$ 1,153	\$ -	\$ -	\$ 30,882
Totals	\$ 45,851	\$ 5,248	\$ 51,099	\$ 26,196	\$ 2,998	\$ -	\$ -	\$ 80,294
<b>5. Transit - JOCO (160)</b>								
5.1 Transit Planning Assistance (716)	\$ 14,108	\$ 1,615	\$ 15,723	\$ 8,060	\$ 923	\$ -	\$ -	\$ 24,706
<b>6. Special Studies</b>								
N/A	\$ -	\$ -	\$ -					\$ -
ODOT Region 3 Planning Efforts							\$1,721,000	
<b>TOTAL ALL FUND SOURCES</b>	<b>\$ 352,701</b>	<b>\$ 40,368</b>	<b>\$ 393,069</b>	<b>\$201,511</b>	<b>\$ 23,064</b>	<b>\$ 11,004</b>	<b>\$1,721,000</b>	<b>\$2,349,648</b>

(1) FHWA MPO Planning funds are allocated to the MRMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$352,701; ODOT Match:\$40,368; for a Total of \$393,069 for Apportioned for FY 2024-25. (this includes carry over funds from previous years). 2.5% of FY25 PL funds (\$6,384.37) has been set aside for Complete Streets planning activities. Tasks 2-3 satisfy this requirement.

(2) Section 5303 funds are provided for metropolitan planning activities. Total 2024-25 allocation equals \$201,511 (including carry-over from previous years) with a local match requirement of \$23,064.

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

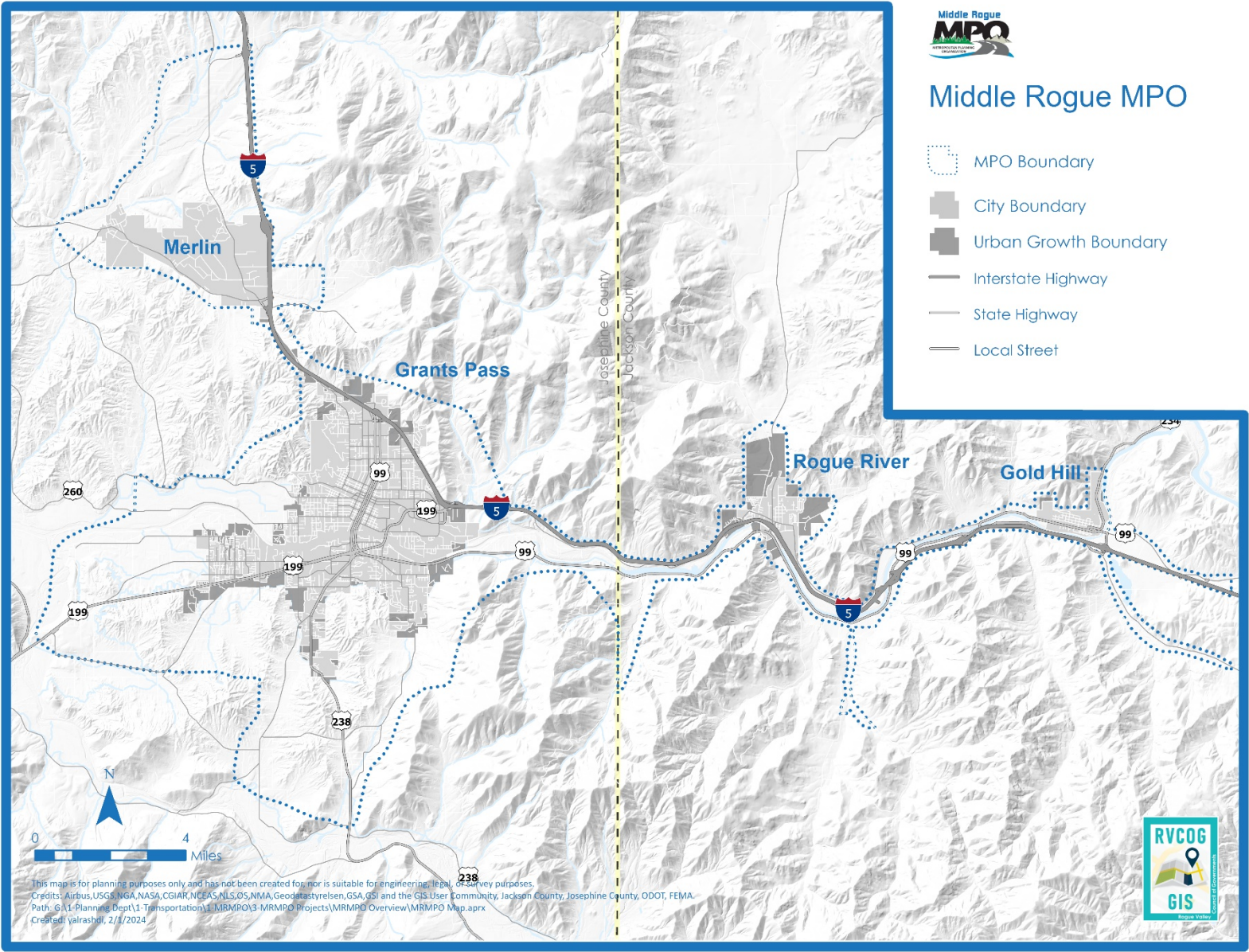
4) ODOT Region 3 planning funds.

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

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



Exhibit A: MRMPO Transportation Planning Area



## Exhibit B: MRMPO Designation Resolution

### ROGUE VALLEY COUNCIL OF GOVERNMENTS

#### RESOLUTION NO. 2013-1

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

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

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

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

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

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

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

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

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



Jim Lewis, President  
Rogue Valley Council of Governments

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

### **RVACT**

**Total Budget: \$17,000**

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

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

### **Task 7.1 Rogue Valley Area Commission on Transportation (RVACT)-Support**

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

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

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

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

*Timeframe:* Ongoing July-June

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



## PART III—ODOT Planning Projects

The projects listed below will be worked by ODOT in FY 2025. They are listed for informational purposes and to coordinate this work among ODOT, the MRMPO and JCT. This coordination is in accordance with *CFR §450.314 Metropolitan transportation planning process: Unified planning work programs and §450.318.*

The Public can access information about these projects on ODOT's website:  
<http://www.oregon.gov/ODOT/HWY/REGION3/pages/index.aspx>

Project	Description	Total Budget (Estimate)	Funding	Project Start (Estimated)	Project Finish (Estimated)
US-199 and Redwood Avenue Area Plan	Examine Transportation needs between US-199 and Rogue River and between Dowell to 7 <sup>th</sup> Street (Grants Pass).	\$400,000	Surface Transportation Block Grant (STBG) (Federal), City of Grants Pass	Spring 2024	Spring 2026
OR 99 Access Management Plan	Access Management on Rogue River Highway OR-99, east side of Grants Pass	\$150,000	State Planning & Research (Federal)	Spring 2025	Spring 2026
Rogue-Umpqua Bike/Pedestrian Plan	Development of bicycle and pedestrian plan for the entire Rogue-Umpqua scenic byway	\$300,000	Federal Land Access Plan (FLAP) and State Highway Fund	March 2023	July 2025
Rogue River Greenway Plan	Multi-use path for bicycle and pedestrians connecting from Rogue River to Grants Pass	\$150,000	State Planning and Research (Federal)	2023	July 2025
OR 238 Corridor Plan (Medford to Grants Pass)	Development of Corridor Plan for OR 238 from Medford to Grants Pass	\$400,000	State Planning & Research, FHWA, and MPO PL	Spring 2025	Fall 2027
OR-99 Redwood Highway (6 <sup>th</sup> and 7 <sup>th</sup> Streets) Bike and Pedestrian Plan	Development of Bicycle and Pedestrian Plan for 6 <sup>th</sup> and 7 <sup>th</sup> Streets (Grants Pass)	\$200,000	Transportation & Growth Management (TGM), City of Grants Pass	February 2024	November 2025
Josephine County Transit I-5 Transit Corridor Plan	Study to determine transit coordination between JCT and RVTD	\$121,000	PL	Winter 2025	Summer 2026

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

Federal Performance Measures					
	Performance Measure Criteria	ODOT Initial Targets Due	MPO Initial Targets Due	Update Frequency	MRMPO Supports Target Specified
<b>PM1 : Road Safety</b>	# of Fatalities	Aug. 31, 2017	Feb 15 2018	Every Year	ODOT
	Fatality Rate				
	# of Serious Injuries				
	Serious Injury Rate				
	# of non-motorized Fatalities and Serious Injuries				
<b>PM 2: Pavement and Bridge Condition</b>	% of pavements of Interstate System in Good Condition	May 20 2018	Oct 18 2018	Every 4 Years	ODOT
	% of pavements of Interstate System in Poor Condition				
	% of pavements of non-interstate NHS in Good Condition				
	% of pavements of non-interstate NHS in Poor Condition				
	% of NHS Bridges classified as in Good Condition				
	% of NHS Bridges classified as in Poor Condition				
<b>PM3: System Performance, Freight Movement, CMAQ Traffic Congestion and On-road Mobile Source Emissions</b>	% of person-miles traveled on the Interstate that are reliable	May 20 2018	Oct 18 2018	Every 4 Years	ODOT
	% of person-miles on non-Interstate that are reliable				
	Truck Travel Time Reliability Index				
	Annual Hours of Peak Hour Excessive Delay Per Capita				
	% of non-SOV Travel				
	Total Emissions Reduction				
<b>Transit Asset Management (TAM)</b>	Support for Targets for Equipment, Rolling Stock, Infrastructure and Facilities as adopted by Josephine County Transit.	May '2018	Nov 15 2018	Every 4 Years	ODOT
<b>Greenhouse Gas Emissions</b>	Total Emission Reduction	Feb 8 2024	July 18 2024	Every 4 Years	ODOT

# Transportation Planning Acronyms

ACT:	Area Commission on Transportation
ADA:	Americans with Disabilities Act
ADT:	Average Daily Traffic
AMPO:	Association of Metropolitan Planning Organizations
AQCD	Air Quality Conformity Determination
AQMA:	Air Quality Maintenance Area
CAAA:	Clean Air Act Amendments
CFR	Code of Federal Regulations
CMAQ:	Congestion Mitigation & Air Quality (federal funding program)
CO:	Carbon Monoxide
DLCD:	Department of Land Conservation and Development
EPA:	Environmental Protection Agency
EQC	Environmental Quality Commission
FAST Act	Fixing America's Surface Transportation Act of 2015
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FY	Fiscal Year
GIS:	Geographic Information Systems
IAMP	Interchange Area Management Plan
IGA	Intergovernmental Agreement
ITS:	Intelligent Transportation Systems
JCT:	Josephine Community Transit
LMP	Limited Maintenance Plan
LOS:	Level of Service, a range of operating conditions for each type of road facility
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century, 2012 transportation act
MRMPO	Middle Rogue Metropolitan Planning Organization
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
TIP:	Transportation Improvement Program
NAAQS:	National Ambient Air Quality Standards
NHS:	National Highway System
NTI:	National Transit Institute
OAR:	Oregon Administrative Rules
ODEQ	Oregon Department of Environmental Quality
ODFW:	Oregon Department of Fish and Wildlife
ODOT:	Oregon Department of Transportation
OHAS:	Oregon Household Activity Survey
OHP	Oregon Highway Plan
OMPOC:	Oregon Metropolitan Planning Organization Consortium
ORS:	Oregon Revised Statutes.
OSTI:	Oregon Sustainable Transportation Initiative
OTC:	Oregon Transportation Commission, ODOT's governing body
OTP:	Oregon Transportation Plan
PL112:	Public Law 112, Federal Planning Funds
PM <sub>10</sub> :	Particulate Matter of less than 10 Micrometers
PM <sub>2.5</sub> :	Particulate Matter of less than 2.5 Micrometers

RTP:	Regional Transportation Plan
RVACT:	Rogue Valley Area Commission on Transportation
RVCOG:	Rogue Valley Council of Governments
RVMPO:	Rogue Valley Metropolitan Planning Organization
SIP:	State Implementation Plan (refers to DEQ air quality plans)
SOV:	Single Occupancy Vehicle
STA:	Special Transportation Area
STIP:	Statewide Transportation Improvement Program
STBG:	Surface Transportation Block Grant
TAC:	Technical Advisory Committee
TAZ:	Transportation Analysis Zones
TCM:	Traffic Control Measures
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program.
TOD:	Transit Oriented Development
TPAU:	Transportation Planning Analysis Unit
TPR:	Transportation Planning Rule
TSP:	Transportation System Plan
UGB:	Urban Growth Boundary
UPWP:	Unified Planning Work Program
USDOT:	U.S. Department of Transportation (includes all modal agencies)
V/C:	Volume to Capacity
VHT	Vehicle Hours Traveled
VMT:	Vehicle Miles Traveled