



Agenda

Rogue Valley Metropolitan Planning Organization Public Advisory Council

Date: Tuesday, March 15, 2016
Time: 5:30 p.m.
Location: Rogue Valley Council of Governments
 Jefferson Conference Room
 155 N. First Street, Central Point
Transit: served by RVTB Route #40
Phone: 541-423-1360 (Sue Casavan, RVCOG)
RVMPO website: www.rvmpos.org

1. **Call to Order/Introductions/Review Agenda** Justin Hurley, Chair
2. **Review/Approve Minutes (Attachment #1)**Chair
3. **Public Comment (3-minute limit for each speaker)**.....Chair
4. **Public Advisory Council New Member Applications**.....Dan Moore

Background: Jon Michael Polich, representing Mass Transit and Jason Darrow, representing Ashland have submitted new member applications for the Public Advisory Council.

Attachments: #2 – New member applications for Jon Michael Polich and Jason Darrow

Action Requested: Forward recommendation to the Policy Committee to appoint new members.

Presentation:

5. **Transportation Needs Assessment for Traditionally Under-Served Populations**.....Andrea Napoli

Background: In 2014, the Policy Committee had recommended a Transportation Needs Assessment be completed as a Title VI/Environmental Justice work task. The purpose of the assessment is to help the region identify gaps, barriers, needs, and potential disproportionality of investment in the transportation system for traditionally underserved populations (Low-Income, Minority, Seniors, and Young Persons). Staff will review the contents of the report and map series.

Attachment: #3 – Draft Transportation Needs Assessment Report (click on link below)
http://rvmpos.org/images/public-advisory-council/2016/agendas/Attach3_NeedsAssessDraftReport.pdf

Transportation Needs Assessment Maps (click on link below)
http://rvmpos.org/images/public-advisory-council/2016/agendas/Attach3_NeedsAssessMapSeries.pdf

Action Requested: Recommendations for use of information and/or next steps

6. Annual Listing of Obligated Projects 2015..... Ryan MacLaren

Background: Every year the MPO publishes a list of federal funds obligated to projects in the prior federal fiscal year. The draft report and list has been prepared for review.

Attachments: #4 – Memo, Annual Listing of Obligated Projects 2015

Action Requested: Forward recommendation for approval to the Policy Committee.

7. Review Draft Unified Planning Work Program (UPWP) 2016-2017..... Dan Moore

Background: The RVMPO adopts a work program each year describing how federal transportation planning requirements will be met in the region through MPO activities. Staff is seeking PAC comments and suggestions.

Attachments: #5 – Memo, Draft 2016-2017 UPWP

Action Requested: Forward recommendation for approval to the Policy Committee.

8. MPO Planning Update Dan Moore**9. Other Business.....Chair****10. Public Comment.....Chair****11. Next Meeting.....Chair**

** The next Public Advisory Council meeting is scheduled for May 17, 2016,
at 5:30 p.m. at Rogue Valley Council of Governments, Jefferson Conference Room **

12. Adjourn..... Chair***Other RVMPO
meetings***

Technical Advisory Committee: 1:30 p.m., Wednesday, April 13, Rogue Valley Council of Governments, Jefferson Conference Room.

Policy Committee: 2:00 p.m., Tuesday, March 22, Rogue Valley Council of Governments, Jefferson Conference Room.

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

Summary Minutes Rogue Valley MPO Public Advisory Council January 19, 2016



The following attended:

MPO Public Advisory Council

Aaron Prunty, Chairman	Eagle Point	864-9868
Brad Inman	East Medford	734-5409
Glen Anderson	East Medford	770-6577
Justin Hurley	Central Point	602-4719
Kay Harrison	Central Point	664-1066
Mary Wooding	Ashland	482-1066
Mark Earnest	East Medford	899-8080
Michael Stanek	Eagle Point	821-1804
Mike Montero	Freight Industry	779-0771

Staff

Dan Moore	RVCOG	423-1361
Sue Casavan	RVCOG	423-1360

Others Present

None

1. Call to Order/Introductions/Review

Aaron Prunty called the meeting to order at 5:30 p.m. Members present introduced themselves.

2. Review/Approve Minutes

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

On a motion by Kay Harrison and seconded by Mary Wooding the Council unanimously approved the minutes as presented.

3. Public Comment -

None received.

4. Elect Chair and Vice Chair

Mike Montero nominated Justin Hurley for Chair, seconded by Kay Harrison. Hurley nominated Mike Montero for Chair, seconded by Michael Stanek. Prunty asked for a show of hands for each nominee.

Justin Hurley – 5

Mike Montero – 3

Justin Hurley was unanimously elected Chair of the RVMPO Public Advisory Council.

Harrison nominated Mike Montero for Vice Chair, seconded by Edgar Hee.

Mike Montero was unanimously elected Vice Chair of the RVMPO Public Advisory Council.

5. Regional Transportation Plan (RTP) Goals and Policies

Dan Moore reviewed the recommended committee changes to the Goals and Policies.

Montero asked how pedestrian and bicycle use could be measured in the Performance Indicators and Moore responded that there were several ways, one of which is actually counting the users.

In 3-6, Brad Inman asked what the definition of community was. He commented that he was confused by the wording but not the intent. Edgar Hee added that historical value was subjective according to personal values. Harrison felt it was command verbiage and maybe it should be 'identify and look at significance of historical value'. Hurley suggested changing the words to 'identify and consider', take out incorporate. Montero acknowledged that it was subjective but also puts the obligation to consider as making some commitment not to overlook it.

Moore informed the council that TAC members recommended that all Potential Actions have an action verb.

Hee suggested looking at ways to offset parking to encourage transit and bike/ped use. Montero noted that parking measures will require flexibility for local governments to balance needs.

Harrison added that businesses will have different bike facilities dependent on whether they attract cyclists and balance will need to be considered.

Members briefly discussed policies that might fit this region. Policies used in urban areas are hard to transfer to this region. Members agreed it will take more time to reach the area.

On a motion by Glen Anderson and seconded by Aaron Prunty the committee unanimously forwarded recommendation to the Policy Committee to approve the RTP Goals and Policies with consideration of PAC comments.

6. MPO Planning Update –

Moore gave a brief presentation on Strategic Assessment. ODOT and DLCD will be giving a presentation to the council, tentatively planned for February. He noted that the overall goal of the assessment is to assist in reducing greenhouse gas emissions. He emphasized that recommendations developed from the assessment are voluntary. Montero asked if funding will be provided for maintenance of the model and Moore indicated that ODOT will maintain the model and train local staff.

7. Other Business -

None received.

8. Public Comment -

None received.

9. Adjournment

The meeting was adjourned by Chairman Prunty at 6:45 p.m.



ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION (RVMPO)

Public Advisory Council (PAC) Membership Application

Return Application to:

Rogue Valley Metropolitan Planning
Organization Rogue Valley Council of
Governments
P.O Box 3275 Central Point, OR 97502 541-664-6674 ext 360 www.rvmpo.org

Email return to: scasavan@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmpo.org

PLEASE PRINT

Personal Information: *Please circle one.* (Mr. / Mrs. / Ms.)

Name: Mr. Jon Michael Polich

Home address (include Zip code): 3416 Calle Vista Drive, Medford, Oregon 97504

Telephone: (home) 541-608-3802

(business)

Email: jpolich@charter.net

About PAC membership... The Rogue Valley Metropolitan Planning Organization Public Advisory Council (PAC) makes recommendations on transportation planning issues to the RVMPO's Policy Committee. PAC members are appointed by the Policy Committee to two-year terms, representing one of the RVMPO's regional areas of interest. The PAC has positions for both geographic and issue-specific interests. Appointments are based on an applicant's ability to represent one of the Geographic or Issue-Specific interests.

- To represent one of the **Geographic Areas** listed below and illustrated on the attached RVMPO 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 RVMPO map, or call 664-6674 ext. 360, for clarification.)
- **Issue-Specific Positions** represent the freight industry, mass transit, low-income citizens, minorities, senior citizens, public health, and bicycle/pedestrian. Low-income and minority representatives do not have to be low income, or a racial minority, but would advocate for the concerns of those communities. Special-interest representatives may live, own property, or operate a business anywhere within the RVMPO.

1. 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.

<input type="checkbox"/> Ashland	<input type="checkbox"/> Central Point	<input type="checkbox"/> Eagle Point
<input type="checkbox"/> Jacksonville	<input type="checkbox"/> East Medford	<input type="checkbox"/> West Medford
<input type="checkbox"/> Phoenix	<input type="checkbox"/> Talent	<input type="checkbox"/> White City

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

B. Special Interest Area: ☐ Freight industry ☒ Mass Transit

☐ Low Income Citizens ☐ Minority ☐ Senior Citizens

☒ Public Health ☐ Bicycle / Pedestrian

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1. **What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?** Interested in transportation issues, specifically mass transit vs. automobile travel, and relative costs and capability to serve local populations considering their needs, income, and geographic distribution. No specific background in local transportation functions, but broad knowledge of how governments formulate programs designed to achieve agency goals and benefit the public. Most of my knowledge concerns federal government operations, particularly in national defense and health and human services. Served for many years as senior behavioral scientist at the RAND Corporation, which provides nonpartisan, objective analysis and recommendations for the U.S. government. Have extensive experience in analyzing program effects and resource requirements. Focused on assisting policy-makers in: Identifying pros and cons of prospective programs, choosing among alternatives within budget constraints, submitting and justifying funding requests. See attached resume for details of background and education.
2. **Why do you want to become a member of the Public Advisory Council?** Wish to help improve the operation of government organizations and enhance their capacity to support public health and welfare, including support for specific demographic and income groups.

Signature: Jon Michael Polich

Date: 2/2/2016

Thank You!

POLICY STATEMENTS REGARDING CITIZEN APPOINTMENTS

- The council consists of representatives from Citizen Involvement Areas within the RVMPO and special interests. There are nine Citizen Involvement Areas with at least two members possible from each area, representing a population of up to 25,000. An additional position is created when an area exceeds 25,000 population. The council may have as many as six at-large members, one each representing the following: freight industry, mass transit, minority citizens, low income citizens, senior citizens, public health, and bicycle/pedestrian.
- Members of the council must reside, own property, or operate a business within the Citizen Involvement Area that they represent.
- Public Advisory Council members will be approved by the RVMPO Policy Committee.
- Vacancies on the PAC 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 PAC members may solicit to groups or individuals to fill membership vacancies.
- Selection of council members shall be conducted through RVMPO'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 RVMPO, 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 Public Advisory Council bylaws.

Rogue Valley Metropolitan Planning Organization map attached. Boundaries of Citizen Involvement Areas are illustrated. Medford has two Citizen Involvement Areas divided by Interstate 5.

For more information call: Rogue Valley Metropolitan Planning Organization, Rogue Valley Council of Governments, 514.423.1360

RESUME

J. MICHAEL POLICH

OBJECTIVE

- Serve in a voluntary role supporting decision-makers in nonprofit or government organizations
- Assist decision-makers in planning programs, developing proposals, and monitoring results

BACKGROUND

- Retired from the RAND Corporation, Santa Monica, California
- 35 years of experience at RAND as a senior behavioral scientist
- Current residence in Medford, Oregon

AREAS OF EXPERTISE

- Writing and editing documents, proposals, and reports
- Presentations for government and foundation audiences
- Identifying pros, cons, and trade-offs associated with alternative programs
- Statistical methods and computer tools (e.g., Word, PowerPoint, Excel, statistical programs)
- Design of systems for managing data flow from original sources to desired outputs
- Analysis of resource requirements such as up-front investments vs. recurring costs

RESEARCH EXPERIENCE

- Experience in research from Congressional district to national level
- Research management
 - Leadership of many projects, primarily in defense manpower, training, and structure
 - Supervision of research groups encompassing 30-40 analysts
- Authorship of numerous reports and articles
- Briefings for senior government officials, including:
 - Assistant Secretaries of Defense
 - Chiefs and deputy chiefs of the Army and Air Force
 - Congressional staff

EDUCATION

- A.B., Dartmouth College
- Ph.D., Harvard University

CONTACT

- Telephone: (541) 608-3802
- E-mail: jpolich@charter.net



Office Use Only
 Committee: _____
 Date Received: _____
 Appointed: Yes No
 Appointment Date: _____
 Term Ended Date: _____

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION

Public Advisory Council (PAC) Membership Application

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For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmppo.org

PLEASE PRINT

Personal Information: (Please indicate Mr. Mrs. or Ms.)

Name: Mr. Jason Darrow

Home address (include Zip code): 253 Cambridge Street, Ashland, Or. 97520

Telephone: (home) 530-598-2750 (business) 541-732-7785

Email: jdarrow72@aol.com

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1. 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 checked="" type="checkbox"/> Ashland | <input type="checkbox"/> Central Point | <input type="checkbox"/> Eagle Point |
| <input type="checkbox"/> Jacksonville | <input type="checkbox"/> East Medford | <input type="checkbox"/> West Medford |
| <input type="checkbox"/> Phoenix | <input type="checkbox"/> Talent | <input type="checkbox"/> White City |

B. Special Interest Area:

- | | |
|--|---|
| <input type="checkbox"/> Freight industry | <input checked="" type="checkbox"/> Mass Transit |
| <input type="checkbox"/> Low Income Citizens | <input type="checkbox"/> Minority |
| <input type="checkbox"/> Senior Citizens | <input checked="" type="checkbox"/> Public Health |
| <input checked="" type="checkbox"/> Bicycle / Pedestrian | |

(Continued on Next Page)

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

I previously served on an appointed position to the Local Transportation Council in Siskiyou County. The responsibilities included reviewing proposals, developing policy and assigning resources across a large, multi-jurisdictional region. Additionally, I served on a city Planning Commission and was elected to City Council so I have additional broad-based experience in local policy development. Lastly, using federal and state funds, I led a cross-border collaborative to extend the electric vehicle highway from Oregon into Northern California. This project involved land use planning, transportation impact studies and multi-county and dual state collaboration.

3. Why do you want to become a member of the Public Advisory Council?

I have an interest in helping shape and guide the policy of the Rogue Valley, and I feel that transportation planning is a key mechanism in that guidance.

Signature

Date

2/5/16

Thank You!



***Rogue Valley
Metropolitan Planning Organization***

Regional Transportation Planning

*Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

DATE: **March 15, 2016**
TO: **Public Advisory Committee**
FROM: **Ryan Maclaren, Associate Planner**
SUBJECT: **Annual Listing of Obligated Projects**

Federal law requires MPOs to publish annually a list of projects for which federal funds have been obligated in the preceding federal fiscal year. The attached draft report includes a list of projects obligated federal funds in FFY 2015 and includes information on the distribution of those funds by jurisdiction, agency, and project type.

All obligated dollar amounts contained in this document were provided by ODOT and RVTD.

The purpose of the Annual Listing of Obligated Projects is to provide transparency in federal transportation planning, and to serve as a reference to track consistency in the year project funds are obligated versus the year they were programmed.

Following PAC comments, the list will be presented to the Policy Committee and posted to the RVMPO website at the end of the month. The obligation timeframe is Oct. 1, 2014 to Sept. 30, 2015.



Annual Listing of Obligated Projects – 2015



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

Annual Listing of Obligated Projects - 2015

A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2015 federal fiscal year, Oct. 1, 2014, through Sept. 30, 2015

Rogue Valley Metropolitan Planning Organization fulfills federal requirements for comprehensive, cooperative and continuing transportation planning in the Medford, Ore., metropolitan area. The governor in 1982 designated the Rogue Valley Council of Governments as the area's metropolitan planning organization. RVCOG is a voluntary association of local governments in Jackson and Josephine counties. The RVCOG board delegated responsibility for MPO policy functions to the RVMPO Policy Committee, which consists of elected and appointed officials from the following RVMPO-member jurisdictions and agencies: Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, Eagle Point, Jackson County, Rogue Valley Transportation District and Oregon Department of Transportation.

RVCOG Mission 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.

RVMPO Mission To be a strong and unifying leader for the creation of sustainable, livable communities through regional cooperation and integrated land use and transportation planning.

Published March 2016 by:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments
115 N. First St.; P O Box 3275
Central Point, OR 97502
Phone: 541.664.6674; www.rvmppo.org

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Annual Listing of Obligated Projects – 2015

Introduction

Federal funds obligated for transportation projects in the Rogue Valley Metropolitan Planning Organization (RVMPO) area totaled over \$3.2 million in the 2015 federal fiscal year. This report provides information about the projects and distributions of federal funds across jurisdictions and modes. The time span covered is Oct. 1, 2014 through Sept. 30, 2015.

Transportation funds are obligated by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The action signifies the federal agency's commitment to provide a specific amount of money for a particular project. Obligation is an agreement to pay a portion of a project's cost; it does not necessarily equal the amount actually received by a jurisdiction or agency within the timeframe. The amounts received are determined by the amount of project work completed.

Money for projects funded through FTA is obligated at the time the FTA grant is awarded. Money for projects funded through FHWA is obligated when a project agreement is executed and the state or grantee requests that the funds be obligated.

Typically, obligation covers a particular phase of a project, such as the preliminary engineering or purchase of rights-of-way for a highway project. Therefore, projects listed in this report indicate the phase or portion of work for which the federal funds have been secured. Projects that can be linked to a specific location are shown on a map of the RVMPO area on Page 10.

Projects listed here originally were approved by the RVMPO Policy Committee through adoption of the RVMPO Metropolitan Transportation Improvement Program (MTIP). At the time of adoption or amendment, the MTIP has demonstrated air quality conformity for carbon monoxide (CO) and particulate matter up to 10 microns (PM₁₀). The MTIP signifies local approval of transportation projects receiving federal funds. This report indicates progress on those projects and federal agency commitments to their delivery.

Federal Requirements

The U.S. Congress, through adoption of the transportation act, MAP-21 (Moving Ahead for Progress in the 21st Century), requires all metropolitan planning organizations to report annually on the funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation. Prior to the signing of MAP-21 on July 6, 2012, provisions of the previous act (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) were in force through continuing resolutions of Congress.

Generally, federal law requires MPOs to publish for public review an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding year. Specific statutory requirements are shown in Appendix A.

While regulations give primary responsibility for the annual report to the MPO, the report is a collaboration among all recipient agencies. FTA, Oregon Department of Transportation (ODOT),

Rogue Valley Transportation District (RVTD), Jackson County and RVMPO cities provided information and feedback to the RVMPO for this report.

Federal Funding Sources

Funds authorized by Congress, largely from the Highway Trust Fund (with revenues generated by a tax on vehicle-fuel sales), flow to the region through several funding sources. Those program sources reflect certain national transportation goals and priorities. Specific funds coming into the RVMPO area and their federal purpose or use restrictions are described below. Projects must meet the eligibility requirements before the federal agency will obligate money. All projects listed in this report include a fund source.

Federal funds rarely cover a project's full cost. Most projects, especially large projects, will require funds from more than one source over several years. Most federal programs require a local match, typically 10.27 percent of the total project cost. Details about federal programs that fund projects within the RVMPO planning area are described below.

- **Surface Transportation Program (STP):** A federal block grant program for a broad range of transportation projects on all roads functionally classed above minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible. STP has several sub-programs, including safety and enhancements (TE). A portion is sub-allocated by ODOT to counties and cities by a population-based formula. The RVMPO allocates the share for cities within the Medford metropolitan area, known as STP-L funds, and amount to about \$1.8 million annually. To simplify access to these funds, RVMPO jurisdictions can utilize ODOT's STP fund exchange program and enter into a fund-exchange agreement with ODOT. Through the exchange program, ODOT retains the federal funds and the jurisdiction receives state roadway funds at a 94% exchange rate. Additionally, each state must set aside 10% of its base STP funds for safety programs. The match rate for safety projects is 80% federal/ 20% state/local.
- **Congestion Mitigation and Air Quality (CMAQ) Program:** CMAQ funds are dedicated for projects that address on-road vehicle emissions and relieving congestion problems that are harming air quality. The entire RVMPO planning area qualifies for CMAQ funds to address particulate and carbon dioxide emissions. The CMAQ Program requires a local match of 10.27% of the total project cost.
- **National Highway Performance Program:** Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
- **Interstate Maintenance (IM):** Funds reserved for interstate highway projects that do not add capacity; generally funds construction or reconstruction of bridges, interchanges and overcrossings on existing interstate routes.
- **Metropolitan Planning (MPO):** A 1.25 percent portion of certain Highway Trust Fund programs set aside by Congress to support metropolitan planning activities in urban areas

with a population of 50,000 or more. This fund supplies most of the revenue for RVMPO activities.

- **Federal Transit Administration (FTA):** Supports public transportation activities through several activity-specific programs. Rogue Valley Transportation District receives funds from FTA Section 5307, which is distributed on a formula basis for capital, planning and certain operating activities. Publicly owned transit systems are eligible. When used for operating costs, funds must be matched 50 percent with local funds. For planning and other activities the match required is 20 percent. Additionally, RVTD receives FTA Section 5310 funds for transit improvements serving the elderly, disabled, and low-income populations.

Other Funding Sources

State and local funds are significant to most transportation projects. As noted above, most federal grants require local matching funds. Local match funds are not included in the obligated amounts shown in this report.

Distribution of Funds by Jurisdiction and Agency

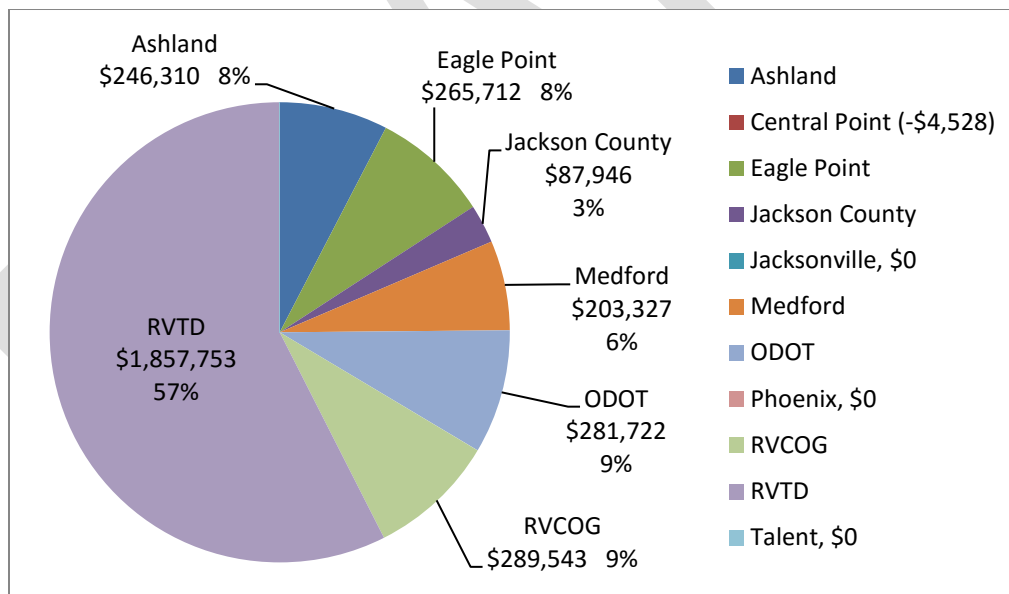


Chart 1: Distribution of Obligated Federal Funds & STP-L Fund Exchange for State Funds by Jurisdiction, 2015

Projects set to receive federal funds are programmed, or approved, by the RVMPO Policy Committee through adoption and amendments of the MTIP. Amendments are common, and reflect changing conditions and demands fund recipients face as they move forward with project implementation.

For two federal funding sources, STP-L and CMAQ, the RVMPO solicits and evaluates applications and selects projects. The region receives roughly \$1.8 million a year in STP-L funds and \$2.2 million a year in CMAQ funds.

The chart on Page 3 shows the distribution of federal funds (and STP-L federal funds exchanged for state dollars) within the RVMPO by jurisdiction and agency. Federal funds obligated in 2015 totaled \$3,232,313. It is important to note that this also includes deobligated federal funds in 2015. Deobligated funds are shown as negative amounts in the List of Obligated Projects beginning on Page 7 and are reflected in Charts 1 and 2. Deobligations occur when a project phase has been closed and funding is returned.

The total amounts spent on federally funded projects are shown with project and work phase descriptions in the project list section, beginning on Page 7.

Distribution of Funds by Project Type

Federal funds were used for a variety of transportation projects in the 2015 federal fiscal year, from planning, to transit service to interstate interchanges. This section addresses the distribution of funds among four major activity categories:

- **Roadway** – encompassing projects that improve and preserve facilities for vehicle use.
- **Transit** – support for services provided by RVTD.
- **Planning** – consisting of RVMPO activities in FFY2015, although in past years other planning projects and funding occurred.
- **Alternative Mode (Alt. Mode)** – projects that support non-motorized travel, mainly construction of bicycle lanes and sidewalks. This category includes RVTD's Transportation Demand Management Program, which focuses on changing travel behavior to reduce use of single-occupant vehicles.

Transportation funding is addressed in this way to be consistent with federal guidelines that direct MPOs to identify expenditures for bicycle and pedestrian projects. Given available data, the funding for these facilities (Alt. Mode) can only be estimated due to the way contracts were written and work performed for certain projects. While most bicycle-pedestrian projects have clearly identified costs, some of the roadway improvement projects included construction of sidewalks and bike lanes. *In those cases where a project can be identified as both Roadway and Alt. Mode, the total federal share of the project was divided evenly between the two categories.* The amounts shown in Chart 2 on the following page reflect this adjustment.

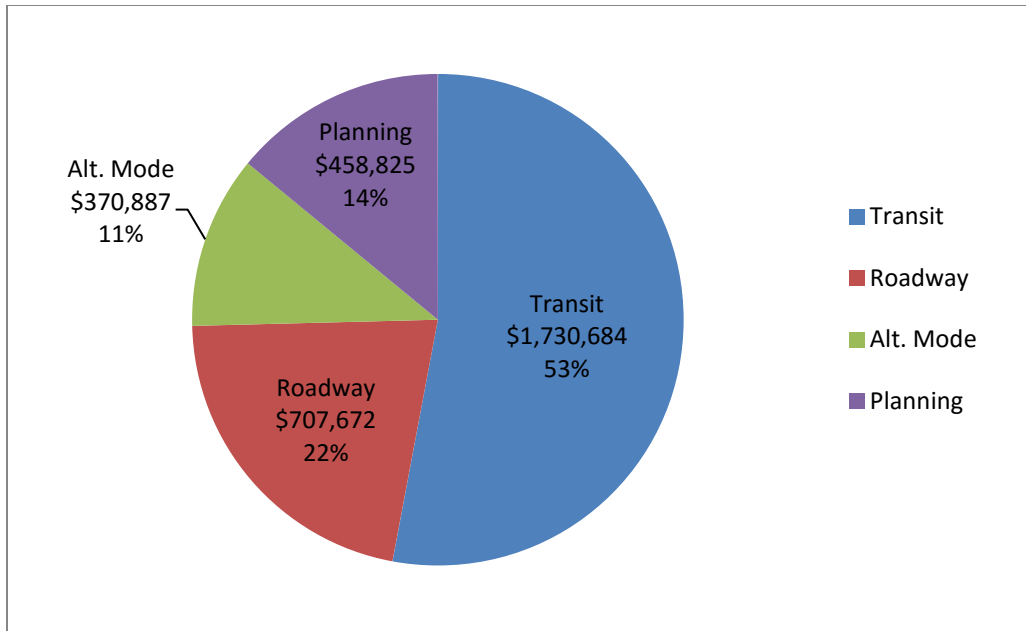


Chart 2: Distribution of Obligated Federal Funds and STP-L Fund Exchange for State Funds by Project Type, 2015

Note: Obligated funds for roadway projects that include bike/ped facilities are split evenly between Roadway and Alt. Mode categories.

Project Delivery, Phasing

Distributions shown on these pages and the project listing that follows represent funding amounts approved by Federal Highway Administration and Federal Transit Administration. It is authorization for work to begin. Because it may take some time for recipient agency to complete the work, the obligation funds shown here may not clearly coincide with work visible on the ground in local communities.

Transportation projects generally are accomplished through multiple phases and each phase may take more than one year to complete. Phases can vary by project type – building a road vs. conducting a corridor study. The phases for which funds were obligated in 2015 are shown in the project listing. Phases generally are:

- Planning – includes studies that examine various aspects of travel behavior, geography and interactions.
- Preliminary Engineering - includes evaluation of a range of design options and elements; data on which to base final designs is gathered, including community needs and desires. Phase may include preparation of detailed plans adequate for construction contracting (in some cases final building plans are developed as a separate phase).
- Right-of-Way – involves securing all of the land needed for a project. Phase includes detailed property identification, settlements with owners and obtaining any necessary permits.

- Construction – phase carries a project from the authorization to begin construction to final payment to contractors.
- Environmental – includes improvements that do not increase level of service, in facility condition or in safety features. Such improvements include beautification and other environmentally related features that are not part of other improvement type.

Work in each phase is monitored by the lead agency. As one phase nears completion, the agency seeks the obligation of funds for the next phase.

List of Obligated Projects

The following pages list projects for which federal funds were obligated in the 2015 federal fiscal year, by jurisdiction. The project numbers, assigned by ODOT as a project is programmed, are shown in the first column and can be used to track a single project through its various phases over time, from programming in the MTIP to final delivery.

The list also includes a brief project description, federal funding sources, phase(s) implemented, total cost (which indicates amount of local funds used), and the total amount programmed in the MTIP. Projects that can be illustrated by mapping are shown on a map on Page 10.

ASHLAND

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
0305025-00	17249	WALKER AVE: ASHLAND ST TO EAST MAIN ST	Construction Engineering	CMAQ MAP-21	\$ 246,310	\$ 62,042	\$ 320,000			
0305025-00			Environmental	CMAQ MAP-21	\$ -	\$ 184,268	\$ 224,959	\$ 667,003	\$ 928,000	Alt Mode

CENTRAL POINT

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
1240019-00	17401	FREEMAN ROAD IMPROVEMENTS (CENTRAL POINT) LOCAL URBAN UPGRADE JACKSON	Right of Way	CMAQS-LU	\$ -	\$ (4,528)	\$ (4,528)	\$ 1,919,612	\$ 2,139,550	Roadway / Alt. Mode

EAGLE POINT

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
2155001-00	17134	MATTIE BROWN PARK PARKING, SIDEWALKS	Construction Engineering	CMAQS-LU	\$ -	\$ (1,995)	\$ (1,995)	\$ 175,623	\$ 198,935	Roadway / Alt. Mode
	18722	PAVEMENT REHABILITATION	Design and Construction	STP	\$ -	\$ 267,707	\$ 267,707	\$ 276,270	\$ 307,890	Roadway

JACKSON COUNTY

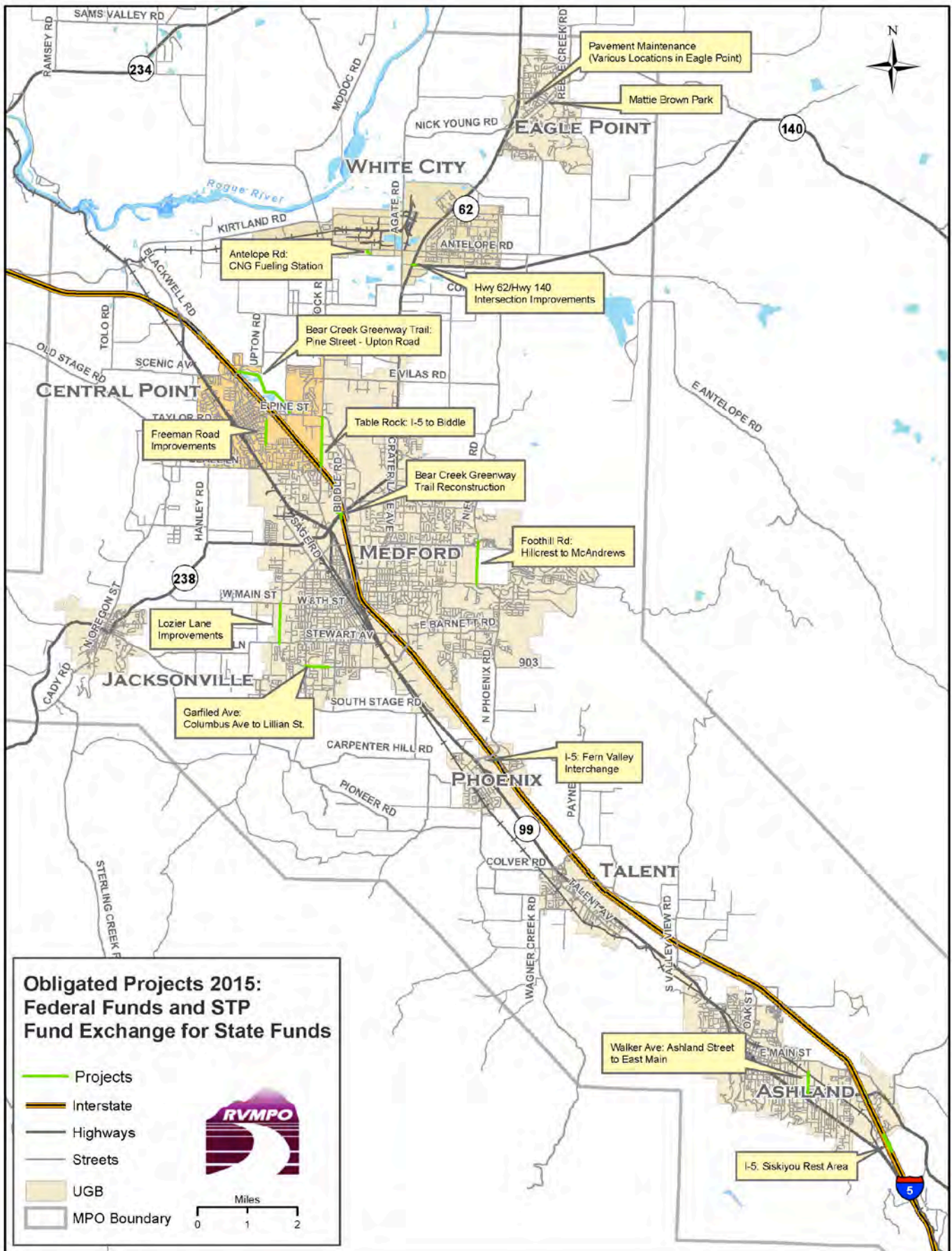
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
C029084-00	18974	TABLE ROCK RD., I-5 CROSSING TO BIDDLE	Preliminary Engineering	CMAQ MAP-21	\$ 241,733	\$ 97,805	\$ 449,000	\$ 7,073,900	\$ 7,917,365	Roadway / Alt. Mode
C029080-00	17883	BEAR CREEK GREENWAY TRAIL: PINE ST - UPTON RD	Facilities for Pedestrians and Bicycles	STP- ENHANCEMENT S-LU	\$ -	\$ (5,693)	\$ (5,693)	\$ 1,525,411	\$ 1,700,000	Alt Mode
C029074-00	17166	BEAR CREEK GREENWAY TRAIL RECONSTRUCTION	Facilities for Pedestrians and Bicycles	STP- ENHANCEMENT S-LU	\$ -	\$ 37,718	\$ 37,718			
C029074-00			Construction Engineering	STP- ENHANCEMENT S-LU	\$ -	\$ (41,884)	\$ (41,884)	N/A	\$ 1,633,414	Alt Mode

JACKSONVILLE

FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										

MEDFORD										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
4700076-00	19231	FOOTHILL RD: HILLCREST TO MCANDREWS	Preliminary Engineering	CMAQ MAP-21	\$ 165,103	\$ 165,103	\$ 800,000	\$ 3,000,000	\$ 13,102,600	Roadway / Alt. Mode
4700062-00	17240	GARFIELD AVE - COLUMBUS AVENUE TO LILLIAN STREET	Construction Engineering	CMAQ S-LU	\$ -	\$ (10,824)	\$ (10,824)			
4700062-00			Environmental	CMAQ S-LU	\$ -	\$ 18,997	\$ 18,997	\$ 1,425,711	\$ 1,673,625	Alt Mode
4700049-00	15692	CRATER LAKE AV & JACKSON ST: ALLEY PAVING	Preliminary Engineering	CMAQ S-LU	\$ -	\$ 16,251	\$ 180,000			
4700069-00			Environmental	CMAQ S-LU	\$ -	\$ 13,800	\$ 13,800	\$ 1,183,539	\$ 1,425,001	Roadway
	17388	LOZIER LANE IMPROVEMENTS	Right of Way	CMAQ (L400)	\$ 1,924,709	\$ -	\$ -	\$ 6,729,956	\$ 7,500,229	Roadway / Alt. Mode
OREGON DEPARTMENT OF TRANSPORTATION (ODOT)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
S001211-00	10964	I-5: SOUTH MEDFORD INTERCHANGE PACIFIC HWY	4R-Maintenacne Resurfacing	INTERSTATE MAINT STEA03	\$ -	\$ 1,619,772	\$ 1,619,772			
S001183-00			Right of Way	INTERSTATE MAINT STEA03	\$ -	\$ (38,389)	\$ (38,389)			
S001211-00			Construction Engineering	INTERSTATE MAINT STEA03	\$ -	\$ (1,633,536)	\$ (1,633,536)			
S001211-00			Construction Engineering	BR REPL STEA03	\$ -	\$ (767,101)	\$ (767,101)	N/A	\$ 106,713,837	Roadway
S022020-00	10838	HWY. 62 CORRIDOR SOLUTIONS UNIT 1	Construction Engineering	MIN GUARANTEE-EXEMPT-TEA21	\$ -	\$ 293,000	\$ 293,000			
S022020-00			4R-Reconstruction Added Capacity	HIGHWAY PERF PROG	\$ -	\$ (287,265)	\$ (287,265)			
S022020-00			4R-Reconstruction Added Capacity	MIN GUARANTEE-EXEMPT-TEA21	\$ -	\$ (421,276)	\$ (421,276)	N/A	\$ 39,664,383	Roadway
S270033-00	17471	HWY. 62 & 140 INTERSECTION IMPROVEMENTS	Preliminary Engineering	HSIP	\$ -	\$ 67,413	\$ 67,413			
S270033-00			Construction Engineering	HSIP	\$ 1,272,636	\$ -	\$ 1,380,000	\$ 1,486,056	\$ 1,622,500	Roadway
S001268-00	12723	I-5: FERN VALLEY INTERCHANGE, UNIT 2 PACIFIC WIDEN I-5 STRUCTURE AND FERN VALLEY ROAD	Preliminary Engineering	INTERSTATE MAINTS	\$ -	\$ 766,140	\$ 766,140	\$ 18,987,693	\$ 71,752,449	Roadway
0000242-00	19503	ANTELOPE ROAD CNG FUELING STATION	Other	CMAQ MAP-21	\$ 612,824	\$ 682,964	\$ 2,213,575	\$ 682,964	\$ 2,213,575	Roadway
	18873	I-5 CALIFORNIA STATE LINE - ASHLAND PAVING	Preliminary Engineering	HIGHWAY PERF PROG	\$ 624,521	\$ -	\$ -	\$ 13,457,109	\$ 14,865,986	Roadway
	19538	I-5 BARNETT ROAD OVERPASS DECK OVERLAY	Preliminary Engineering	STP-FLX	\$ 101,933	\$ -	\$ -	\$ 681,589	\$ 759,600	Roadway
	17529	INTERSTATE 5 BEAR CREEK BRIDGES	Right of Way	STP	\$ 2,692	\$ -	\$ -	\$ 1,789,217	\$ 1,994,000	Roadway
	09436	I-5: SISKIYOU REST AREA, PHASE 1 (ASHLAND)	Construction Engineering	HIGHWAY PERF PROG	\$ 6,080,030	\$ -	\$ -			
			Construction Engineering	STP	\$ 1,291,584	\$ -	\$ -	\$ 8,853,844	\$ 11,866,492	Roadway
	19659	I-5 CABLE BARRIER - SOUTHERN OREGON	Preliminary Engineering	HSIP	\$ 345,825	\$ -	\$ -	\$ 2,305,500	\$ 2,500,000	Roadway

PHOENIX										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										
ROGUE VALLEY COUNCIL OF GOV'T (RVCOG)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
0000192-00	16290	CASCADE SIERRA SOLUTIONS EMISSIONS REDUCTION CENTER	Environmental	CMAQS-LU	\$ -	\$ (24,106)	\$ (24,106)	\$ 314,055	\$ 350,000	Planning
PR13001-00		STATEWIDE PLANNING AND RESEARCH, STATE FISCAL YEAR 2015	Planning	METROPOLITAN PLANNING MAP-21	N/A	\$ (16,177)	\$ (18,029)	N/A	N/A	Planning
PR17003-00			Planning	METROPOLITAN PLANNING MAP-21	N/A	\$ 329,826	\$ 367,577	N/A	N/A	
ROGUE VALLEY TRANSIT DISTRICT (RVTD)										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
	19074	5339 - MASS TRANIST VEHICLE REPLACEMENT	Other	FTA 5339	\$ -	\$ 637,084	\$ -	\$ 637,084	\$ 710,001	Transit
	18144	PURCHASE NEW TRANSIT BUSES	Other	FTA STATE OF GOOD REPAIR	\$ 1,093,600	\$ 1,093,600	\$ 1,367,000	\$ 1,093,600	\$ 1,367,000	Transit
4700075-00	19586	DRIVE LESS CONNECT OUTREACH PROGRAM	Management/Engineering-HOV	STP FLEX MAP-21	\$ 129,000	\$ 128,999	\$ 143,765	\$ 129,000	\$ 143,765	Planning
4700068-00	16215	TDM RIDESHARE PROJECTS IN 2013	Management/Engineering-HOV	STP 5-200K POP - MAP-21	\$ -	\$ (1,930)	\$ (1,930)	\$ 134,595	\$ 150,000	Alt Mode
TALENT										
FHWA Project No.	ODOT Key No.	PROJECT NAME	PHASE	FUND TYPE	FFY 2015 PROGRAMMED	FFY 2015 OBLIGATED	FY 2015 TOTAL COST	TOTAL PROJECT FED FUNDS	TOTAL PROJECT COST	PROJECT TYPE
None										



Appendix A Federal Regulations

Federal Regulations: Annual List of Obligated Projects

The following sections of U S Code address the annual listing of obligated projects by Metropolitan Planning Organizations.

Moving Ahead for Progress in the 21st Century (MAP-21), effective July 6, 2012

Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

23 USC 134(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

23 USC 135(g)(5)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding identified in each metropolitan transportation improvement program.

49 USC 5303(j)(7)(B) -- Publication of annual listings of projects. -- An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.

49 USC 5304(g)(4)(B) -- Listing of projects. -- An annual listing of projects for which funds have been obligated in the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program.



Rogue Valley
Metropolitan Planning Organization

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Attachment #5
(Agenda Item 7)

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: March 7, 2016
TO: Public Advisory Council
FROM: Dan Moore, Planning Program Manager
SUBJECT: FY 2017 RVMPO Dues Recommendation and UPWP Discussion

This memo addresses two related items for the coming fiscal year: setting RVMPO member dues and providing input on the draft Unified Planning Work Program (UPWP). Staff is seeking a final recommendation on the dues for the coming year. Remaining UPWP information is provided for discussion and future comment.

RVMPO Member Dues

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in February 2013. The rate, \$0.16 per capita, would generate a total of \$27,815 for the 2017 fiscal year.

Table 1, below, summarizes population and proposed dues for each jurisdiction. Population estimates are certified July 1, 2015 from Portland State University.

Table 1

RVMPO Proposed 2016-17 Dues			
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2017 Dues
Ashland	20,405	\$0.16	\$3,265
Central Point	17,485	\$0.16	\$2,798
Eagle Point	8,695	\$0.16	\$1,391
Jacksonville	2,880	\$0.16	\$461
Medford	77,655	\$0.16	\$12,425
Phoenix	4,585	\$0.16	\$734
Talent	6,270	\$0.16	\$1,003
White City*	8,439	\$0.16	\$1,350
Jackson County**	27,427	\$0.16	\$4,388
<i>Total</i>	173,841		\$27,815

All population estimates are Portland State University certified (July, 2015)

*White City estimated population is 4% of total county population

** Jackson County estimated population w/in RVMPO boundary & excluding cities is 13 percent of total population

Total Jackson County estimated population: 210,975

Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

Table 2 summarizes anticipated use of FY2017 member dues.

Table 2

Policy Committee Dues, Travel; state, regional, national	\$11,250.00
UPWP Work Activities Support	\$16,565.00
	\$27,815.00

Draft UPWP

Tables on the next two pages summarize spending proposed in the draft 2017 UPWP (Table 3), and the status and changes in program activity (Table 4).

The draft UPWP will be submitted for review by federal and state planning partners (Federal Highway Administration, Federal Transit Administration and ODOT). Staff is asking the PAC, to suggest changes to the draft UPWP, which could be incorporated into a final draft for public hearing in April. The Policy Committee will be asked to adopt the work plan at that time.

Table 3: Summary FY2017 Draft UPWP Activities

RVMPO FY 2017 UPWP BUDGET						
Transportation Planning Funds by Source and Activity						
	FHWA MPO Planning Funds (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks						
1. Program Management						
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$120,000	\$10,988	\$1,257.6	\$12,500	\$0	\$144,746
1.2 UPWP Development & UPWP Progress	\$12,000	\$1,000	\$114.5	\$250	\$0	\$13,364
1.3 Public Education and Involvement Program	\$19,000	\$1,000	\$114.5	\$250	\$0	\$20,364
1.4 Interagency & Jurisdictional Coordination	\$18,000	\$3,000	\$343.4	\$750	\$0	\$22,093
1.5 Grant Writing	\$3,000	\$0	\$0.0	\$0	\$0	\$3,000
Totals	\$172,000	\$15,988	\$1,830	\$13,750	\$0	\$203,568
2. Short Range Planning						
2.1 TIP Activities	\$15,000	\$8,000	\$915.6	\$1,500	\$0	\$25,416
2.2 Air Quality Conformity	\$23,000	\$6,000	\$686.7	\$0	\$0	\$29,687
2.3 Local Jurisdiction Technical Assistance	\$3,000	\$2,000	\$228.9	\$0	\$0	\$5,229
2.4 STP & CMAQ Project Funds Management	\$10,000	\$5,000	\$572.3	\$750	\$0	\$16,322
Totals	\$51,000	\$21,000	\$2,404	\$2,250	\$0	\$76,654
3. Long Range Planning						
3.1 ITS Operations & Implementation Plan Coordination	\$10,000	\$7,000	\$801.2	\$250	\$0	\$18,051
3.2 RTP Implementation/Safety, Regional Problem Solving Integration	\$4,000	\$8,000	\$915.6	\$1,500	\$0	\$14,416
3.3 2017 - 2042 RTP Update	\$28,386	\$14,000	\$1,602.4	\$1,494	\$40,568	\$86,050
Totals	\$42,386	\$29,000	\$3,319	\$3,244	\$40,568	\$118,517
4. Data Development						
4.1 Research & Analysis Program	\$15,000	\$15,333	\$1,754.9	\$4,224	\$0	\$36,312
4.2 Data collection/analysis for Title 6 & EJ	\$3,000	\$1,000	\$114.5	\$4,347	\$0	\$8,461
Totals	\$18,000	\$16,333	\$1,869	\$8,571	\$0	\$44,773
5. Transit						
5.1 (Projects included under Subtasks 3.1 & 3.2)	\$0	\$0	\$0.0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$283,386	\$82,321	\$9,422	\$27,815	\$40,568	\$443,512

(1) FHWA MPO Planning funds are allocated to the RVMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$254,282; Oregon Match: \$29,104 for a Total of \$283,386 for FY 2017.

(2) FTA Section 5303 funds are provided for metropolitan planning activities. Total 2017 allocation consists of 89.73% federal (\$82,321) and a required 10.27% local share (\$9,422) provided by RVMPO member in-kind contributions (meetings & technical document reviews).

(3) MPO annual dues are paid by MPO member jurisdictions: Ashland, Talent, Jacksonville, Eagle Point, Medford, Central Point, Phoenix, Jackson County.

4) ODOT Region 3 Planning funds to complete Alternative Measures update and 2015 benchmark analysis.

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

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

Table 4: 2016 UPWP Status, 2017 Proposed Program Activity

	Total Budget	Activity in 2015-16	Proposed 2017 Budget	Proposed for 2016-17
Work Tasks				
1. Program Management				
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$205,735	Continued tasks from 2016; maintained committee and records. Continued website updates. Developed draft 2016-17 UPWP.	\$203,568	Generally, continue tasks from 2016; maintain committee and records. Continue website updates. Anticipate FAST Act rulemaking; track & implement required federal changes. Update Public Involvement Plan.
1.2 UPWP Development & UPWP Progress				
1.3 Public Education and Involvement Program				
1.4 Interagency & Jurisdictional Coordination				
1.5 Grant Writing				
2. Short Range Planning				
2.1 TIP Activities	\$79,500	Maintained current MTIP and fund balances/project tracking. Published Annual Listing of Obligated Projects FFY2016. Coordinated with Sierra Research and agencies on CO LMP. Assisted jurisdictions as requested on planning.	\$76,654	Maintain current MTIP and fund balances/project tracking. Develop 2018-21 TIP; Solicit for CMAQ & STP funded projects; Develop AQCD for RTP & TIP; Publish Annual Listing of Obligated Projects FFY2017. Coordinate with Sierra Research and agencies on CO LMP and air quality conformity. MOVES modeling for RTP & TIP. Assist jurisdictions as requested on planning.
2.2 Air Quality Conformity				
2.3 Local Planning Technical Assistance to Jurisdictions				
2.4 STP & CMAQ Project Funds Management				
3. Long Range Planning				
3.1 ITS Operations & Implementation Plan Coordination	\$165,788	Worked with ODOT and FHWA on MPO performance measures; began work on 2017-42 RTP; goals & policies, RTP project lists. Began update of the Safety Profile. Continued with ITS plan update.	\$118,517	Work with ODOT and FHWA on MPO performance measures; continue work on 2017-42 RTP. Maintain Safety Profile, Begin 2015 Alternative Measures benchmark analysis. Continue with ITS plan update.
3.2 RTP Implementation, Safety, RPS Integration				
3.3 2017-2042 RTP Development				
3.4 Alternative Measures Update & 2015 Benchmark Analysis				
4. Data Development/Maintenance				
4.1 Research & Analysis Program	\$46,987	Research & Analysis Continued support for development, improvement of travel demand model. Began work on model update for 2017-42 RTP update. Continue model training by ODOT as available. Continued Strategic Assessment work. Continued GIS activities. Conducted outreach to environmental justice populations to better understand the transportation needs of target populations.	\$44,773	Research & Analysis Continue support for development, improvement of travel demand model, continue work on model update for 2017-42 RTP update. Continue model training by ODOT as available. Continue GIS activities. Update Title 6/EJ Plan. Complete bicycle level traffic stress (LTS) analysis.
4.2 Data collection/analysis for Title 6 & EJ				
5. Transit				
5.1 (Projects included under Subtasks 3.1 & 3.2)	\$0	No project identified.	\$0	No project identified.
Totals				
2015-16 Total	\$498,010	2016-17 Proposed Total	\$443,512	



2016 - 2017 Unified Planning Work Program

April 26, 2016



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

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DRAFT

RVMPO Vision

We envision a future for the Rogue Valley MPO region in which transportation and land use planning are fully integrated and equally considered in all regional planning decisions. The planning process is conducted **openly and cooperatively at all jurisdictional levels**, and marked by a high level of **public participation**.

As a result, the Rogue Valley of the future is a vibrant region whose economy is balanced and diverse, attractive to young and old because of its distinct, thriving communities surrounded by beautiful open space and productive farmland. Individual communities feature compact downtowns with a well-integrated system of **safe** and appropriate **transportation options** connecting residential with a variety of activity nodes, including schools, libraries, stores, parks, services and employment. In many areas, mixed use development has brought residential and commercial into close proximity to create pedestrian friendly environments.

In a conscious shift from a focus on road expansions in and near communities, RVMPO policy encourages **connectivity** and **works to identify and enhance funding opportunities** for ride sharing, alternate energy vehicles, pedestrian, equestrian and bicycle paths, transit, rail system, a world class airport, and well maintained public streets.

RVMPO Policy Committee
Oct. 27, 2009

Resolution 2016 - 1

Metropolitan Planning Organization - Policy Committee

Adoption of the FY 2017 Unified Planning Work Program

Whereas, the Metropolitan Planning Organization was formed in 1982 to coordinate transportation planning in the greater Rogue Valley.

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

Whereas, the Metropolitan Planning Organization must prepare an annual Unified Planning Work Program (UPWP) that identifies program activities and expenditures.

Whereas, the Policy Committee oversees Transportation Planning Activities for the Rogue Valley Metropolitan Planning Organization.

Whereas, the Metropolitan Planning Organization Policy Committee did review and comment on the UPWP for Fiscal Year 2017 on April 26, 2016

Whereas, the RVMPO held a 30-day public comment period and public hearing to secure input and comment on the adoption of the FY 2017 UPWP.

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

That the attached RVMPO Fiscal Year 2017 Unified Planning Work Program is hereby adopted, and the Rogue Valley Council of Governments is hereby requested to prepare and submit the documents required to secure the funding identified in the UPWP for the RVMPO activities, and

That the RVMPO Resolution No. 82-1-MPO designating RVCOG as the MPO (UPWP Exhibit B), and the RVMPO Self-Certification (Exhibit C) have been reviewed by the RVMPO Policy Committee and are affirmed as included in the UPWP.

ADOPTED by the Policy Committee of the Rogue Valley Metropolitan Planning Organization on the 26th day of April, 2016.

Michael G. Quilty
RVMPO Policy Committee Chair

Rogue Valley Metropolitan Planning Organization

Policy Committee

Mike Quilty, Chair
Michael Zarosinski
Rich Rosenthal
Darby Stricker
Jim Lewis
Ruth Jenks
Bruce Sophie
Colleen Roberts
Tonia Moro
Art Anderson

City of Central Point
City of Medford
City of Ashland
City of Talent
City of Jacksonville
City of Eagle Point
City of Phoenix
Jackson County
Rogue Valley Transportation District
Oregon Department of Transportation

Technical Advisory Committee

Ashland
Ashland
Central Point
Central Point
Eagle Point
Eagle Point
Jackson County
Jackson County
Jacksonville
Jacksonville
Medford
Medford
RVTD
RVTD
Phoenix
Phoenix
Talent
ODOT
ODOT
DLCD
White City Urban Renewal

Maria Harris: Planning
Karl Johnson: Public Works
Tom Humphrey: Planning
Matt Samitore: Public Works
Robert Miller: Public Works
Mike Upston: Planning
Kelly Madding: Planning
Mike Kuntz: Roads and Parks
Ian Foster: Planning
Jeff Alvis
John Adam
Alex Georgevitch: Public Works
Paige Townsend: Planning
Jon Sullivan: Planning
Matt Brinkley: Planning
Kevin Caldwell: Public Works
Zac Moody: Planning
Kelli Sparkman: Region 3
Ian Horlacher: Region 3
Josh LeBombard
Kelly Madding

Non-voting Members:

FHWA
RVMPO (staff)

Nick Fortey
Dan Moore

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Mary Wooding
Edgar Hee
Kay Harrison
Aaron Prunty
Michael Stanek
Glen Anderson
Brad Inman
Mark Earnest
Mike Montero
Ron Holthusen
Thad Keys

Ashland
Bicycle/Pedestrian
Central Point
Eagle Point
Eagle Point
East Medford
East Medford
East Medford
Freight
Jacksonville
Talent



2016 -2017 Unified Planning Work Program

Adopted by the RVMPO Policy Committee April 26, 2016

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

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The Rogue Valley Metropolitan Planning Organization Unified Planning Work Program Fiscal Year 2016-2017

Purpose of Federal Metropolitan Planning

To improve regional transportation planning and give communities a stronger voice in addressing transportation concerns while avoiding duplication of planning efforts, the U.S. Department of Transportation (USDOT) has established policy guidelines to: 1) integrate modal planning at the metropolitan level; 2) achieve intermodal planning and coordination, and 3) relate these activities to comprehensive planning. The current transportation act, Fixing America's Surface Transportation (The FAST Act), signed in 2015, maintain 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 stormwater impacts of surface transportation; and
11. Enhance travel and tourism.

Pursuant federal, state and local guidance, the Rogue Valley Metropolitan Planning Organization's (RVMPO) 2016 – 2017 UPWP identifies all transportation and related planning activities that will be undertaken by the RVMPO during the project year from July 1, 2016 to June 30, 2017. The work program was developed to serve these specific objectives:

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

Overview of 2016 - 2017 UPWP

The Unified Planning Work Program (UPWP) is adopted by the RVMPO Policy Committee and incorporates all transportation planning and supporting comprehensive planning activities in the Medford Metropolitan Area by the Rogue Valley Metropolitan Planning Organization during the state fiscal year 2016¹ 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

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

is identified. The UPWP is intended to provide a framework for the coordination of transportation planning efforts for and within the region. It may be amended by the Policy Committee as needed to reflect changes in work tasks and funding. The amendment process is similar to the adoption process, in that public and agency comment is sought and a public hearing held prior to Policy Committee action.

This plan consists of three parts: Part I, tasks 1 through 5, represents the federally mandated and federally-funded portion of the program to be fulfilled by the RVMPO, plus state and locally-funded work to fulfill state as well as federal requirements; and Part II, task 6, which details additional work that is not federally mandated and is funded by other sources. Part III are ODOT planning projects within the RVMPO planning area that the agency expects to occur during the fiscal year. Additionally, UPWP Exhibit C is the RVMPO's annual self-certification for metropolitan transportation planning.

Transportation is an important issue for people across our nation. Concerns about increasing demands on the transportation system in an environment of decreasing funding available for capacity expansion, congested roadways, air quality, and the preservation of "quality of life" have prompted debates at all levels of government. In southern Oregon, rapid population growth and development has increased the importance of deliberate transportation planning.

Role of Rogue Valley Council of Governments (RVCOG)

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

The UPWP builds upon the RVCOG's mission by linking regional land use concerns, transportation priorities, transit opportunities, environmental concerns, and economic development; to enhance the quality of life in the region. Transportation planning in Southern Oregon is a multi-jurisdictional and multi-faceted process that defines the best vision and planning mechanism for the region. RVCOG addresses the needs of both the local agencies and those specifically related to the RVMPO geographic area. Areas of particular interest for the RVCOG and its Transportation Planning Program in the two county area include staff support for the Rogue Valley Area Commission on Transportation (RVACT). RVCOG places special emphasis on assisting its member jurisdictions in implementing the Transportation Planning Rule (TPR), and is preparing to assist in state measures to reduce greenhouse gas emissions from light-duty vehicles (less than 10,000 lbs.).

Organizational Structure of RVMPO

The Governor of Oregon designated RVCOG as the Rogue Valley Metropolitan Planning Organization (RVMPO) on July 27, 1982. The RVCOG Board of Directors delegated responsibility for RVMPO policy functions to a committee of elected and appointed officials from Ashland, Talent, Jacksonville, Central Point, Medford, Phoenix, Eagle Point, Jackson County, the Oregon Department of Transportation, and the Rogue Valley Transportation District. The RVMPO planning boundary and Air Quality Maintenance Area (AQMA) are shown on the planning area map, Appendix A. Federal and state legislation for MPOs can generally be summarized as follows:

- Develop and maintain a long-range Regional Transportation Plan (RTP).

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

Additionally, due to local circumstances, RVMPO has responsibility under the Clean Air Act (and corresponding state law) for the following:

- Perform regional air quality conformity analyses and demonstrate regional transportation conformity for carbon monoxide (CO) and particulate matter (PM₁₀).

The Rogue Valley Council of Governments staffs the RVMPO. The RVMPO Policy Committee makes final RVMPO planning decisions. It is composed of elected and appointed officials from Central Point, Medford, Phoenix, Ashland, Talent, Jacksonville, Eagle Point, Rogue Valley Transportation District (RVTB), Jackson County and ODOT. The Policy Committee considers public comment and recommendations from two standing advisory committees. Those committees are:

- **RVMPO 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.

- **RVMPO Public Advisory Council (PAC)**

The RVMPO PAC consists of residents from geographic and special-interest areas within the RVMPO, appointed by the Policy Committee. Members make recommendations from the public's perspective on proposed long-range transportation plans, project plans, priorities for state and federal funding and other transportation issues.

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 planning issues and projects.

RVMPO Mission, Vision and Goals

The Policy Committee in October 2009 adopted a Vision for the organization, printed on page 2, based on discussion from a series of meetings and workshops. The committee also adopted a Mission Statement and Goals, shown below. The Policy Committee goals listed below set the direction for the RVMPO. This section of the UPWP provides a status report on how the MPO is addressing the Policy Committee's long-term goals.

RVMPO Mission: *to be a strong and unifying leader for the creation of sustainable, livable communities through regional cooperation and integrated land use and transportation planning.*

RVMPO Policy Committee Goals are presented below with milestones achieved in FY2016 to

implement the goal, and work anticipated this year that contributes toward reaching the goal.

1. Increase citizen participation and involvement in RVMPO.

- In 2016: Completed a transportation needs assessment for traditionally underserved populations. Meeting materials were posted on the RVMPO website. PAC meetings were held. The Annual Listing of Obligated Projects was published in March 2016.
- In 2017: Continue using website to present information. Update the Public Participation and Title 6/EJ plans. The RVMPO will maintain the PAC as a standing advisory committee.

2. Continue to work toward more fully integrating transportation and land use planning.

- In 2016: Worked with staff from DLCD and ODOT to conduct a strategic assessment of adopted local and regional land use and transportation plans.
- In 2017: Review land-use criteria in project selection; address state land use planning requirements for metro areas and RVMPO contribution and role. Will continue to develop ways to model land-use changes, and continue coordination on RPS. Participate in jurisdiction Transportation System Plan updates.

3. Increase integration and availability of transportation options.

- In 2016: Worked with TPAU to integrate transit into the regional travel demand model, so that the model will reflect the benefits of transit to the regional transportation system.
- In 2017: Will address state land use planning requirements for metro areas and RVMPO contribution and role.

4. Expand planning scope to include consideration of the wider transportation-shed.

- In 2016: Participated in Oregon MPO Consortium and other statewide advisory activities; coordinated with formation of new MPO for neighboring Grants Pass area. Continued coordination with state on greenhouse gas reduction planning. Completed a Strategic Assessment as part of Scenario Planning.
- In 2017: Continued coordination with state on greenhouse gas reduction planning. Continue participation in state-wide committees; review of Oregon Household Activity Survey (OHAS) and U.S. Census data to examine impacts of travel origins and destination outside the planning area on RVMPO-area travel.

5. Strategically use RVMPO funding to pursue RVMPO goals.

- In 2016: Continued implementing new processes for allocating discretionary funds that reflect RVMPO goals in RTP.
- In 2017: Will review goals as they relate to project selection for next MTIP and implementation of RTP's new performance indicators. Continue development of Safety Profile.

7. Evaluate potential processes based on best practices in other MPOs.

- In 2016: Provided information to other MPOs reviewing public participation and project selection process. Coordinated with Oregon MPOs and ODOT on updates to RVMPO travel demand model and use of Oregon Household Activity Survey data. Generally review state and national reports on best practices.
- In 2017: Continue development of Safety Profile and strategic plan for model improvements. Continue work with ODOT/MPOs on use of OHAS data in planning.

Review procedures elsewhere on shifting from census to survey data for environmental justice and other planning. Will continue reviews of best practices studies nationwide.

Overall, the RVMPO continues to address the Policy Committee's long-term goals listed above.

Other Regional Transportation Planning Organizations

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

- **Middle Rogue Metropolitan Planning Organization (MRMPO)**
The MRMPO was created in March 2013. The MRMPO Policy Committee is responsible for conducting a continuing, cooperative and comprehensive transportation planning process for the Grants Pass Urbanized Area. As designated, the MRMPO includes the cities of Gold Hill, Grants Pass, Rogue River, and adjacent parts of Jackson and Josephine Counties which are anticipated to become urbanized over the 20 year planning horizon. RVCOG staffs the MRMPO.
- **Rogue Valley Transportation District (RVTD)**
RVTD was created in 1975 to provide public transportation services within the district's boundaries. Its seven-member Board is elected and RVTD has its own planning staff.
- **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.

RVMPO Agreements

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

- Resolution No. 82-1-MPO adopted June 30, 1982, designating the Rogue Valley Council of Governments as the appropriate local agency to assume MPO responsibilities.
- RVCOG Charter Agreement that prescribes the voting authority on RVMPO policies and activities being held exclusively by participating RVMPO agencies.
- The July 26, 1982, concurrence letter from the Governor on designation of the Rogue Valley Council of Governments as the MPO;
- Annual planning funds agreements between ODOT and RVCOG;
- A planning agreement between the RVMPO and the Rogue Valley Transportation District (RVTD) describing responsibility and roles for the regional transportation planning process; April 27, 1999.
- Intergovernmental Agreement (IGA) for Transportation Planning in the Rogue Valley Metropolitan Planning Area among the RVMPO, RVTD and ODOT, pursuant to 23 CFR 450.314, indentifying each organization's responsibilities in carrying out the metropolitan transportation planning process; June 2008.

- Intergovernmental Agreement (IGA) for the Development of Financial Plans in the Rogue Valley Metropolitan Planning Area among the RVMPO, RVTD and ODOT, pursuant to 23 CFR 450.314, identifying each organization's responsibilities for cooperation; June 2010.

Regional Transportation Priorities for Fiscal Year 2017

RVMPO will track rulemaking and other developments relating to The FAST Act. Similarly, RVMPO 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 RVMPO is working toward being better able to respond to increasingly complex planning issues including planning for Climate Change regulation (state and federal), new transportation demands resulting from implementation of the Regional Problem Solving plan. RVMPO staff will continue to coordinate efforts with ODOT and jurisdictions to begin scoping the re-calibration of the travel demand model in advance of the next RTP update in 2017. This will include implementing new Oregon Household Activity Survey (OHAS) and transit data and compiling updated traffic data.

Jurisdictions are expected to begin implementing the region's long-range land-use Regional Problem Solving plan, and this will include addressing the RVMPO's role in coordinating the transportation aspects of the regional plan.

Also, the RVMPO will begin developing criteria and tools to implement performance measures in the 2038 Regional Transportation Plan.

Specific major work products include:

- Developing the 2018-2021 Metropolitan Transportation Improvement Program
- Updating the Public Participation Plan
- Updating the Title 6/EJ Plan
- Working on the 2042 Regional Transportation Plan
- Updating the RVMPO Safety Profile
- Soliciting CMAQ and STP funded projects
- Working with ODOT & FHWA on MPO performance measures
- Begin 2015 Alternative Measures benchmark analysis
- Integrated Land Use and Transportation Planning
- Data collection/analysis for addressing future travel demand, transit demand, land use and Title VI/Environmental Justice.
- Maintain Intelligent Transportation Systems (ITS) Operations and Implementation Plan Coordination
- Jurisdiction planning assistance
- RVACT coordination

RVMPO Unfunded Needs for FY 2017

- Freight commodity flow analysis
- Highway Economic Requirements System (HERS-ST)
- Traffic count program

Status of Core RVMPO Planning Documents

The table below lists the core work products of the RVMPO, the adoption date, planning horizon and the time when the next update is due. The 2018-21 MTIP is scheduled in coordination with the Statewide Transportation Improvement Program, so the update is estimated based on information from ODOT. Generally, ODOT updates the STIP every two years and has set the next update for August 2016.

Table of Core Documents

Item	Date Adopted	Time Span	Update Due
2013-2038 Regional Transportation Plan	March 26, 2013	Four Years	March 2017
Air Quality Conformity Determination	March 26, 2013	Four Years	March 2017
2015-2018 Transportation Improvement Program	August 26, 2014	Two Years	August 2016
Annual Listing of Obligated Projects - 2014	March 2015	One Year	March 2016
2015-2016 Unified Planning Work Program	April 28, 2015	One Year	April 26, 2016
RVMPO Public Participation Plan	May 2014	Two Years	May 2016
RVMPO Title 6 / EJ Plan	August 2014	Two Years	August 2016

Timing of the RTP update is determined by the timing of USDOT's Air Quality Conformity Determination on the current plan. Such determinations in air quality attainment and maintenance areas such as Medford (for carbon monoxide) and the RVMPO planning area (for PM₁₀) must be made every four years, based on updated planning assumptions for a 20-year horizon. The 2013-2038 RTP was completed and adopted by the Policy Committee on March 26, 2013, along with the Air Quality Conformity Determination.

The RTP is routinely amended to include new projects, reflect changes in project funding and other reasons as considered appropriate by the Policy Committee. It can be updated provided the RVMPO 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 Medford area and particulates (10 microns and smaller) in the entire planning area. The current RTP conforms to both federal and state transportation requirements and other comments received from USDOT over time.

RVMPO maintains funds to update the RTP and air quality conformity determination as necessary. It is possible in FY 2017 that a new FAST Act transportation act rulemaking by USDOT will require updates to the regional plan.

Summary of Projected Deliverables and Products in the 2016 – 2017 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- RVMPO Functions, following these introductory sections.

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

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

- Public Participation Activities (as described in RVMPO Public Participation Plan) including maintaining website www.rvmppo.org and update of Public Participation Plan.

- Organize files and library materials, including records of monthly Policy Committee and Technical Advisory Committee meetings and bimonthly Public Advisory Council meetings
- Monthly and quarterly activity reports
- UPWP updates and draft and final 2016-17 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
- MTIP amendments
- Coordination and management of CMAQ and STBG funding and project selection
- Management of the 2015-2018 MTIP, including participating in statewide STIP/TIP coordinators meetings.
- Soliciting for CMAQ & STBG funded projects
- Developing the 2018-21 MTIP
- Assist with transit and other jurisdiction planning
- Implementation of EPA MOVES for air quality conformity, and staying up to date on changing conformity rules and related air quality concerns.

Task 3.0 Long Range Planning – Maintenance and updates of the Regional Transportation Plan and planning to implement RVMPO's long-term goals occur in this task, including:

- ITS Plan coordination / implementation / update
- Integration of RVMPO long-range planning with Regional Problem Solving plan
- Coordination of process examining RVMPO role in state metro area requirements
- Develop RTP performance measures
- Complete Alternative Measures benchmark analysis and refinement of measures
- Continue work on 2017-42 RTP

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
- Environmental justice population transportation needs assessment
- 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 – Coordination with RVTB on MPO planning projects (e.g., ITS, and transit safety planning).

Funding for RVMPO Planning

The RVMPO's planning program is funded by federal, state, local funds and in-kind matching funds, totaling \$499,712. Figure 2, on the following page, shows planning resources anticipated by the RVMPO in the coming fiscal year, and their proportion of total revenue.

The largest funding source is FHWA, which provides MPO Planning Funds through ODOT to the RVMPO 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), ODOT Region 3 planning funds, and RVMPO member dues. A summary of how funds are to be distributed among the various RVMPO planning tasks is on page 29. Funding commitments are formalized through specific IGAs with ODOT. The RVMPO and its subcontractors (if any) will carry out the tasks described in this UPWP.

RVMPO is dependent on USDOT funding for UPWP activities. Funds had been static at 2009 levels until FY2014, when FHWA funding declined by 4 percent. Effective FY2015, a new statewide distribution formula has been established. With this adjustment, RVMPO total revenues will decline by 5 percent from previous years. For this work program, federal sources provide about 77 percent of RVMPO funding. Member dues provide funds for Policy Committee political activities (organization dues, travel, support) and some general project expenses – primarily public involvement and website support.

Summary of Projected FY 2017 Funding Allocation

Figure 1, below, summarizes how anticipated resources will be allocated among the major UPWP work tasks. RVMPO planning activities are anticipated to be funded with a total of \$499,712 in federal, state, local funds and in-kind matching funds, an increase from \$498,010 in FY2016. A summary of funding sources appears in Figure 2 below.

Figure 1: Allocation of RVMPO Resources, FY 2017

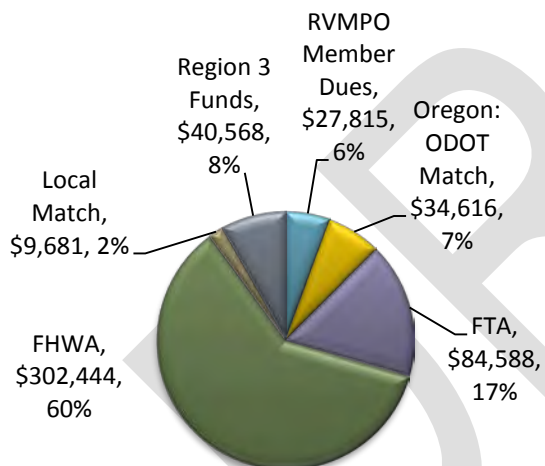
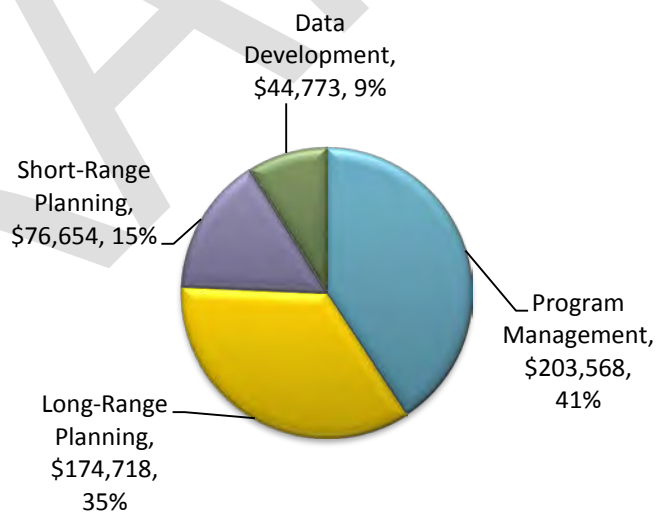


Figure 2: RVMPO Funding, FY 2017



Program management and long-range planning projects will take the largest share of funds. A summary budget breakdown by all work tasks and sub-tasks is on page 29, following the detailed task descriptions in Part I.

In addition to funding described above, RVMPO relies on travel demand modeling services provided by ODOT's Transportation Planning Analysis Unit. TPAU provides up to \$85,000 in modeling

services to the RVMPO annually. TPAU maintains and updates the model for no additional charge. The RVMPO does not have the ability to maintain and run the travel demand model.

The UPWP, Title VI and Environmental Justice

The RVMPO 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 RVMPO undertakes.

The RVMPO UPWP integrates Environmental Justice considerations and Title VI requirements through the Public Participation Plan, the Environmental Justice Plan, and UPWP work tasks. Both the Public Participation Plan and Environmental Justice Plan contain strategies to reach minority and low-income groups. The RVMPO adopted Title VI discrimination complaint procedure is part of the Environmental Justice Plan.

Environmental justice is considered as RVMPO selects projects to receive discretionary funds (Congestion Mitigation and Air Quality and Surface Transportation Program). Target populations living in the vicinity of a proposed project are identified through Census data. Environmental Justice Plan maps were consulted to assess project impact on target populations. Resulting funding decisions were incorporated into the 2015-2018 MTIP. A similar process will be conducted for the 2018-2021 MTIP. Also specialized outreach to Hispanic community was conducted to gather travel information for the OHAS travel survey project.

The RVMPO'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 RVMPO 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.

In FY 2016, the MPO conducted an EJ population transportation needs assessment for traditionally underserved populations within the planning area.

PART I - RVMPO Functions

Task 1.0 Program Management

Budget: \$203,568

Funding Source: FHWA MPO Planning Funds, \$172,000
FTA 5303 Metropolitan Planning Funds, \$15,988
RVMPO Dues, \$13,750
In-Kind Match, \$1,830

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, Public Advisory Council and Technical Advisory Committee, public participation, and RVMPO participation in statewide planning efforts. Also included are organizational activities that provide for in-house program management, financial accounting, and informational updates for RVMPO 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 RVMPO to legislators on relevant transportation legislation and policies, MPO dues are used. These activities are more fully described in Subtask 1.1 (j) below.

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

Lead Agency: RVCOG. Agencies to Coordinate: RVMPO member jurisdictions and supporting agencies, ODOT, DEQ, DLCD, and USDOT (FHWA and FTA)

Subtask 1.1 *Office and Personnel Management; Fiscal and Grant Administration*
Work Task Budget: \$144,746
FHWA MPO Planning Funds, \$120,000
FTA 5303 Metropolitan Planning Funds, \$10,988
RVMPO Dues, \$12,500
In-Kind Match, \$1,258

A large percentage of the MPO management and staff time is spent on task 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 RVMPO data and files.

Tasks also include preparation and maintaining records for the Policy and advisory committees, and formation and management of other committees and work groups as necessary, and all costs associated with RVMPO 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. RVMPO compliance with any USDOT rulemaking for The FAST Act would be addressed at least initially in this task.

a) **Personnel Team Management**

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

Timeframe: Ongoing July – June

Lead Agency: RVCOG

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

Deliverables: Timesheets (RVCOG), UPWP Activity Timesheets, and Monitoring Materials, Grant Matching Funds, Grant Research & Writing and Services Expenditures

Timeframe: Ongoing July – June

Lead Agency: RVCOG

c) **Interagency Agreement Review**

- UPWP Intergovernmental Agreement (May)
- Other agreements as necessary

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

Timeframe: Ongoing July – June

Lead Agency: RVCOG; *Supporting Agencies:* RVTG, ODOT, FHWA & FTA

d) **Annual Audit**

At the close of each fiscal year, RVCOG retains accountants to conduct an annual financial audit of all of its programs including the RVMPO.

Deliverables: Final report

Timeframe: First Quarter

Lead Agency: RVCOG

e) **Training and Conferences**

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

Timeframe: Ongoing July – June

Lead Agency: RVCOG

f) **Meeting Preparation**

Deliverables: Meeting materials, Policy Committee, TAC

Timeframe: Ongoing July – June

Lead Agency: RVCOG

g) **Operations**

Deliverables: An efficiently operated and well-managed MPO

Timeframe: Ongoing July – June

Lead Agency: RVCOG

h) **Data/Information Requests**

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

Deliverables: Completed information requests

Timeframe: Ongoing July – June

Lead Agency: RVCOG; *Supporting Agencies:* MPO Member Jurisdictions

i) **Records Management**

Deliverables:

- Organized hard files
- Organized computer files
- Organized library materials

Timeframe: Ongoing July – June

Lead Agency: RVCOG

j) **RVMPD 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 RVMPD dues totaling \$10,000 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
- Legislative issues/Positions (using MPO dues only)

Timeframe: As required, July – June

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

Subtask 1.2 UPWP Development and Management Process

Work Task Budget: \$13,364

FHWA MPO Planning Funds, \$12,000

FTA 5303 Metropolitan Planning Funds, \$1,000

RVMPD Dues, \$250

In-Kind Match, \$114

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 RVMPO geographic planning boundary (Exhibit A). It is written and developed by RVMPO staff and reviewed, amended and adopted by the RVMPO Policy Committee. Most "Subtasks" of the UPWP have been delegated to a Team Leader and that leader must formulate a more detailed work program that will guide in the implementation and completion of each subtask. Subtasks will be monitored to assess progress. Progress information is provided as reports and proposals for action to the Policy Committee and advisory committees. Summary progress reports are provided as part of quarterly reporting process. The annual Self Certification Statement will also be prepared. Development of the Certification Statement will consider the RVMPO's effectiveness in fulfilling federal requirements regarding the 3-C (Comprehensive, Continuing and Coordinated) and multimodal urban transportation planning processes. Deliverables associated with this subtask include an adopted UPWP, Quarterly reports, UPWP amendments, 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 RVMPO Policy Committee must approve all amendments to the UPWP.

a) Monthly Reports

Monthly budget/work task reports are prepared by MPO staff to inform the Program Manager of status of work tasks and funds expended.

Deliverables: Monthly reports

Timeframe: Monthly July – June

Lead Agency: RVCOG

b) Quarterly Reports

Quarterly budget expenditures and work task status reports are prepared by MPO staff and sent to ODOT each quarter of the current fiscal year.

Deliverables: Quarterly reports, quarterly meeting with USDOT and ODOT (as needed)

Timeframe: Each Quarter

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

c) Daily RVMPO Task Tracking

MPO staff use an electronic timesheet to post hours worked on MPO sub-tasks identified in the UPWP.

Deliverables: Monthly task/subtask timesheets

Timeframe: Monthly July – June

Lead Agency: RVCOG

d) UPWP Development

Deliverables: 2017 UPWP document; amendments as necessary

Timeframe: Draft in February; Adoption by April

Lead Agency: RVCOG

e) **Annual MPO Self-Certification**

Deliverables: Self-Certification statement

Timeframe: Draft by February; Adoption by April

Lead Agency: RVCOG

Subtask 1.3 Public Education and Participation

Work Task Budget: \$20,364

FHWA MPO Planning Funds, \$19,000

FTA 5303 Metropolitan Planning Funds, \$1,000

RVMPO dues, \$250

In-Kind Match, \$114

The RVMPO recognizes the importance and need for providing an active public involvement process, which supplies complete information, timely public notice (45 days for amendments to the Public Participation Plan), full public access to key decisions, and supports early and continuing involvement of the public in all RVMPO 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 RVMPO adopted a Public Participation Plan (see <http://www.rvmopo.org/index.php/ct-menu-item-13/public-participation-plan>) to fulfill FAST Act obligations and the RVMPO's commitment to actively engaging the public in the transportation planning process.

a) **Implementation of Public Participation Plan**

The FAST Act calls for a “proactive public involvement process that provides complete information, timely public notice (45 days for amendments to the Public Participation Plan), full public access to key decisions, and support early and continuing involvement of the public in developing plans.” In FY 2015, the RVMPO strengthened public participation in all of its planning activities through an update of its *Public Participation Plan*. Under this plan, the RVMPO 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 has included efforts to develop new visualization techniques for MTIP project selection including greater use of photographs in discussion of site locations and conditions, and posting on the web all applications and descriptive materials, and evaluation criteria and procedures. All applicants for RVMPO discretionary funds are asked to make presentations with visuals to each of the RVMPO's three committees. Presentation materials are posted on the RVMPO website. This use of the web represents an investment in expanded public involvement that will continue in FY2017.

Also in FY2017, RVMPO will research and integrate successful non-traditional public engagement strategies currently being used by other MPO's as well as ODOT that could be used during the 2017-2042 RTP development. The MPO will look at ways to assess the effectiveness of public outreach efforts through surveys and social media. RVMPO historically

relied on Open House events, but with only about 25 attendees these have become an expensive means of reaching a very small minority of RVMPO population. More effective outreach will be sought out and implemented.

Deliverables:

- Update of the RVMPO Public Participation Plan.
- Fact sheets, project progress reports, newsletters, new visualization techniques and up-to-date website, non-traditional public engagement strategies, surveys, social media, and other activities as identified.

Timeframe: Ongoing July to June

Lead Agency: RVCOG

b) Public Advisory Council

The RVMPO Public Advisory Council (PAC), which was formed in 2000, consists of appointed residents from nine Citizen Involvement Areas (CIAs) and special interest representatives for mass transit, freight, bike/ped, public health, seniors, and low-income and minority families. The PAC makes recommendations to the RVMPO Policy Committee from the public's perspective on proposed long-range transportation plans, project plans, and priorities for state and federal funding and other transportation issues. The PAC hosts public workshops during updates of the RTP to help inform the public of regional transportation planning efforts. The PAC also provides input the Policy Committee on RTP goals and policies, and statewide planning requirements. The objective of this work element is to maintain and improve the function of the PAC. In FY 2017, the RVMPO will continue efforts to support the PAC, and expand public attendance at all RVMPO meetings. The PAC meets bi-monthly, on the 3rd Tuesday from 5:30 p.m. to 7:30 p.m. The current PAC membership roster is on Page iii.

Deliverables:

- Staff support for PAC
- Bi-monthly PAC meetings
- PAC member comments on Project Selection Criteria, UPWPs, RTP, TIP, Public Participation Plan, Title 6/EJ Plan and special studies.

Timeframe: Ongoing July to June

Lead Agency: RVCOG

c) RVMPO Informational Brochures

In FY 2015, the RVMPO decided to replace the Citizens Guide to Metropolitan Planning with a series of informational brochures that describe the MPO processes. The RVMPO will continue to maintain and update the brochures and place them in public places around the RVMPO area. There are five (5) tri-fold, double-sided color informational brochures that include:

- “What is the MPO?”
- “Understanding the Transportation Planning Process”
- “Transportation Planning Principles”
- “MPO Plans and Programs”
- “How to get more Involved”

Deliverables:

- Updated RVMPO Informational Brochures

Timeframe: Ongoing July to June

Lead Agency: RVCOG

Subtask 1.4 *Interagency and Interjurisdictional Coordination*

Work Task Budget: \$22,093

FHWA MPO Planning Funds, \$18,000

FTA 5303 Metropolitan Planning Funds, \$3,000

RVMPO dues, \$750

In-Kind Match, \$343

The RVMPO must maintain a continuing, cooperative and comprehensive planning process that results in plans that are consistent with other transportation planning activities in the Rogue Valley and in the state. There is a growing demand for MPO participation and resources for state and regional planning as well as assistance locally. RVMPO participates in technical advisory committees locally and at the state level, passing on information, providing local input and coordinating with member jurisdictions at key decision points. RVMPO also coordinates with ODOT on projects including statewide multimodal and modal/topic planning, and most recently state greenhouse gas reduction planning. RVMPO participates on statewide committees, such as the Oregon Model Steering Committee. The RVMPO also is involved in RVTD regional planning efforts.

Coordination with other agencies also requires participation in local task forces, steering committees, project teams, advisory committees and subcommittees associated with transportation planning efforts in the Rogue Valley, including the Rogue Valley Area Commission on Transportation (RVACT) and the Middle Rogue MPO. Below is a list of the various committees the RVMPO staffs or participates on.

Committees Staffed by the RVMPO

- RVMPO Policy Committee
- RVMPO Technical Advisory Committee
- RVMPO Public Advisory Council
- Rogue Valley Intelligent Transportation Systems Committee (RVITS)
- Rogue Valley Freight Advisory Committee
- Rogue Valley Area Commission on Transportation (RVACT)

Other Committee Participation

- Transportation Advocacy Committee (TRADCO)
- Oregon Metropolitan Planning Organization Consortium (OMPOC)
- Oregon MPO/Transit District Committee
- Oregon Modeling Steering Committee
- Oregon STIP Coordinators
- Local TSP Update Technical Committees
- ODOT Corridor Planning
- ODOT Interchange Area Management Plans (IAMPs)

a) Continuing, Cooperative and Comprehensive Planning Process*Deliverables:*

- Attendance and participation at appropriate meetings
- Comprehensive and coordinated projects

Timeframe: Ongoing July – June

Lead Agency: RVCOG

b) State and Federal Legislation and Policy Review

The RVMPO will focus efforts in FY2017 on keeping the key planning products, programs and activities consistent with state and federal requirements.

Deliverables:

- Updated information for MTIP update, RTP maintenance and other planning needs.
- Informed/knowledgeable staff

Timeframe: Ongoing July – June

Lead Agency: RVCOG

Subtask 1.5 Grant Writing
Work Task Budget: \$3,000
FHWA MPO Planning Funds, \$3,000

RVMPO planning funds will augment RVCOG administrative recourses to increase grant application activities. Particular targets for grant searches likely will be TGM funds and assisting local jurisdictions with grant applications. Grants have helped RVMPO pursue planning projects that are beyond the scope of MPO funding. Such grants have in past years enabled RVMPO to undertake a freight planning project, which included formation of a freight stakeholders' committee, a land use and transportation study focusing on planning needs resulting from the Regional Problem Solving project, and development of a transportation options/TDM plan.

Deliverables:

- Grant applications.
- Research, information to support grant applications
- Assist local jurisdictions with grant applications

Timeframe: Ongoing July – June

Lead Agency: RVCOG

Task 2.0 Short Range Planning

Budget: \$76,654

Funding Source: FHWA MPO Planning Funds, \$51,000
FTA 5303 Metropolitan Planning Funds, \$21,000
RVMPO Dues, \$2,250
In-Kind Match, \$2,404

Description: This task relates to near term activities such as federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) project prioritization and programming, air quality conformity activities, maintenance and update of the Metropolitan Transportation Improvement Program, which is a financially-constrained list of transportation improvements for the RVMPO 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: RVMPO member jurisdictions and agencies, ODOT, DEQ, DLCD, and USDOT

Subtask 2.1 *Metropolitan Transportation Improvement Program (MTIP); Annual Projects Listing*
Work Task Budget: \$25,416
FHWA MPO Planning Funds \$15,000
FTA 5303 Metropolitan Planning Funds, \$8,000
RVMPO Dues, \$1,500
In-Kind Match, \$916

Maintenance of the 2015-18 MTIP, and development of the 2018- 2021 MTIP are the main elements in this task. Also, staff will develop and publish the Annual Listing of Obligated Projects that meets FAST Act requirements for all metropolitan planning organizations to report annually on funds obligated by FHWA and FTA. The purpose is to further transparency of the federal government's role in transportation. RVMPO coordinates with member jurisdictions and state and federal agencies to keep the program current and develop the annual obligations report. MTIP amendments generally are initiated by sponsoring agencies. Amendments are reviewed by the public and the TAC and PAC. The advisory committees forward recommendations to the Policy Committee, which is responsible for approving the MTIP and any changes to it (beyond minor, "administrative modifications," which RVMPO 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. RVMPO coordinates the amendment process so member jurisdictions will be aware of the progress of projects. Example of instances that trigger the amendment process include re-scheduling CMAQ and STP projects, Federal Transit Administration fund changes, and project costs or other scheduling changes.

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

Adoption of the 2018-2021 MTIP is determined by ODOT's STIP cycle. Currently, the anticipated deadline for MTIP projects to the 2018-21 STIP is August 2016. Any necessary amendments to the 2038 RTP are addressed in Subtask 3.2.

Deliverables:

- Amended/Updated 2015-2018 MTIP
- development and adoption of 2018-2021 MTIP
- Annual Listing and Status of Federally-funded projects published on the RVMPO website

Timeframe:

- MTIP and Amendments - Ongoing July – June
- Initial Draft 2018-2021 MTIP – December 2017.
- Obligated Funds Report – December 2016

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

Subtask 2.2 *Air Quality Conformity/SIP Implementation*

Work Task Budget: \$29,687

FHWA MPO Planning Funds, \$23,000

FTA 5303 Metropolitan Planning Funds, \$6,000

RVMPO Dues, \$0

In-Kind Match, \$687

Air quality conformity determinations are a required component of the RTP and MTIP and all amendments that expand vehicular capacity (non-exempt projects). The RVMPO will prepare air quality conformity determinations as needed to respond to plan and program amendments. The most recent air quality conformity determination was made in August 2014 for the amended 2013-2038 RTP and 2015-2018 MTIP. This updates the prior RTP conformity on April 26, 2013. The RVMPO follows federal requirements for interagency air quality consultation and public involvement procedures outlined in the MPO's Public Participation Plan for RTP and TIP amendments, and Air Quality Conformity Determinations. Funds for this task reflect the additional amount of staff time required to coordinate with Sierra Research (RVMPO's MOVES modeling consultant) to develop data and run MOVES. Conformity training and practice as well as other air-quality-related training will occur under this task.

A PM₁₀ State Implementation Plan (SIP) is in place for the region, setting a regional emissions budget for on-road sources. A Carbon Monoxide SIP is in place in Medford, which sets a CO emissions budget for Medford on-road source emissions. The RVMPO will continue to coordinate with DEQ, ODOT, EPA, FTA and FHWA to maintain transportation conformity status, including any coordination and consultation necessary. RVCOG is coordinating with DEQ and EPA on developing a CO Limited Maintenance Plan (LMP) for the RVMPO². The CO LMP was completed by ODEQ in June 2015 and a public hearing held in Medford on September 17, 2015. The Environmental Quality Commission (EQC) held a hearing on December 9, 2015 and submitted the SIP to EPA on December 22, 2015. EPA will approve the adequacy determination in Mid-March 2016. Upon EPA's approval of the adequacy determination, the MPO will not be required to perform a regional emissions analysis to demonstrate conformity for CO. This will save the MPO considerable staff time and the expense of retaining a consultant to do the MOVES emissions modeling for CO.

² Per 40 CFR 93.109(e), the RVMPO will not be required to perform a CO regional emissions analysis when EPA approves the CO LMP (March 2016).

As a related air quality issue, but not currently part of RVMPO's conformity process, RVMPO will continue monitoring and coordinating on ozone and PM_{2.5} standards. EPA could announce new and possibly more stringent standards for ozone. The RVMPO area could exceed new standards, which would add to requirements for transportation conformity.

a) MTIP / RTP Conformity Document

Deliverables: Air Quality Conformity Determination documents acceptable to USDOT for the 2018-21 TIP and any non-exempt project 2015-2018 MTIP & RTP amendments.

Timeframe: December through June

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

b) Interagency Consultation

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

Timeframe: July - June as needed

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

c) Staff Training

Deliverables: Staff trained to assist in running MOVES for conformity documents; maintain currency on conformity-related matters

Timeframe: July – June

Lead Agency: RVCOG

Subtask 2.3 Local Jurisdiction Technical Assistance (state Transportation System Plan/Other)

Work Task Budget: \$5,229

FHWA MPO Planning Funds, \$3,000

FTA 5303 Metropolitan Planning Funds, \$2,000

In-Kind Match, \$229

RVMPO staff will give technical assistance to member jurisdictions as requested by supplying data, participating in committees, and helping the agencies in their efforts to be consistent with the RTP.

The objective under this element is to ensure consistency between the RTP and local plans such as TSPs, and to maximize the efficiency of the transportation system by helping communities integrate transportation and land use planning principles. Duplication of effort can also be minimized through communication and coordination provided in this task. Below is the status of MPO jurisdiction TSP's.

- Ashland – Adopted update in 2012
- Talent – Adopted update in August 2015.
- Phoenix – Adopted in 2001. Update in progress. Estimated completion July 2016
- Jacksonville – Adopted update in 2009
- Medford – Adopted in 2003. Update in progress. Estimated completion early 2016
- Central Point – Adopted update in 2008

- Eagle Point – Adopted update in 2010
- Jackson County Adopted update in 2007. Update in progress. Estimated completion early 2016

RVMPO staff participate on local TSP technical advisory committees to ensure that the work is coordinated and consistent with the RTP. Also, the RVMPO began the 2017-42 RTP update in FY2016 which is being coordinated with local TSP development in areas such as review of existing goals and policies, identification of regionally-significant transportation projects, and beginning in FY2017, the RTSP 2015 Alternative Measures benchmark analysis.

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

Timeframe: Ongoing July – June

Lead Agency: RVCOG; *Supporting Agencies:* Member jurisdictions

Subtask 2.4 *Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program Funds Management*
Work Task Budget: \$16,322
FHWA MPO Planning Funds, \$10,000
FTA 5303 Metropolitan Planning Funds, \$5,000
RVMPO Dues \$750
In-Kind Match, \$572

Subtask consists of maintaining regular accounting of fund balances, staying current on fund rules and eligibility, participating statewide in allocation of funds.

Primary task will be solicitation of 2019, 2020, and 2021 CMAQ and STBG funded projects, review of project selection criteria and application materials. The TAC will determine if changes to the project selection criteria and application materials is necessary as part of the next discretionary funding project selection process. Staff will facilitate the process.

Also, funds programmed in the current MTIP will be monitored. RVMPO coordinates with ODOT to track fund balances. Subsequent changes to projects through FY2017 will need to be tracked to maintain fund balances to ensure that funds are programmed appropriately. Administrative duties will be performed as needed. FAST Act could also bring changes to these funds that will have to be addressed. The RVMPO will continue to work with ODOT to ensure CMAQ project eligibility and also ensure the completion of USDOT CMAQ annual reports which require a description of the qualitative and quantitative benefits of CMAQ projects.

Deliverables:

- Administration of STBG and CMAQ funds.
- Soliciting for 2019, 2020 & 2021 CMAQ and STBG funded projects.
- Updating criteria, evaluation matrices, applications and support documents for allocation of future STBG and CMAQ funds.

Timeframe: Ongoing July - June

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

Task 3.0 Long Range Planning

Budget: \$174,718

Funding Source: FHWA MPO Planning Funds, \$96,060
FTA 5303 Metropolitan Planning Funds, \$31,267
RVMPO Dues, \$3,244
In-Kind Match, \$3,579

Description: The RVMPO is committed to maintaining and updating the RTP to conform to federal transportation planning requirements as set forth in the FAST Act, the Oregon Transportation Plan, Oregon Highway Plan, and other statewide modal plans, and the Oregon Transportation Planning Rule for urbanized metropolitan planning organizations. Additionally, RVMPO 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 2017-42 RTP update, safety planning and transit needs are discussed in the relevant subtasks below.

Objective: *To complete the work necessary to maintain 2013-2038 RTP and development and adoption of the 2017-2042 RTP that meets both federal and state transportation planning requirements under The FAST Act and the 3C Planning process and planning factors.*

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

Subtask 3.1 *Intelligent Transportation System Operations & Implementation Plan Coordination*
Work Task Budget: \$18,051
FHWA MPO Planning Funds, \$10,000
FTA 5303 Metropolitan Planning Funds, \$7,000
RVMPO Dues, \$250
In-Kind Match, \$801

It is anticipated the update to the 2016 Rogue Valley ITS Plan will be completed in October 2016, with an emphasis on expanding the plan to include the MRMPO region. This task for FY 2017 will focus on working with ODOT, the consultant team, MPO staff, Project Advisory Committee (PAC) and stakeholders to update the plan. The PAC will meet to review plan updates, ITS developments, funding opportunities and other issues identified by the committee. Public involvement will include meetings with the PAC and stakeholders at a public workshop. .

Deliverables:

- Up-to-Date RVITS plan and architecture
- PAC consultations/meetings; agendas, minutes, meeting materials

Timeframe: Ongoing July to June

Lead Agency: RVMCOG; *Supporting Agencies:* Member jurisdictions, ODOT, FHWA

Subtask 3.2 ***2013 – 2038 RTP Implementation/Safety, Regional Problem Solving Integration***
Work Task Budget: \$14,416
FHWA MPO Planning Funds, \$4,000
FTA 5303 Metropolitan Planning Funds, \$8,000
MPO Dues, \$1,500
In-Kind Match, \$916

The Regional Transportation Plan (RTP) for the Rogue Valley Metropolitan Planning Organization was adopted effective April 26, 2013 (date of USDOT RTP conformity determination). This task will implement and maintain the plan. The updated RTP introduces performance indicators, which will require additional elaboration consistent with any new FAST Act requirements, as well as development of measurement matrices, all of which would be addressed here. Continuation of other long-range planning, including the RVMPO's Safety Profile and integration of MPO planning with the Regional Problem Solving plan would occur here. Safety planning was initiated in FY2014 with publication of a Safety Profile. RVMPO will work with jurisdictions to continue the effort with additional data and analysis. For FY2017, the RVMPO will work with RVTD to develop a scope of work for integrating transit safety into the RTP with the focus on the pedestrian/bicyclists first mile/last mile to transit. The availability of crash data relevant to the region will support other planning, particularly the project selection process identified in Task 2.4.

RVMPO will continue participating with jurisdictions in the implementation of the RPS plan. The plan requires development of master plans for future urban areas. Those plans must include transportation, and RVMPO will continue to contribute in this planning.

Deliverables and Timeframe:

- Amended 2038 RTP, as needed, July-June
- Update Safety Profile with another crash analysis
- Develop a scope of work to integrate transit safety into the RTP/RPS Integration, as needed, July-June

Subtask 3.3 ***2017-2042 RTP Development and Adoption***
Work Task Budget: \$142,251
FHWA MPO Planning Funds, \$82,060
FTA 5303 Metropolitan Planning Funds, \$16,267
RVMPO Dues, \$1,494
In-Kind Match, \$1,862

The RVMPO RTP is updated every four years. The deadline for the next RTP update is March 26, 2017 and USDOT joint conformity determination on April 26, 2017. This task is to continue development of the 2017-2042 RTP, and adoption in March 2017. Public outreach efforts will include an interactive RTP project map, virtual open house and materials posted on the RVMPO website. There will be a public hearing for the RTP update in March 2017. As part of the RTP update, the MPO will conduct a 2015 Alternative Benchmarks analysis and update of specific measures for LCDC approval.

Deliverables and Timeframe:

- RTP chapter development, June – January
- Public Involvement - ongoing

Lead Agency: RVCOG

4.0 Data Collection/Analysis

Budget: \$44,773

Funding Source: FHWA MPO Planning Funds, \$18,000;
FTA 5303 Metropolitan Planning Funds, \$16,333
RVMPO Dues, \$8,571
In-Kind Match, \$1,869

Description: This work task involves the collection and analysis of data in support of all regional transportation planning studies and associated planning undertaken by RVMPO. It includes support for RVMPO's ongoing collaboration with ODOT Transportation Planning and Analysis Unit on the regional travel demand model and development of new planning tools, such as scenario planning software.

Objective: *Data collected will be used to identify relationships among social, economic, development and transportation system factors that affect traveler decisions, and the travel patterns that result. Data collection and analysis can also be helpful in determining identifying and addressing Title VI and Environmental Justice considerations as well as contribute to other planning efforts.*

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

Subtask 4.1 *Research and Analysis Program; Travel Demand Model Support & Development*
Work Task Budget: \$36,312
FHWA MPO Planning Funds, \$15,000
FTA 5303 Metropolitan Planning Funds, \$15,333
RVMPO Dues, \$4,224
In-Kind Match, \$1,755

This task continues work to strengthen analysis capacity within the RVMPO. It will address improvements to the region's travel demand model, using new statewide household activity survey and U.S. Census data, and related needs. This work implements goals identified in a Policy Committee visioning process conducted in FY 2010.

ODOT Transportation Planning and Analysis Unit (TPAU) provides the RVMPO with support for travel demand modeling. TPAU originally built and now runs the model. Land use updates were made in 2012 and the model was recalibrated to 2006 for the 2038 RTP update. A major update is underway for the next RTP update (2017). The model will be recalibrated to 2010 and include enhancements to make the model more sensitive to estimating transit ridership. This is necessary to meet Clean Air Act requirements for regional conformity. Tasks to achieve this will be established in collaboration with TPAU.

Also in this task will be the continuing work to development and maintain a traffic count data base in advance of re-calibration of the model. The cost to RVMPO to participate in a statewide data program was found to be prohibitive, but RVMPO will coordinate with TPAU and develop a plan for gathering, storing and working with the count data necessary to update the travel demand model. It's anticipated that such a data base would be useful to member jurisdictions and even the general public wanting to gain an understanding of traffic flow in the region. The RVMPO is interested in coordinating with

ODOT, FHWA and the Oregon MPOs to develop a statewide traffic count database. Interest in this concept could be initiated through discussions at the Oregon MPO/Transit District quarterly meetings.

GIS activities are addressed here as well. RVMPO GIS is an important resource tool for planning as well as being critical to complying with visualization requirements in public participation. Maps and data need to be updated periodically with new information to better inform the public about the attributes of the regional transportation system and factors affecting its performance. During FY2017, the RVMPO will update project maps and databases to be consistent with current GIS information. Funding includes software license purchases for RVMPO staff, and management and storage of GIS files.

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

- Travel Demand Model Maintenance and Support (assisting and coordinating with TPAU on all tasks including:
 - Updates to area travel model
 - Model Validation reports
 - Updates to model documentation
 - Project and policy analyses modeling
 - Travel forecasts for air quality analyses
 - Traffic volume and level-of-service maps as requested
 - Other model outputs as requested, including percent change in VMT, VHT, mode-split, ridership numbers
 - Staff and equipment needed to complete projects in a timely manner
 - Staff training, consultation, coordination with TPAU
- Oregon Household Activity Survey
 - Coordination on application of survey data
 - Explore use of data to inform other planning efforts
 - Collate and disseminate survey results
- Traffic Count Program
 - Identification of traffic count needs for 2017 RTP update and develop plan to obtain them (including coordination with member jurisdictions on data availability, formats and timelines).
 - Review available traffic count database software.
 - Develop draft budget for in-house traffic count program.
- Coordination and planning for Oregon greenhouse gas reduction requirements.
- RVMPO GIS
 - Updated RVMPO GIS data and maps
 - GIS data management, file storage
 - GIS user licenses

Timeframe: Ongoing July – June

Lead Agency: RVCOG; Supporting Agencies: Member jurisdictions, TPAU

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

Work Task Budget: \$8,461

FHWA MPO Planning Funds, \$3,000

FTA 5303 Metropolitan Planning Funds, \$1,000

RVMPO Dues, \$4,347

In-Kind Match, \$114

This task implements RVMPO Public Participation Plan, updated in May 2014, and the Environmental Justice and Title VI Plan, updated in August 2014, to maintain compliance with Title VI and Environmental Justice considerations. Information contained in the plan about locations and numbers of target populations has become a reference for RVMPO project funding decisions. In evaluating project applications, RVMPO considers impacts on EJ populations as identified in the Plan. Therefore it is important for the plan to contain up to date information. For FY2017, this task will include and update to the Public Participation Plan and Title VI/EJ Plan.

This task also maintains the Title VI officer, environmental justice reporting and plan-approval requirements, and Civil Rights complaint process as required by state and federal law. Task provides for continuing education of 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.

In FY 2016, the RVMPO conducted an EJ population transportation needs assessment for the traditionally underserved populations in the region to identify the transportation needs of target populations. The assessment looked at minority and low income populations access to employment areas. The study also looked at ways to improve accessibility, travel time to jobs or other activities, and the availability of transportation services. Participants included RVTD, the Job Council, State Employment Department, and other stakeholders.

Deliverables:

- RVMPO Title VI/EJ report
- Outreach to protected populations for 2018-2021 MTIP development
- Updated Public Participation Plan update
- Maintain Title VI officer position, and
- Develop GIS maps of distribution of minority and low-income populations.

Timeframe: Ongoing July - June

Lead Agency: RVCOG; Supporting Agencies: Member jurisdictions, TPAU, ODOT, FHWA

5.0 Transit Coordination

Budget: \$0 (Funds for this task included in Subtasks 3.1 & 3.2)

Funding Source: FTA 5303 Metropolitan Planning Funds, \$0
RVTB Match, \$0

Description: This task involves coordination with RVTB on RVMPO planning projects such as updating the ITS Plan and integrating transit safety into the RVMPO Safety Profile and RTP as outlined in Long Range Planning Subtasks 3.1 & 3.2. Other transit planning activities will be addressed as part of the 2017-42 RTP update.

Deliverables:

- Coordination on planning projects
- Updated ITS Plan
- A scope of work for integrating transit safety into the Safety Profile and RTP
- Review / revisions to transit goals & policies as part of the 2017-42 RTP Update

Timeframe: July – June

Lead Agency: RVTB

Figure 3: Summary RVMPO 2017 Budget – Transportation Planning Funds by Source & Activity

RVMPO FY 2017 UPWP BUDGET						
Transportation Planning Funds by Source and Activity						
	FHWA MPO Planning Funds (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks						
1. Program Management						
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$120,000	\$10,988	\$1,257.6	\$12,500	\$0	\$144,746
1.2 UPWP Development & UPWP Progress	\$12,000	\$1,000	\$114.5	\$250	\$0	\$13,364
1.3 Public Education and Involvement Program	\$19,000	\$1,000	\$114.5	\$250	\$0	\$20,364
1.4 Interagency & Jurisdictional Coordination	\$18,000	\$3,000	\$343.4	\$750	\$0	\$22,093
1.5 Grant Writing	\$3,000	\$0	\$0.0	\$0	\$0	\$3,000
Totals	\$172,000	\$15,988	\$1,830	\$13,750	\$0	\$203,568
2. Short Range Planning						
2.1 TIP Activities	\$15,000	\$8,000	\$915.6	\$1,500	\$0	\$25,416
2.2 Air Quality Conformity	\$23,000	\$6,000	\$686.7	\$0	\$0	\$29,687
2.3 Local Jurisdiction Technical Assistance	\$3,000	\$2,000	\$228.9	\$0	\$0	\$5,229
2.4 STP & CMAQ Project Funds Management	\$10,000	\$5,000	\$572.3	\$750	\$0	\$16,322
Totals	\$51,000	\$21,000	\$2,404	\$2,250	\$0	\$76,654
3. Long Range Planning						
3.1 ITS Operations & Implementation Plan Coordination	\$10,000	\$7,000	\$801.2	\$250	\$0	\$18,051
3.2 RTP Implementation/Safety, Regional Problem Solving Integration	\$4,000	\$8,000	\$915.6	\$1,500	\$0	\$14,416
3.3 2017 - 2042 RTP Update	\$82,060	\$16,267	\$1,861.8	\$1,494	\$40,568	\$142,251
Totals	\$96,060	\$31,267	\$3,579	\$3,244	\$40,568	\$174,718
4. Data Development						
4.1 Research & Analysis Program	\$15,000	\$15,333	\$1,754.9	\$4,224	\$0	\$36,312
4.2 Data collection/analysis for Title 6 & EJ	\$3,000	\$1,000	\$114.5	\$4,347	\$0	\$8,461
Totals	\$18,000	\$16,333	\$1,869	\$8,571	\$0	\$44,773
5. Transit						
5.1 (Projects included under Subtasks 3.1 & 3.2)	\$0	\$0	\$0.0	\$0	\$0	\$0
Totals	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$337,060	\$84,588	\$9,681	\$27,815	\$40,568	\$499,712

(1) FHWA MPO Planning funds are allocated to the RVMPO by formula and consist of 89.73% federal funds and 10.27% state match. Federal Share: \$302,444; Oregon Match: \$34,616 for a Total of \$337,060 for FY 2017.

(2) FTA Section 5303 funds are provided for metropolitan planning activities. Total 2017 allocation consists of 89.73% federal (\$84,588) and a required 10.27% local share (\$9,681) provided by RVMPO member in-kind contributions (meetings & technical document reviews).

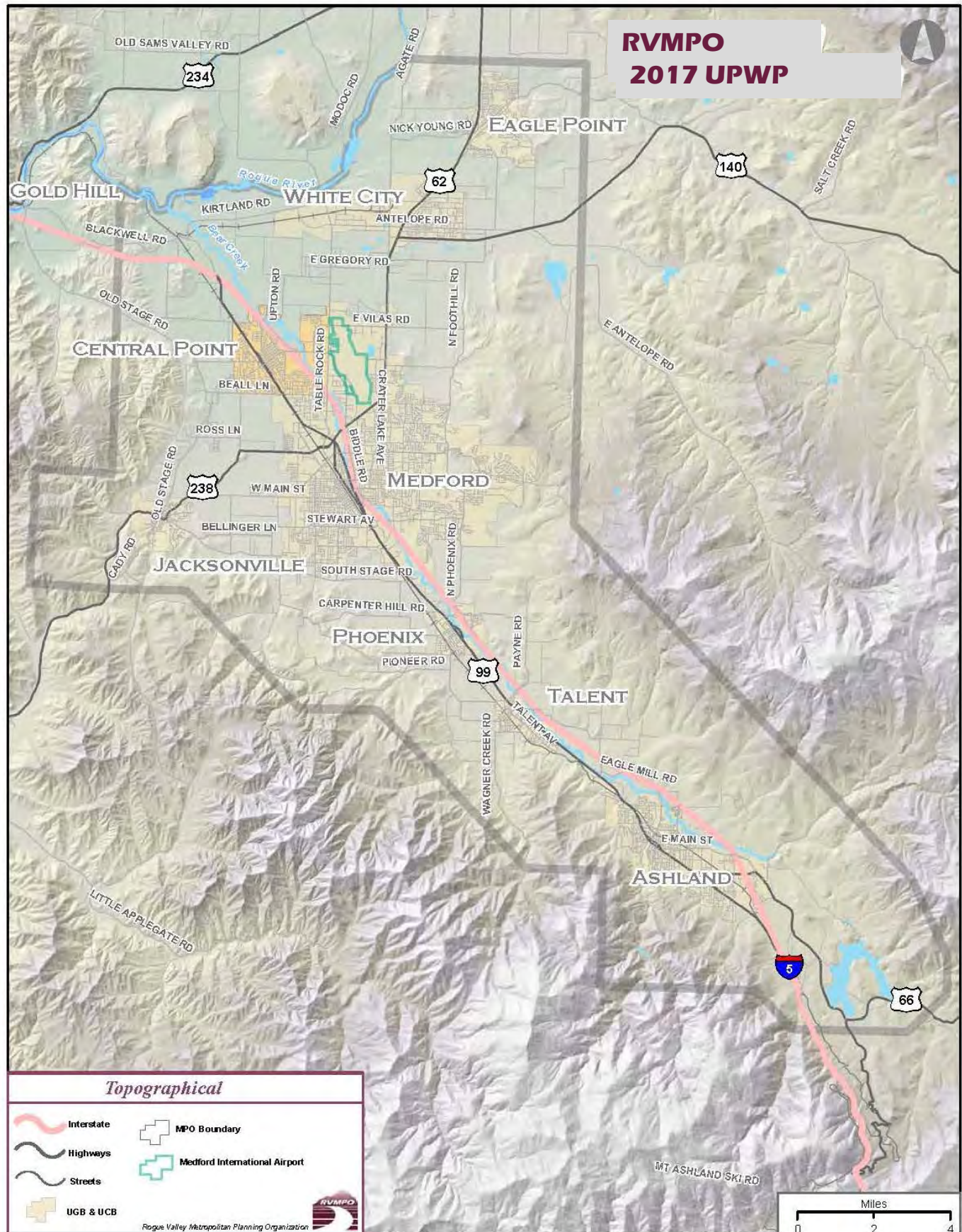
(3) MPO annual dues are paid by MPO member jurisdictions: Ashland, Talent, Jacksonville, Eagle Point, Medford, Central Point, Phoenix, Jackson County.

4) ODOT Region 3 Planning funds to complete Alternative Measures update and 2015 benchmark analysis.

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

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

Exhibit A: RVMPO Transportation Planning Area



RESOLUTION NO. 82-1-MPO

A RESOLUTION relating to the designation of the ROGUE VALLEY COUNCIL OF GOVERNMENTS (RVCOG), by the Governor of the State of Oregon, as the METROPOLITAN PLANNING ORGANIZATION (MPO) for the Greater Medford urbanized area.

WHEREAS, the Greater Medford urbanized area has been designated, on the basis of the 1980 Census, a Metropolitan Statistical Area; and

WHEREAS, multi-jurisdictional transportation planning within the urbanized area will involve, at least, the City of Medford, the City of Central Point, Jackson County, Rogue Valley Transportation District, and the State of Oregon; and


WHEREAS, the ROGUE VALLEY COUNCIL OF GOVERNMENTS is the appropriate agency to coordinate and perform areawide planning functions within the urbanized area;

NOW, THEREFORE, BE IT RESOLVED BY THE ROGUE VALLEY COUNCIL OF GOVERNMENTS:

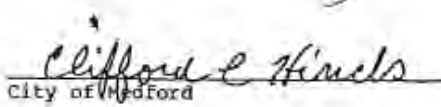
That it is willing to assume the role and responsibilities of a Metropolitan Planning Organization (MPO) for the Greater Medford urbanized area, as designated by the Governor, PROVIDED that the financial resources needed to carry out such a role and responsibilities are available and contributed by all parties involved, as appropriate, and

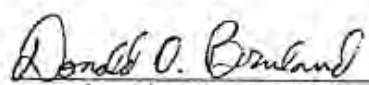
That the Executive Director of RVCOG be authorized to execute the necessary contracts and memorandums of understanding with the State upon completion of legal reviews, and upon approval of the Council.

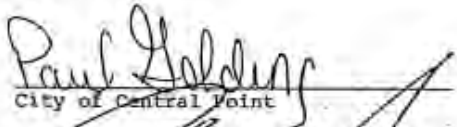
ADOPTED this 30th day of June, 1982.


Chairman, RVCOG

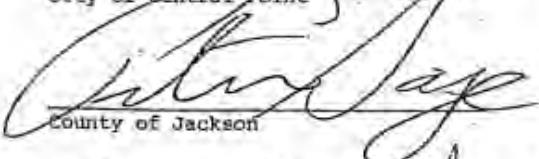
ATTEST:

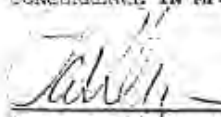

Clifford E. Hanks
City of Medford

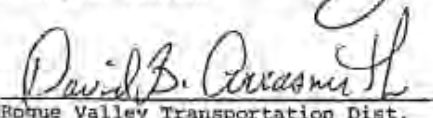

Donald O. Bruland
Executive Director, RVCOG (Acting)


Paul Holding
City of Central Point

CONCURRENCE IN MPO DESIGNATION:


County of Jackson


Governor Victor Atiyeh
State of Oregon


David B. Carasner
Rogue Valley Transportation Dist.

7-27-82

Exhibit C**450.334****METROPOLITAN TRANSPORTATION PLANNING
SELF-CERTIFICATION****For the****ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION****Fiscal Year 2016****1. Rogue Valley Metropolitan Planning Organization (RVMPO)***(Ref: 23 USC 134(b) and 23 CFR 450.310)*

The Rogue Valley Council of Governments (RVCOG) is designated as the MPO for the Medford Urbanized Area. The MPO designation was made by Oregon Governor Vic Atiyeh on July 26, 1982. Participating agencies in the transportation planning process are: RVCOG, Jackson County, City of Ashland, City of Talent, City of Jacksonville, City of Eagle Point, City of Medford, City of Phoenix, City of Central Point, Rogue Valley Transportation District (RVTD), and the Oregon Department of Transportation (ODOT). An elected or appointed official from each of the local agencies, and an official from ODOT and RVTD, comprise the MPO Policy Committee which sets policy for the transportation planning program in the urbanized area. Technical advice to the planning process is provided by the staffs of the various participating local and state agencies through a Technical Advisory Committee (TAC).

2. Geographic Scope *(Ref: 23 USC 134(c) and 23 CFR 450.312)*

Governor Kulongoski approved the updated RVMPO Planning Area Boundary on November 20, 2003. The planning area boundary includes all lands within the urban growth boundaries of the cities of Ashland, Talent, Jacksonville, Eagle Point, Medford, Central Point and Phoenix as well as the White City Urban Containment Area and some rural county lands outside of these boundaries. The boundary is consistent with and includes entirely the 2010 US Census boundary for the Medford urbanized area. (See map on page 31)

3. Agreements *(Ref: 23 USC 134(d) and 23 CFR 450.314)*

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

1. Resolution No. 82-1-MPO adopted June 30, 1982, designating the Rogue Valley Council of Governments as the appropriate local agency to assume MPO responsibilities.
2. RVCOG Charter Agreement that prescribes the voting authority on MPO policies and activities being held exclusively by participating MPO agencies.
3. Intergovernmental Agreement describing basic roles and responsibilities among RVMPO, ODOT and RVTD for regional transportation planning within the RVMPO area and establishing a process for identifying roles and responsibilities in future planning projects, June 2008.
4. Intergovernmental Agreement for the development of financial plans in the

Rogue Valley Metropolitan Planning Area among the RVMPO, RVTB and ODOT, identifying each organization's responsibilities for cooperation, June 2010.

B. Agreements between the State and RVMPO include:

1. The July 26, 1982, concurrence letter from the Governor on designation of the Rogue Valley Council of Governments as the MPO;
2. Annual planning funds agreements between the ODOT and RVMCOG;

C. Agreements between the MPO and other entities include:

1. A planning agreement between the RVMPO and the Rogue Valley Transportation District (RVTB) describing responsibility and roles for the regional transportation planning process. Executed April 27, 1999.

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

1. Cooperative Metropolitan Planning Process

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

The metropolitan planning process includes:

1. Development and maintenance of the Regional Transportation Plan (RTP)
2. Development and Maintenance of a Transportation Improvement Program (TIP)
3. Performance of regional air quality conformity analyses for carbon monoxide (CO) and particulate matter (PM₁₀)
4. Review of specific transportation and development proposals for consistency with the RTP
5. Coordination of transportation decisions among local jurisdictions, state agencies, and RVTB
6. Development of an annual work plan.

5. **Metropolitan Transportation Planning Products**

A. Unified Planning Work Program (UPWP) (Ref: 23CFR 450.308)

A draft UPWP for 2015 - 2016 has been reviewed by ODOT and USDOT (FHWA and FTA). Final Draft is posted on the web, with copies distributed to RVMPO committee members and offices. It is reviewed by the public and RVMPO advisory committees and a public hearing is held before adoption. The RVMPO is committed to the continuation of a UPWP on an annual basis.

The UPWP provides a complete description of transportation related activities anticipated during FY2015- 2016. A brief summary is included in the draft UPWP under Local Transportation Issues for Fiscal Year 2017. Major RVMPO activities for FY 2016-2017 include:

1. Developing the 2018-2021 Metropolitan Transportation Improvement Program
2. Updating the Public Participation Plan
3. Updating the Title 6/EJ Plan
4. Working on the 2042 Regional Transportation Plan
5. Updating the RVMPO Safety Profile
6. Soliciting CMAQ and STP funded projects
7. Working with ODOT & FHWA on MPO performance measures
8. Begin 2015 Alternative Measures benchmark analysis
9. Integrated Land Use and Transportation Planning
10. Data collection/analysis for addressing future travel demand, transit demand, land use and Title VI/Environmental Justice.
11. Maintain Intelligent Transportation Systems (ITS) Operations and Implementation Plan Coordination
12. Jurisdiction planning assistance
13. RVACT coordination

B. Regional Transportation Plan (RTP) (Ref: 23 USC 134(g) and 23 CFR 450.322)
The MPO Policy Committee adopted the 2013 – 2038 RTP in March 2013. USDOT issued an air quality conformity determination on April 26, 2013. The RTP is compliant with state and federal transportation planning requirements.

C. Transportation Improvement Program (TIP)
(Ref: 23 USC 134(h) and 23 CFR 450.324)
The MPO Policy Committee adopted the 2012-2015 Transportation Improvement Program (TIP) and Air Quality Conformity Determination March 26, 2013; USDOT issued an air quality conformity determination April 26, 2013.

6. MAP-21 Planning Factors (Ref: 23 USC 134(F) and 23 CFR 450.306(a))

The RVMPO planning process addresses the eight planning factors established in SAFETEA-LU and carried forward in the current FAST Act through its projects and policies. Subsequent USDOT rulemaking to implement The FAST Act will be addressed through this work program.

The following is a description of the planning factors, and a brief explanation of how they are addressed in the RTP.

1. ***Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;***

The RVMPO transportation program and its deliverables support the economic vitality of the region by planning for a balanced transportation system that supports the economy of the Rogue Valley urbanized area and provides for the movement of goods and services into, out of, and through the area. A goal of the RVMPO is to plan a

transportation system that effectively meets the current and project employment needs of the area.

2. *Increase the safety of the transportation system for motorized and non-motorized users;*

The RVMPO RTP contains goals, policies and projects to improve safety. Also, the RVMPO addresses safety through the project selection process, in which safety became specific project evaluation criteria in FY2012. Though this step, RVMPO considers the relative safety needs of projects seeking RVMPO discretionary funds. RVMPO is strengthening the safety connection through developing of the Safety Profile compilation of crash data in the region. The RVMPO is working with the ODOT Traffic Safety Division on analysis of accidents in the RVMPO area. Additionally, all jurisdictions have safety programs. Safety concerns are addressed for all bicycle and pedestrian projects. Transit safety is being addressed by the addition of shelters, lights and uniform light standards. Expansion of transit service into the evening hours, funded by RVMPO in FY2012, is providing safe transport on week nights. RVMPO cities focus on implementing school sidewalk construction programs that improve the safety of children that walk to school.

3. *Increase the security of the transportation system for motorized and non-motorized users;*

The RVMPO addresses security in the RTP. RVMPO has participated in emergency management planning with all member jurisdictions and continues to do so through the Rogue Valley Intelligent Transportation System (RVITS) planning.

4. *Increase the accessibility and mobility options available to people and for freight;*

Freight issues are addressed in the RVMPO Freight Study. The street improvement list included in the RTP identifies projects that will benefit the movement of freight. Benefit to freight movement is considered in awarding discretionary funds in the MTIP.

The RTP supports development of integrated bicycle and pedestrian networks to make it more convenient for people to bike and walk. The RVMPO agreed to dedicate 50% of its STP funds, over the next 20 years, to help RVTD increase transit service within the MPO area. The RVMPO adopted Alternative Measures, to comply with the Oregon Transportation Planning Rule (TPR), which commits the RVMPO member jurisdictions to increasing the sidewalks and bike lanes over the next 20 years.

5. *Protect and enhance the environment, promote energy conservation, and improve quality of life;*

The transportation planning process of the RVMPO includes minimizing adverse impacts to the environment. All regional projects must meet air quality standards. Planning for a multi-modal transportation system helps promote energy conservation and improves the quality of life in the area.

RVTD's TDM programs help to reduce vehicle trips, which in turn, helps to improve air quality by reducing vehicle emissions. A multi-modal transportation system helps to improve the region's quality of life by providing area residents with transportation choices that consume less energy and reduce pollution.

It is anticipated that work initiated in Oregon to reduce greenhouse gas emissions from all sectors including transportation (the Oregon Sustainable Transportation Initiative, focusing on MPO areas) will bring greater efficiencies in land use and transportation services, reducing energy consumption and improving general air quality. RVMPO participated in a Strategic Assessment in FY 2015.

6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*

Integration and connectivity of the various modes is provided through the park-and-ride lots, pedestrian access to transit, connectivity among modes (such as bikes on buses), and freight transfer facilities.

The RVMPO is working with the Oregon Modeling Steering Committee to explore ways to improve the regional travel demand model to more accurately project the benefits of mixed-use pedestrian friendly developments, bicycling and transit usage. This will help the RVMPO project the benefits of mixed-use, pedestrian friendly development in terms of reducing reliance on the automobile.

7. *Promote efficient system management and operations;*

Medford has signal timing plans for many of the major corridors in the city, which RVMPO has support through awards of CMAQ grants. The RVMPO developed and maintains an Intelligent Transportation Systems (ITS) Plan that identifies projects to increase safety and efficiency in the area. Both the MTIP and RTP include transportation system management projects to improve traffic flow and enhance safety.

The RTP promotes a multi-modal transportation system. This approach helps to maximize the transportation investment by providing options to travelers, which enhances access to areas through other modes of transportation. This reduces the demand on the highway system, which increases roadway capacity and reduces maintenance costs.

8. *Emphasize the preservation of the existing transportation system.*

The RTP contains goals and policies that put a high priority on maintaining and enhancing the existing system. Further, RVMPO project selection processes favor projects that can show they will help preserve the existing transportation system.

In addition, the RVMPO addresses the Planning Factors through its Livability and Economic Opportunities project selection criteria. The selection criteria are used to rank and prioritize regional projects. Regional projects included in the RVMPO Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) must address seven

regional goals and several evaluation criteria. All projects are evaluated on the extent to which they support the economy, increase safety, improve mobility and accessibility, protect the environment, promote energy conservation, improve the quality of life, enhance connectivity, promote efficient system management and operations, and emphasize the preservation of the existing transportation system.

7. **Public Involvement** (Ref: 23 CFR 450.316)

a. **MPO Public Involvement Process**

The RVMPO has a proactive public involvement process that includes providing a public comment period of at least 21 days in advance of proposed TIP amendments. The public is allotted time on RVMPO meeting agenda, and committee chairs encourage public input during discussions. RVCOG coordinates with ODOT to facilitate meetings for the Rogue Valley Area Commission on Transportation (RVACT), an advisory committee to the Oregon Transportation Commission, which are advertised and open to the public.

All plans, draft and final reports and other work products and meetings identified in the UPWP are posted on the RVMPO website (www.rvmpos.org)

b. **Last Update and Adoption**

The RVMPO Policy Committee adopted a SAFETEA-LU compliant Public Participation Plan on January 23, 2007. The Public Participation Plan was updated in FY2015, and adopted in May 2014. The plan provides for a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans.

The RVMPO published a Citizen's Guide to Transportation Planning in January 2001. The document was replaced with a series of information brochures in FY 2015 that provide an overview of the transportation planning process in order to improve resident awareness and promote resident involvement.

RVMPO offers a variety of opportunities for public involvement during the various phases of planning, including resident committees, public meetings, public hearings, workshops and public information programs.

8. **Title VI** (Ref: Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C), 49 CFR Part 21, and Title VI assurance executed by the State of Oregon under 23 USC 324 and 29 USC 794)

1. **Title VI Requirements**

RVCOG adopted a formal Title VI complaint procedure in FY 2003. It was updated and incorporated into the RVMPO *Environmental Justice & Title VI Plan*, updated in August 2014.

In addition, the RVMPO regularly conducts analyses as well as outreach to address Title VI and Environmental Justice requirements as part to the Metropolitan Planning process. Project evaluation for discretionary funds for the 2015-2018 MTIP included an examination of impacts on targeted populations as

identified in the 2010 EJ plan.

9. **Disadvantaged Business Enterprise (DBE)** (Ref: Section 1101(b) of MAP-21 (Pub. L. 112-141) and 23 USC 104(a), 140(b)-(c), 504(e))

1. **DBE Program Requirements**

RVCOG has adopted a DBE policy and adopted by reference ODOT's DBE Program (RVCOG Resolution #99-6).

10. **Americans with Disabilities Act (ADA)** (Ref: Americans with Disabilities Act of 1990, Pub. L. 101-366, 104 Stat. 327, as amended, and 49 CFR 27, 37, and 38)

1. **ADA Program Requirements**

The Rogue Valley Transportation District came into full compliance with ADA in June 1996.

The RVMPO participates in ODOT's sidewalk ramp improvement program and all new sidewalks in the RVMPO are constructed to ADA standards. The RTP contains goals and policies that emphasize the importance of mobility for all users, which includes those with disabilities.

All RVMPO member jurisdictions and RVCOG (site of RVMPO meetings) provide handicapped-access to public buildings and offices and reserved on- and off-street parking spaces downtown and at other selected locations. Enforcement of handicapped parking is provided through city, county and state codes. Public transit service is available (within 2 blocks) for RVMPO committee meetings.

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

1. **Regional Air Quality Status**

The Rogue Valley has two air quality maintenance areas. The Medford Urban Growth Boundary was established as the boundary for carbon monoxide (CO) in 1978, and the Medford-Ashland Air Quality Maintenance Area (AQMA) was designated for particulate matter (PM₁₀) in 1987. The CO Maintenance Plan was adopted by the Environmental Quality Commission, and approved by the Environmental Protection Agency in 2002. The PM₁₀ Attainment and Maintenance Plan was approved by EPA in 2006. The RVMPO is coordinating with DEQ and EPA on a CO LMP anticipated to be approved in March 2016³.

Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are focused on transportation projects that will improve air quality, often by paving unpaved travel surfaces. Several CMAQ-funded projects are programmed in the 2015 MTIP. These projects include paving projects in Central Point,

³ Per 40 CFR 93.109(e), the RVMPO will not be required to perform a CO regional emissions analysis when EPA approves the CO LMP (March 2016).

Ashland, Medford and Jackson County, a diesel retrofit center for commercial trucks operated by a non-profit organization, sidewalks near several schools in the region, and expanded transit service. Recently, regional funding has enable completion of diesel retrofit projects to reduce emissions from older model local-service trucks and school buses.

Other recent uses of CMAQ funding include:

1. Ashland sidewalk projects
2. Central Point arterial street urban upgrade
3. Eagle Point arterial street urban upgrade
4. Medford arterial street urban upgrades
5. Medford adaptive signal timing
6. Diesel bus replacement
7. Transit passenger information systems
8. Expanded transit service
9. Clean Air Campaign

Each of these projects helps the region continue to meet State and Federal air quality requirements.

2. Conformity status of RTP and MTIP

The 2013– 2038 Regional Transportation Plan was amended by the RVMPO Policy Committee on August 26, 2014, as was an adopted 2015-18 TIP. The associated air quality conformity determination for both documents was adopted by the Policy Committee at the same time. USDOT issued a conformity determination on TBD.

Resolution 2016 - 2**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

THE ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION FOR THE MEDFORD URBANIZED AREA HEREBY CERTIFIES THAT THE TRANSPORTATION PLANNING PROCESS IS ADDRESSING THE MAJOR ISSUES IN THE METROPOLITAN PLANNING AREA AND IS BEING CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING:

1. 23 U.S.C 134, 49 U.S.C. 5303, and 23 CFR 450 (c);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 23 USC 104(a), 140(b)-(c), 504(e) regarding involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

ADOPTED by the Policy Committee of the Rogue Valley Metropolitan Planning Organization on the 26th day of April, 2016.

Michael G. Quilty
RVMPO Policy Committee Chair

PART II -- RVCOG Transportation Functions

Task 6 Support to ODOT Region 3

Total Budget: \$20,000

Funding Source: Region 3 Planning Funds (ODOT)

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

Task 6.1 Rogue Valley Area Commission on Transportation (RVACT)-Support

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

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

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

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

Timeframe: Ongoing July-June

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

PART III—ODOT Planning Projects

The projects listed below will be worked by ODOT in FY2016. They are listed for informational purposes and to coordinate this work among ODOT, the RVMPO and RVTD. This coordination is in accordance with *CFR §450.314 Metropolitan transportation planning process: Unified planning work programs and §450.318.*

Project	Description	Total Budget (Estimate)	Funding	Project Start (Estimated)	Project Finish (Estimated)
IAMP for Interchange 33 (E. Pine)	Project to identify long-range needs and recommend improvements and management actions.	\$265,000	State Planning & Research (Federal)	Winter 2010	Winter 2016
IAMP for Interchange 21 (Talent)	Project to identify long-range needs and recommend improvements and management actions.	\$150,000	State Planning & Research (Federal)	Fall 2013	Winter 2016
I-5 Medford Viaduct Study	Project to analyze deficiencies and identify future improvements.	\$250,000	State Planning & Research (Federal)	Summer 2014	Winter 2017
Medford TSP Analysis	Project to help analyze the Internal and External Study Areas, as well as the possibility of Alternative Mobility standards for the City.	\$100,000	State Planning & Research (Federal)	Winter 2014	Summer 2016
Transportation System Plan for City of Phoenix	TSP Update	\$150,000	State Planning & Research (Federal)	Spring 2013	Winter 2016
Transportation system Plan for City of Talent	TSP Update	\$150,000	State Planning & Research (Federal)	Spring 2013	Winter 2016
Transportation system Plan for Jackson County	TSP Update	\$250,000	State Planning & Research (Federal)	Spring 2014	Fall 2016

*IAMP: Interchange Area Management Plan

The Public can access information about these projects on ODOT's website:

<http://www.oregon.gov/ODOT/HWY/REGION3/pages/index.aspx>

The ODOT planning projects listed above will be coordinated with the RVMPO. 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.

PART IV – RVTD Planning Projects

The projects listed below will be completed by RVTD in FY2015. They are listed for informational purposes and to coordinate this work among the RVMPO and ODOT. This coordination is in accordance with *CFR §450.314 Metropolitan transportation planning process: Unified planning work programs and §450.318.*

RVTD does not have planning projects scheduled for FY 2017.

DRAFT

Transportation Planning Acronyms

ACT:	Area Commission on Transportation.
ADA:	Americans with Disabilities Act.
ADT:	Average Daily Traffic.
AMPO	Association of Metropolitan Planning Organizations
AQMA:	Air Quality Maintenance Area.
CAAA:	Clean Air Act Amendments.
CIA	Citizen Involvement Areas
CMAQ:	Congestion Mitigation & Air Quality (federal funding program).
CO:	Carbon Monoxide.
DLCD:	Department of Land Conservation and Development
EPA:	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
GIS:	Geographic Information Systems
IAMP	Interchange Area Management Plan
IGA	Intergovernmental Agreement
ITS:	Intelligent Transportation Systems.
LMP	Limited Maintenance Plan
LOS:	Level of Service, a range of operating conditions for each type of road facility.
MAP-21	Moving Ahead for Progress in the 21 st Century, 2012 transportation act
MRMPO	Middle Rogue Metropolitan Planning Organization
MOU:	Memorandum of Understanding.
MPO:	Metropolitan Planning Organization, a planning body in an urbanized area over 50,000 population which has responsibility for developing transportation plans for that area.
MTIP:	Metropolitan Transportation Improvement Program.
NAAQS:	National Ambient Air Quality Standards.
NHS:	National Highway System.
NTI:	National Transit Institute
OAR:	Oregon Administrative Rules.
ODEQ	Oregon Department of Environmental Quality
ODFW:	Oregon Department of Fish and Wildlife.
ODOT:	Oregon Department of Transportation.
OHAS:	Oregon Household Activity Survey
OHP	Oregon Highway Plan
ORS:	Oregon Revised Statutes.
OSTI:	Oregon Sustainable Transportation Initiative
OTC:	Oregon Transportation Commission, ODOT's governing body.
OTP:	Oregon Transportation Plan.
PL112:	Public Law 112, Federal Planning Funds.
PM ₁₀ :	Particulate Matter of less than 10 Micrometers.
PM _{2.5} :	Particulate Matter of less than 2.5 Micrometers.
PAC	Public Advisory Council
RPS:	Regional Problem-Solving – RVCOG study examining how to plan for double the current population.

RTP:	Regional Transportation Plan.
RVACT:	Rogue Valley Area Commission on Transportation.
RVCOG:	Rogue Valley Council of Governments.
RVITS:	Rogue Valley Intelligent Transportation System
RVTD:	Rogue Valley Transportation District.
SAFETEA-LU	Safe, Accountable, Flexible, Equitable, Transportation Efficiency Act – A Legacy for Users
SIP:	State Implementation Plan (refers to DEQ air quality plans).
SOV:	Single Occupancy Vehicle.
STA:	Special Transportation Area.
STIP:	Statewide Transportation Improvement Program.
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
VMT:	Vehicle Miles Traveled