



AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Date: Thursday, October 15, 2015

Time: 2:30 p.m.

Location: Courtyard Conference Room, Grants Pass City Hall, 101 NW 'A' Street, Grants Pass, Oregon

Phone : Sue Casavan, RVCOG, 541-423-1360

MRMPO website : www.mrmppo.org

1. Call to Order/Introductions/Review AgendaDarin Fowler, Chair
2. Review/Approve Minutes (Attachment #1)Chair

Action Items:

3. Regional Transportation Plan (RTP) Chapter 6.....Andrea Napoli

Background: The MRMPO TAC reviewed and revised Chapter 6 *Plan Implementation* at their October 1, 2015 meeting, and recommends Policy Committee approval. Staff will provide the Policy Committee with an overview of the chapter.

Attachment: #2 – Memo, RTP Draft Chapter 6; **Note: Draft chapter file too large to email, document available at following link:

http://mrmppo.org/images/Policy%20Committee/Meeting%20Materials/2015/Attach2_RTPChapter_6.pdf

Action Requested: Consider approving Chapter 6.

4. Regional Transportation Plan (RTP) Chapter 7.....Dan Moore

Background: The MRMPO TAC reviewed and revised Chapter 7 *Transportation Sustainability* at their October 1, 2015 meeting, and recommends Policy Committee approval. Staff will provide the Policy Committee with an overview of the chapter.

Attachment: #3 – Memo, RTP Draft Chapter 7

Action Requested: Consider approving Chapter 7.

5. RVACT / MRMPO Coordination Policy Revisions.....Dan Moore

Background: RVACT is changing the committee structure of having Co-Chairs from Jackson and Josephine Counties to a Chair / Vice-Chair format. The RVACT-MRMPO Coordination Policy needs to be updated to reflect the change in committee structure.

Attachment: #4 – Revised RVACT – MRMPO Coordination Policy.

Action Requested: Approve proposed revisions.

6. Oregon MPO Consortium Work PlanDan Moore

Background: The Oregon Transportation Commission approved funding to support OMPOC with administrative and professional capacity. Staff provided the Policy Committee an overview of the work plan at their September meeting. The Policy Committee requested the scope of work be brought back to the October meeting for final review and comments. The MRMPO OMPOC representative will carry forth any comments on the work plan to the November OMPOC Board meeting.

Attachment: #5 – General scope and work plan for FY 2016.

Action Requested: Provide comments.

7. MRMPO Planning Update..... Dan Moore

8. Public Comment*.....Chair

(Limited to one comment per person, five minute maximum time limit)

9. Other Business / Local BusinessChair

(Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.)

10. Agenda Build for Next Meeting Dan Moore

11. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Thursday, November 19, 2015 at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

- The next Middle Rogue MPO TAC meeting is scheduled for Thursday, November 5, 2015 at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

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



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Policy Committee

Sept. 17, 2015

The following attended:

NAME

MPO Policy Committee

Darin Fowler, Chairman

Mike Baker

Mark Gatlin

John Vial for Colleen Roberts

Jan Fish

Robert Brandes

Terry Haugen

Pam Van Arsdale, Vice Chairman

Simon Hare

Terry Haugen

REPRESENTING

Grants Pass

ODOT

Grants Pass

Jackson County

Gold Hill

Josephine County

Grants Pass

Rogue River

Josephine County

Grants Pass

Others Present

Leslie Orr

Grants Pass Bike/Ped

RVCOG Staff

Dan Moore

Bunny Lincoln

RVCOG

RVCOG

1. Call to Order / Introductions/ Review Agenda

The Chairman called the meeting to order at 2:36 pm. The Committee began with introductions.

Simon Hare suggested that Connect Oregon and the Enhance It Programs needed to be discussed. The matter was added as Agenda Item #7 (Other Business).

2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the previous meeting minutes.

On a motion by Pam Van Arsdale, seconded by Mike Baker, the minutes were approved as presented.

Action Item:**3. Regional Transportation Plan (RTP) Chapter 5**

Dan Moore presented an overview of RTP Chapter 5 (Sept. 9th memo) and the accompanying maps:

- A. **Roadways** - Federally classified and regionally adopted arterials and collectors, jurisdictional responsibilities, # lanes & roadway widths, speed limits, signalized intersections, pavement conditions, bridge conditions (using Sufficiency Ratings from 0-100) and freight routes.

Table 5-7 was amended to change the Rogue River Bridge, Highway 25 SB (6th St, Cavemen) to OR 99, not US199.

- B. **Transit System** - Fixed route, senior/disabled service, service hours, ridership and funding, non-emergency medical transportation, specialized public transportation, intercity bus service, school bus routes.
- C. **Pedestrian System** - Existing sidewalks, pedestrian destinations, system deficiencies.
- D. **Bicycle System** - Facility types, existing bikeway locations, cycling destinations, system challenges.

Chairman Fowler mentioned the potential for extending the Greenway to Grants Pass from Jackson County, but acknowledged that the routing would present some challenges. John Vail spoke about the dynamics of the Greenway Committee. It was agreed that Grants Pass would be interested in future participation opportunities.

- E. **Parking** - Introduction, parking standards, code and policy changes (including strategies on reducing parking). Current minimum standards are reflected for Grants Pass. Parking “fees” need to be clarified. The Plan shows how the various jurisdictions have revised their parking standards to meet the required 10% reduction. Grants Pass has already reduced their parking code standards to exceed the reduction percentage.

John Vial said that the section on “Parking & Lanes” needed to be revised to remove specifics about how the requirements would be met.

- F. **Transportation Options (TO) – (Still under MRMPO TAC review for expected revisions)** Introduction, TO purpose, TO function (RVTD promotes these activities for the region.) Members agreed that a discussion with RVTD about actual TO programs/funding in the Grants Pass area is warranted as a future agenda item. No options are offered at the moment. The commuter line does not qualify as an option. The only option now available is the Park & Ride Program. When it is determined what RVTD has to offer for transportation options in Region 3, this section will be completed.

- G. **Air Facilities** – Public & private.

- H. **Rail System** - Freight, passenger, crossings (A reference to train-bus service connection will be added to this section.).

I. **Waterways and Pipelines** - Waterways, pipelines

The City of Grants Pass is working toward a joint use agreement with GPID, and the formation of a committee is being considered.

Dan Moore shared that the review process was on a two (2) year cycle, with updates every four (4) years.

J. **Plan Consistency** - Local plans, State plans

On a motion by John Vial seconded by Mark Gatlin, the Regional Transportation Plan (RTP) Chapter 5 (excepting the “Transportation Option” section) was approved by seven votes; with Commission Hare casting a no vote.

Dan Moore proceeded to a presentation of the transportation maps created to supplement Chapter 5:

- Roadway Jurisdiction (Map 5-1) (Will be amended to reflect correct road classifications.)
- Functional Classification (Map 5-2)
- Number of Lanes – (Map 5-3)
- ~~Pavement~~ & Bridge Conditions (Map 5-4) (**Pavement Conditions were removed. Sufficiency Data was added.**)
- State Highway Average Daily Truck Traffic (Map 5-5)
- Transit Routes (Map 5-6)
- Bike/Ped Network (Map 5-7)

The Committee agreed that the approval of the maps had been included, by reference, in the RTP Chapter 5 approval vote.

4. **Oregon MPO Consortium Work Plan**

Dan Moore gave an information presentation on the OMPOC Draft Work Scope and 2015-16 Work Program. Funding which began in July, 2015. As proposed, the Program would include:

1. Fiscal & Administrative Agent
2. OMPOC Support Staff for organizing meetings
3. Development of an annual/bi-annual work program
4. Key Contacts to create an effective OMPOC presence in Salem
5. Technical collaboration benefitting MPOs

The proposed Draft Work Plan includes:

1. OMPOC Coordination
2. Coordination with State & Federal Agencies, Legislators and National Organizations
3. Resource Development
4. Technical Support for MPOs (Short, medium and “other” projects)

Pam Van Arsdale said that she was having difficulty attending the OMPOC meetings, due to her work schedule, and suggested that someone else might be able to attend more regularly.

5. MRMPO Planning Update

- Staff continues to work on the RTP chapters. The project is currently on schedule.

6. Public Comment None was offered.**7. Other Business / Local Business**

Simon Hare suggested that non-highway focused projects might be considered as part of the Connect Oregon Program, and that it was important not to lose an opportunity to do so. John Vial advised the Committee that the match for these projects was 30%. Differences between Connect Oregon and the Enhance It programs were pointed out by Mike Baker. A brief discussion ensued about matching funds, various projects and the potential of applying for both programs for the same project.

8. Agenda Build for Next Meeting

- Invite a Greenway Committee representative to present an update
- OMPOC member suggestions
- Additional RSP Chapters
- RVACT/MPO Coordination Agreement language revisions

9. Adjournment

The meeting was adjourned at 3:53 PM. The next meeting will be October 15, 2015 at 2:30 PM.

Chapter 7 - Transportation Sustainability

It is a goal of this Regional Transportation Plan to incorporate sustainability measures into the practice of transportation planning, programming and project implementation to the extent possible.

A. Defining Sustainability

There is no standard definition for Sustainability nor is there a standard definition for Sustainable Transportation. According to the Oregon Transportation Plan Update (2006), sustainability is creating a balance between the economy, social needs, and the environment in order to ensure healthy and equitable lifestyles and resources for future human, plant and animal communities. The Oregon Revised Statutes (ORS 184.421) defines sustainability as follows:

“Sustainability” means using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can also meet future needs, from the joint perspective of environment, economic and community objectives.

However, three distinctive characteristics distinguish Sustainable Transportation Planning from the traditional transportation planning. These are Stewardship of the Environment, Social Equity and Economic Vitality of the community.

The Stewardship of the Environment includes:

1. Measures that reduce depletion of non-renewable resources
2. Measures that reduce air pollution, particularly Greenhouse Gases (GHG)
3. Measures that reduce noise pollution
4. Measures that reduce water pollution
5. Measures that reduce hydrologic impacts
6. Measures that reduce habitat and ecological degradation.

The Social Equity includes:

1. Fair and equitable disbursement of transportation services to all people
2. Providing for the mobility of disadvantaged people
3. Affordability of services
4. Community cohesion
5. Aesthetics of built environment.

The Economic Vitality includes:

1. Creation of jobs

B. Recommended Sustainability Strategies

The Sustainability recommendations of this Regional Transportation Plan are mainly derived from the transportation-related measures recommended in the Oregon Transportation Plan.

These are:

1. Environmentally Responsible Transportation System

Strategy 1.1

Practice stewardship of air, water, land, wildlife and botanical resources. Take into account the natural environments in the planning, design, construction, operation and maintenance of the transportation system. Create transportation systems compatible with native habitats and species and help restore ecological processes, considering such plans as the *Oregon Conservation Strategy* and the *Oregon Plan for Salmon and Watersheds*. Where adverse impacts cannot reasonably be avoided, minimize or mitigate their effects on the environment. Work with state and federal agencies and other stakeholders to integrate environmental solutions and goals into planning for infrastructure development and provide for an ecosystem-based mitigation process.

Strategy 1.2

Encourage the development and use of technologies that reduce greenhouse gases.

Strategy 1.3

Evaluate the impact of geological hazards and natural disasters including earthquakes, floods, landslides and rockfalls, on the efficiency and sustainability of the location and design of new or improved transportation facilities as appropriate.

Strategy 1.4

Work collaboratively to streamline permit procedures and gain efficiencies to transportation system improvements while meeting or exceeding environmental benefits or regulations.

Strategy 1.5

In the construction and maintenance of transportation infrastructure and facilities, reduce the consumption of non-renewable construction materials, promote their efficient use and reuse, and reduce other environmental impacts such as stormwater impacts where appropriate.

Strategy 1.6

To determine the most cost-effective investments, consider using life-cycle costs in transportation maintenance, purchase of equipment, selection of materials, and design and engineering of infrastructure where appropriate.

Strategy 1.7

To accomplish environmental stewardship and increase efficiencies, use environmental management systems.

2. Energy Supply

Strategy 2.1

Support efforts to develop a long range plan for moving toward a diversified and cleaner energy supply. Work with federal, state, regional and local jurisdictions and agencies as well as transportation providers, shippers and the general public.

Strategy 2.2

Support the conversion of passenger vehicles and public transportation fleets to more fuel-efficient and alternative fuel vehicles, especially to those using renewable and cleaner fuels. Review and change the tax credit provisions to encourage these activities as appropriate.

Strategy 2.3

Work with federal, state, regional and local jurisdictions and agencies as well as transportation providers, shippers and the general public to develop a contingency plan for fuel shortages affecting passenger and freight transportation.

3. Creating Communities

Strategy 3.1

Support the sustainable development of land with a mix of uses and a range of densities, land use intensities and transportation options in order to increase the efficiency of the transportation system. Support travel options that allow individuals to reduce vehicle use.

Strategy 3.2

Promote safe and convenient bicycling and walking networks in communities.

- Fill in missing gaps in sidewalk and bikeway networks, especially to important community destinations such as schools, shopping areas, parks, medical facilities and transit facilities.
- Enhance walking, bicycling and connections to public transit through appropriate community and main street design.
- Promote facility designs that encourage walking and biking.

Strategy 3.3

Promote location-efficient incentives to help increase the opportunities for individuals and families to purchase homes and businesses within areas well-served by transit.

Strategy 3.4

Promote transportation facility design, including context sensitive design, which fits the physical setting, serves and responds to the scenic, aesthetic, historic and environmental resources, and maintains safety and mobility.

Strategy 3.5

Reduce transportation barriers to daily activities for those who rely on walking, biking, rideshare, car-sharing and public transportation by providing:

- Access to public transportation and the knowledge of how to use it.
- Facility designs that consider the needs of the mobility-challenged including seniors, people with disabilities, children and non-English speaking populations.

Strategy 3.6

Consider the proximity and availability of public transportation when siting public facilities and services.

4. Economic Vitality**Strategy 4.1**

Consider ways to promote economic vitality through:

- Considerations of infrastructure costs
- Consideration of costs to consumers
- Efforts to reduce traffic congestions
- Consideration of impacts on non-renewable resources.

Resolution 2013~~5~~⁹ – 3

Middle Rogue Metropolitan Planning Organization - Policy Committee

Rogue Valley Area Commission on Transportation / Middle Rogue Metropolitan Planning Organization Coordination Policy

Whereas the Rogue Valley Area Commission on Transportation has been vested by the Oregon Transportation Commission with the responsibility for State Transportation Improvement Program project priority recommendations and;

Whereas the Rogue Valley Area Commission on Transportation recognizes the advisability of project funding coordination with the Middle Rogue Metropolitan Planning Organization;

Therefore, if the Rogue Valley Area Commission on Transportation (in its prioritization of State Transportation Improvement Program funding) or the Middle Rogue Metropolitan Planning Organization (in its prioritization of Transportation Improvement Program funding) foresees the potential for funding alignment problems between the two bodies, either body by majority vote, may call for the formation of a joint subcommittee of the two bodies for the purpose of recommending a resolution of the said funding alignment problems. The said subcommittee shall consist of the following:

- 1) The sitting chairperson of the Middle Rogue Metropolitan Planning Organization Policy Committee.
- ~~2) The sitting chairperson of the Rogue Valley Area Commission on Transportation from Jackson County.~~
- ~~2) The sitting Chair of the Rogue Valley Area Commission on Transportation-~~
- ~~3) The sitting chairperson of the Rogue Valley Area Commission on Transportation from Josephine County.~~
- 3) The sitting Vice-Chair of the Rogue Valley Area Commission on Transportation.
- 4) A Middle Rogue Metropolitan Planning Organization Policy Committee member selected by the Middle Rogue Metropolitan Planning Organization Policy Committee, and the sitting chairperson of Technical Advisory Committee serving as an ex-officio member of the subcommittee.
- 5) The Oregon Department of Transportation Area Manager.

When the said subcommittee is called for by the majority vote of either body, the subcommittee shall meet within fourteen (14) calendar days to attempt to resolve any anticipated funding alignment problems. The recommendations of the subcommittee shall be forwarded to the Middle Rogue Metropolitan Planning Organization and Rogue Valley Area Commission on Transportation for consideration.

This process will be evaluated annually by both the Rogue Valley Area Commission on Transportation and Middle Rogue Metropolitan Planning Organization to determine its effectiveness.

ADOPTED by the Policy Committee of the Middle Rogue Metropolitan Planning Organization on the 159th day of October, 2015 ~~December, 2013~~.

Darin Fowler, MRMPO Policy Committee Chair



Albany Area
Bend Area
Corvallis Area
Eugene-Springfield Region
Grants Pass Area
Portland Metro Region
Rogue Valley Region
Salem-Keizer Region

Date: July 16, 2015

To: Oregon MPO Consortium Board

From: Oregon MPO Managers

Subject: Draft OMPOC General Work Scope

Action Recommended: OMPOC Board discussion and comments

Purpose

In March of this year, the OTC approved dedicated funding to support the Oregon MPOC Consortium (OMPOC) with administrative and professional capacity. The attached draft general scope and 2015-16 work plan was prepared by the MPO managers in response to OMPOC board direction and addresses a number of topics and issues raised by the board.

Following discussion and comments by the board at the July 24 meeting, staff will prepare a final scope and 2015-16 work program for review by the OMPOC Board and their respective MPO boards. The OMPOC board will be asked to adopt a final scope and work program at the fall OMPOC meeting.

Background

In 2015, the Oregon MPO Consortium Board requested that a portion of Oregon's federal metropolitan planning (PL) funds be taken "off-the-top" for the purposes of supporting the operations and objectives of OMPOC as well as collaborative efforts among the MPOs. The agreed upon amount of funding, for a trial period (including the ODOT local match) is \$83,584 annually. Funding of the "OMPOC Program" begins July 2015.

The draft OMPOC Program Description and FY15-16 Work Plan was developed over the course of four meetings of the MPO managers and reflects the managers' goal to create a program that would increase the capacity of OMPOC, support collaboration and efficiencies and among the MPOs, and allow MPOs to pursue topics of mutual interest.

As proposed, the OMPOC Program provides for:

1. A fiscal and administrative agent;
2. Support for organizing OMPOC meetings and assisting the OMPOC Chair;
3. Development of an annual or bi-annual OMPOC work program;
4. A key contact person(s) to communicate with state and federal partners; and,
5. Technical support to enhance collaboration between the Oregon MPOs.

The proposed FY15-16 Work Plan outlines specific tasks to implement the program in the short-term. When developing the plan, an emphasis was placed on finding tasks that would demonstrate the value of the OMPOC program, increase the capacity of OMPOC to effectively represent the MPOs on key issues, build collaboration and efficiencies

among the MPOs, and enhance the ability of Oregon's MPOs to pursue forward-thinking opportunities. It is envisioned that this document will move forward each year and develop into a strategic plan for OMPOC.

Attachment

1. Draft OMPOC Program Scope and FY15-16 Work Plan

DISCUSSION DRAFT

OMPOC Program - General Description & Objectives

In 2015, the OMPOC Board requested and ODOT agreed to take a portion of Oregon's federal metropolitan planning (PL) funds "off-the-top" for the purpose of supporting the operation and objectives of OMPOC (the Oregon MPO Consortium) as well as to assist with collaboration between the MPOs in order for the MPOs to work more efficiently and collaboratively. Funding of the "OMPOC program" (program) begins in July 2015.

The program would include:

1. A fiscal and administrative agent;
2. Support for organizing OMPOC meetings and assisting the OMPOC Chair;
3. Development of an annual or bi-annual OMPOC work program;
4. A key contact person or persons to communicate with legislators, legislative staff, Oregon Department of Transportation (ODOT) and other state agencies, Federal Highway (FHWA) and Federal Transit Administration (FTA) on transportation issues; and
5. Technical support to enhance collaboration between the Oregon MPOs.

The following tasks or objectives provide additional details about the program as it is currently envisioned. This is followed by a proposed work plan for the initial year (FY 2015-2016)

Fiscal & Administrative Agent:

- The administrative agent would have a contract with ODOT to administer the PL funds and ODOT's match. The agent would establish separate agreement(s) as appropriate with MPOs or consultants for the completion of individual tasks in the annual work plan.
- LCOG is interested and has the capacity to take this on during the initial years of the program.
- The Fiscal and Administrative Agent should preferably be housed in same location as the OMPOC Support Staff.

OMPOC Support Staff:

- Will coordinate OMPOC meeting logistics, prepare materials, manage the OMPOC website, provide training and support for OMPOC members including coaching to bring new members up to speed and encourage leadership on the OMPOC board. May also coordinate an annual MPO Summit and other one-time events.

Annual or bi-annual OMPOC work program:

- A work program will be developed by the MPO Managers and the OMPOC Work Program Manager to identify the tasks for the year. This may be either an annual or biannual work program. The work plan may include items that are multi-year tasks.

Key Contacts:

- The purpose of a key contact person(s) is to create an effective Salem presence on behalf of OMPOC.
- The program should provide a key contact person, or persons representing both a small and large MPO, that act as a conduit to state/federal legislators and issues and will have regular one-on-one meetings with legislators and/or their staff as well as federal & state agency staff in support of the OMPOC work program. Key contacts will provide information on issues that are of high priority to Oregon MPOs.
- ~~Due to~~In recognition of restrictions ~~on over the~~ uses of federal planning funds for lobbying, the role of key contact(s) shall be limited to sharing of OMPOC information and adopted positions of the OMPOC board. The key contact(s) shall not use any of these funds to lobby on any issue and shall only provide relevant information and the policy perspective of OMPOC. Unallowable activities include federal, state, or local electioneering and support of such entities as campaign organizations and political action committees; lobbying elected officials with the intent of influencing legislation, or utilizing local officials to do so; and, conducting legislative liaison activities in support of unallowable lobbying activities.
- Appropriate liaisons with additional entities (such as the Oregon Transportation Forum, Transportation for America, etc.) should be established and maintained via this program.
- A key contact person should also coordinate with ODOT staff, ODOT committees (e.g. the Oregon Modeling Steering Committee and its Modeling Program subcommittee) and provide an OMPOC connection for planning and technical issues and data topics that benefit and are of importance to MPOs.

Technical Collaboration between and for MPOs:

- The program should focus on issues/tasks of mutual interest among the MPOs. ~~These~~There should be a consensus on the merit of these issues and tasks as being ~~should be non-divisive and~~ valuable to all MPOs, ~~especially the small MPOs~~, in order to demonstrate the value of the program.
- The program should:

1. Build capacities and efficiencies, such as sharing best practices in planning, data analysis, safety planning, performance-based planning, public involvement, etc.
2. Facilitate peer exchange / sharing of new ideas.
3. Help put Oregon MPOs on the leading edge of planning and policy and facilitate the use of innovative tools.
4. Coordinate and/or partner with the Transportation Research and Education Center (TREC) and National Institute for Transportation and Communities (NTIC), or similar research organization on transportation research, deployments, or similar projects that are of interest and benefit to MPOs.
5. Coordinate with the Oregon Model Steering Committee (**OMSC**) and the Modeling Program Sub-committee (**MPC**) on technical, modeling and data needs that benefit from collaboration, benefit multiple MPOs and might be added to the OMPOC work program.
6. Coordinate, as appropriate, with related organizations such as the League of Oregon Cities, Association of Oregon Counties, etc.

Draft FY15-16 OMPOC Work Program

I. OMPOC Coordination

1. Maintain the OMPOC website.
2. Develop an annual work program (and extended multi-year work vision, as appropriate) and submit to the OMPOC board for approval.
3. Coordinate 3-4 OMPOC Elected Official meetings (meeting agendas supporting materials).
4. Serve as primary contact and support for the current OMPOC Chair for all OMPOC issues.
5. Upon direction of the OMPOC board, coordinate a MPO Summit, with invitations to all MPO board members.
6. If directed, coordinate a broader event, such as one developed in collaboration with the League of Oregon Cities, etc.
7. Develop OMPOC policy positions on topics of statewide MPO interests (new MPO formation, endorsements, etc.)

II. Coordination with State and Federal Agencies & Legislators and National Organizations

1. Track, analyze and report on legislation of relevance to Oregon's MPOs.
2. Track state commission meetings for items of relevance to Oregon's MPOs and coordinate representation by MPOs, as appropriate.
3. Directly represent or coordinate representation at meetings of relevance to MPOs.
4. Assist in developing the relationship between Area Commissions on Transportation (ACTs) and their corresponding MPOs, in particular the role of MPO representation as part of ACTs and MPO prioritization of projects during the STIP project selection process.
5. Schedule a time for OMPOC to meet with the Oregon Transportation Commission.
6. Lead a review process and potential development of recommended actions with federal, state and MPO stakeholders on the role of ACTs and MPOs in TIP related activities.
7. Advocate for ODOT and other entities' planning, research, and related work of benefit to Oregon MPOs.
8. Support the coordination between MPO staff for ODOT planning work or research that benefit multiple MPOs.
9. Support the development of OMPOC policy actions/recommendations on topics of mutual interest.
10. Partnering with U.S. DOT (FHWA & FTA) on items of mutual concern/benefit

11. Facilitate communication and staff relationship building with FHWA, FTA, EPA and other relevant federal agency staff
12. Prepare guidance or summaries of best practices on topics which may include: Transportation Safety, Performance Measures, Active Travel, Public Involvement
13. Track AMPO and NARC activities and provide informational snapshots for MPO managers on relevant topics.
14. Provide regular notice of training, collaboration, conferencing, and other related opportunities

III. Resource Development

The Work Program will include a budget for a MPO Resource Development clearinghouse for all Oregon MPOs. This will include several functions:

- Research and assist with single or multi-MPO grant opportunities.
- Provide regular notices of possible resource (grant, etc.) opportunities.
- Be available as appropriate to assist in the pursuit of said opportunities

IV. Technical Support for MPOs

Short –term (1 year)

1. Coordinate updates to OMPOC materials (e.g. the “Greater Regions” brochures & maps) for general use and for the 2017 Oregon Legislature
2. Develop a model framework for a Title VI analysis methodology
3. Work with OMSC and MPC on selecting one or more technical collaborations that are top priorities for multiple MPOs

Medium-term (2-3 years)

4. Assist with rollout of a statewide Data Portal platform that can be used by all the MPOs, including preparation of data reports and data analysis; potential state-wide licensing of software platform, coordination and sharing of content and development efforts, etc. High interest among MPOs in crash data sets, traffic counts, and corridor travel times analysis.
5. Coordinate a Best Practices summit on Planning for Transportation Safety

Other Technical Collaboration Project (as time allows)

6. Assist with TIP/STIP coordination, including mapping of projects, fund management, and methods to improve project delivery.

Prepared by the MPO Managers: Theresa Conley (AAMPO), Mike Jaffe (SKATS MPO), Ali Bonakdar (CAMPO), Tyler Deke (Bend MPO), Paul Thompson (CL MPO), Tom Kloster & Ted Leybold (Metro), Dan Moore (RVMPO & MRMPO)