
AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Date: Monday, October 14, 2013

Time: 2:00 p.m.

Location: Room 157, Josephine County Courthouse, 500 NW 6th Street, Grants Pass, Oregon

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

1. Call to Order/Introductions/Review AgendaDarin Fowler, Chair

2. Review/Approve Minutes (August/September Attachment 1)Chair

Action Items:

3. Oregon's Priorities for Reauthorization of MAP-21.....Travis Brouwer, ODOT

Background: Travis Brouwer, ODOT will present (by phone) Oregon's priorities for reauthorization of MAP-21 that were developed by ODOT, Association of Oregon Counties (AOC) and League of Oregon Cities (LOC). Staff seeks the Policy Committee's approval for our OMPOC members (*see agenda item # 4*) to endorse the priorities at the October 25th OMPOC meeting in Portland.

Attachment: 2 - Reauthorization Priorities

Action Requested: Discuss and consider approval for our prospective OMPOC members to endorse it at the October 25th OMPOC meeting in Portland.

4. Oregon MPO Consortium (OMPOC) Membership.....Dan Moore, MPO Coordinator

Background: OMPOC was formed in 2005 as a forum for MPOs to address common needs, issues and solutions to transportation and land use challenges. The Consortium is made up of representatives from Oregon's designated MPOs.

Attachment: 3 - Background memo on OMPOC and Bylaws

Action Requested: Designate two members of the MRMPO Policy Committee to represent the MRMPO on the OMPOC Board.

5. Congestion Mitigation & Air Quality (CMAQ) / Surface Transportation Program (STP) Project Solicitation Process.....Dan Moore

Background: This is a discussion about the project selection process for the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds and the schedule for the 2015-18 TIP development. The TAC provided input on the draft materials and set the deadline for project applications for January 22, 2013.

Attachments: 4 - Draft application, instructions, evaluation criteria

Action Requested: The Policy Committee is being asked to approve the project application deadline, draft project application, instructions and evaluation criteria.

6. MRMPO Technical Advisory Committee Bylaws.....Andrea Napoli, Associate Planner

Background: The MRMPO TAC recommends that the Policy Committee approve the proposed committee bylaws.

Attachment: 5 - MRMPO TAC Bylaws

Action Requested: Approve Bylaws.

Discussion Item:

7. Middle Rogue MPO Logo Andrea Napoli

Background: Ben Blankenbaker, Flying Toad Graphics prepared five different MRMPO logos for consideration. The MRMPO TAC reviewed and commented on the various logos. Mr. Blankenbaker made changes to the logos based on TAC comments.

Attachment: None (logos will be presented at the meeting)

Action Requested: Review logos and provide graphic artist with feedback.

8. MRMPO Planning Update..... Dan Moore

9. Public Comment*.....Chair

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

10. Other Business / Local BusinessChair

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

11. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for November 11, 2:00 p.m.

- The next Middle Rogue MPO TAC meeting is scheduled for Wednesday, October 16 at 9:30 a.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 MPO POLICY COMMITTEE MEETING
AUGUST 12, 2013**

The following attended:

NAME	REPRESENTING	PHONE
<u>MPO Policy Committee</u>		
Darin Fowler	Grants Pass	660-3696
John Vial for Don Skundrick	Jackson County	774-6118
Gus Wolf	Gold Hill	621-9653
Terry Haugen for Lily Morgan	Grants Pass	476-6168
Mark Gatlin / Aaron Cubic	Grants Pass	441-7674
Mike Baker	ODOT	957-3658
Pam VanArsdale	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
Scott Chancey for Simon Hare	Josephine County	474-5221

Others Present

Rick Hohnbaum	Gold Hill
Ian Horlacher	ODOT
Michael Black	Grants Pass

RVCOG Staff

Michael Cavallaro	RVCOG	423-1335
Dan Moore	RVCOG	423-1361
Sue Casavan	RVCOG	423-1360

1. Call to Order / Introductions/ Review Agenda

Darin Fowler called the meeting to order at 2:05 p.m. Committee began with introductions.

2. Review / Approve Minutes

Darin F. asked if there were any changes or additions to the April meeting minutes. Pam VanArsdale said that Gus Wolf should be representing Gold Hill and not Rogue River. The following phone numbers were corrected:

- Darin Fowler – 660-3696
- Add Gus Wolf – 621-9653
- Pam VanArsdale – 660-4414
- Rob Brandes – 474-5460

On a motion by John Vial and seconded by Mike Baker the minutes were approved with subsequent changes. Darin Fowler and Gus Wolf abstained.

3. Middle Rogue MPO Bylaws

Dan Moore presented revisions to the Policy Committee bylaws. He noted that in Article V, Section 3, it states the chair is authorized to sign documents on behalf of the MRMPO. He suggested the chair sign the bylaws document as opposed to multiple signatures.

Concerning the super majority verbiage, Terry Haugen expressed concern that one person could move it from majority to super majority to require a higher level of approval. Michael Cavallaro indicated it was the balance because of the weighted vote to encourage participation of the smaller jurisdictions.

Mike Baker made a motion to approve the MRMPO Policy Committee Bylaws as presented. Seconded by Pam VanArsdale.

7 members for

1 member against

Mark Gatlin abstained. Motion passed.

On a motion by Pam VanArsdale and seconded by Mike Baker the committee unanimously authorized the chair to sign the bylaws document and future documents and correspondence on behalf of the MRMPO.

4. MPO Orientation / Policy Committee & Technical Advisory Committee (TAC)

Dan Moore said the MPO work program calls for an orientation workshop for the MRMPO Policy Committee and TAC regarding the role of the MPO. Members discussed option of a joint meeting and felt it would be beneficial to both groups.

On a motion by Mark Gatlin and seconded by John Vial the committee unanimously voted in favor of a joint session with the TAC with a date to be determined.

5. Rogue Valley Area Commission on Transportation (RVACT) Middle Rogue MPO Representative

Dan Moore explained that MRMPO is encouraged to appoint a representative to the RVACT.

John Vial made a motion that the Chair, Darin Fowler, serve as MRMPO representative to the RVACT. Seconded by Mark Gatlin.

Rob Brandes noted that Simon Hare had expressed interest.

Committee unanimously approved Darin Fowler to serve as MRMPO representative to the RVACT.

John Vial made a motion that the Vice Chair of the MRMPO serve as alternate representative to the RVACT and if the vice chair is serving or cannot attend, another member of the Policy Committee would be appointed. Seconded by Gus Wolf.

Vial amended the motion that the Vice Chair will be the alternate representative for RVACT, in the event that the vice chair is already a voting member of RVACT or cannot attend, the chair will appoint an alternate. Gus Wolf amended his second to the motion. Motion passed unanimously.

6. MRMPO Planning Update

Dan Moore discussed development of protocol agreements for funding decisions and said he will be bringing documents to a future meeting for review and approval.

He explained membership for the Oregon MPO Consortium (OMPOC) and noted that he will do research on how MRMPO could become a member of the statewide organization.

Members will be working on a public involvement plan and look at methodology for MPO dues. RVCOG is recruiting for a planning program manager; both MPOs will be asked for input. MPO staff will be working with MRMPO TAC to develop a draft project list. He briefly discussed the discretionary funds for fiscal years 2014-15.

Members discussed development of a logo for MRMPO; Terry Haugen will send Sue C. graphic artist information.

John Vial asked if there will be a representative for MRMPO at the RVACT tomorrow. Rob Brandes recommended Scott Chancey. Members approved Scott Chancey for the representative.

7. Public Comment

None received.

8. Other Business / Local Business

Mike Baker noted that in terms of future transportation planning projects ODOT has a major project with Grants Pass, updating Grants Pass' Transportation System Plan (TSP) and a couple interchange plans as well.

9. Adjournment

The meeting was adjourned at 3:05 p.m.

SUMMARY MINUTES
MIDDLE ROGUE MPO JOINT POLICY/TAC COMMITTEE MEETING
SEPTEMBER 9, 2013
MRMPO ORIENTATION WORKSHOP

The following attended:

NAME	REPRESENTING	PHONE
<u>MPO Policy Committee</u>		
Darin Fowler	Grants Pass	660-3696
Mike Baker	ODOT	957-3658
Pam VanArsdale	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
Simon Hare	Josephine County	474-5221

MPO TAC Members Present

Chuck DeJanvier	Josephine County
Ian Horlacher	ODOT
John Vial	Jackson County
Josh LeBombard	DLCD
Kelli Sparkman	ODOT
Michael Black	Grants Pass
Terry Haugen	Grants Pass
Tom Schauer	Grants Pass
Scott Chancey	Josephine County

Staff

Vicki Guarino	RVCOG	423-1338
Dan Moore	RVCOG	423-1361

Others Present

Neil Burgess	Josephine County
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1. Middle Rogue Metropolitan Planning Organization (MRMPO) Orientation

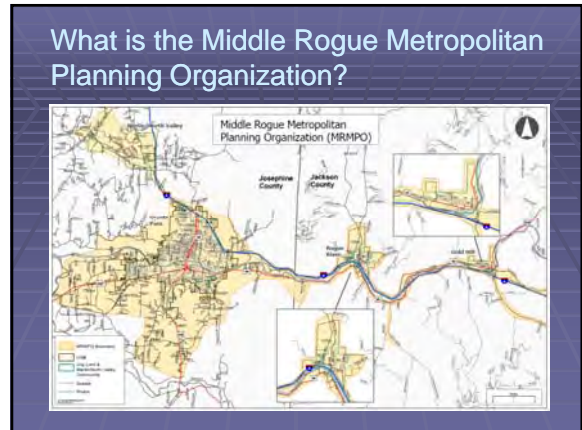
Vicki Guarino gave a Power Point presentation and explained basic structure and formation of metropolitan planning organizations. She defined the MPO role, its policies and required plans.

The Power Point presentation is attached to this brief summary.

Middle Rogue Metropolitan Planning Organization

Orientation

Sept. 9, 2013



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

Federal-aid Highway Acts of 1962 & 1973

- Establish MPOs
- Establish planning process

2010 U.S. Census
Grants Pass urban area reaches population threshold of 50,000
Middle Rogue Metropolitan Planning Organization forms

23 USC 134:
"...It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas..."

- ### Metropolitan Planning Organizations
- Foster collaboration among agencies & public on
 - Long-range plans
 - Short-range plans
-

- 1962 —————> 2012
- ### Federal legislation and regulation define MPOs' role
- Planning that is *comprehensive, cooperative & continuing* - "The 3C Process";
 - Local decisions;
 - Include importation social, environmental and energy goals;
 - A public process.

Federal Legislation and MPOs

Congress Passes Authorization, Appropriations Acts

- *Acts (MAP-21) multi-year set funding and policy direction, authorizing expenditures*
- *Appropriation Actions set actual funding amounts*
- How Highway Trust Funds are used
- MPO planning funds & funds MPOs allocate to projects come from the Highway Trust (fuel taxes)

Moving Ahead for Progress in the 21st Century – MAP-21

Sets National Goals

- Improve safety;
- Improve infrastructure conditions;
- Reduce congestion;
- Improve reliability by increasing efficiency;
- Improve freight movement and economic vitality;
- Improve environmental sustainability;
- Reduce project delay to reduce cost & promote job growth

Other Federal Laws

- National Environmental Policy Act (NEPA)
- Clean Air Act
- Civil Rights Act
- Americans with Disabilities Act
- Special guidelines apply to specific funds

Oregon's Transportation Planning Requirements

Oregon Department of Transportation

- Oregon Transportation Plan (OTP)
Guiding document for state and local plans
- Oregon Highway Plan (OHP)
State highway system and links to local street systems
- Modal Plans

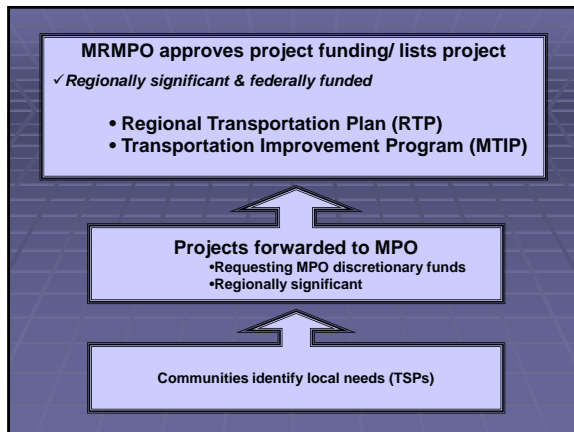
Oregon's Transportation Planning Requirements

Department of Land Conservation and Development

- Transportation Planning Rule (TPR)
 - Requirements for Jurisdictions in MPO areas. Jurisdictions will decide the extent to which MRMPO is involved.

The MPO's Role

- Regional Scope
 - Multi-modal Networks
- Responsible for "*regionally significant, federally funded projects*"
 - Long Range Plan (Regional Transportation Plan)
 - Short Range Program (Transportation Improvement Program)
- Air Quality Conformity



Key MPO Documents

- Unified Planning Work Program (UPWP)
- Regional Transportation Plan (RTP)
- Transportation Improvement Program (TIP)

Document	Time/ Horizon	Contents	Up-date
Unified Planning Work Program <i>UPWP</i>	1-2 years	Planning Studies and Tasks	1 yr
Regional Transportation Plan <i>RTP</i>	20 years <small>(due 3-27-2016)</small>	Future Goals, Strategies & Projects	4 yrs
Transportation Improvement Program <i>TIP</i>	4 years	Current & Near-Term Projects – funding, timing	2 yrs

Unified Planning Work Program

- The planning tasks and studies that will be conducted;
- Funding sources identified for each project;
- Schedule of activities; and
- Agency responsible for each task or study.

Regional Transportation Plan

- Focus at the systems level;
- Identifies policies, projects for the future;
- Forecast of demand over 20 years;



Regional Transportation Plan

- Regional Goals, Policies
- Consistency with
 - National Goals
 - State and Local Plans
 - Development
 - Housing
 - Employment
- Preservation of existing roads and facilities
- Efficient use of existing system



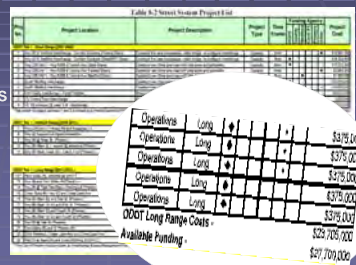
Regional Transportation Plan

- Economic health and quality of life
- Patterns of growth and economic activity through accessibility to land
- Air quality
- Environmental resource consumption
- Social equity
- Public safety and security

Regional Transportation Plan

Fiscally Constrained

- Cost estimates
- Funding sources



Project Location	Project Description	Project Type	Fund	Cost (\$)	Year
Operations	Long	*	*	\$275,000	
Operations	Long	*	*	\$275,000	
Operations	Long	*	*	\$275,000	
Operations	Long	*	*	\$275,000	
Operations	Long	*	*	\$275,000	
Operations	Long	*	*	\$275,000	
DDOT Long Range Costs				\$27,700,000	
Available Funding				\$27,700,000	

Transportation Improvement Program

- Implements the RTP
- Short term
- Fully funded
- Schedules the completion of projects



Transportation Improvement Program

Federal Requirements:

- Covers 4-year period
- Updated with STIP (every 2 years)
- Fully funded.



A Public Process

Public Participation Plan required

- ✓ Proactive
- ✓ Provide complete information
- ✓ Timely
- ✓ Give access to key decisions
- ✓ Early & continuing

Air Quality

&

MPO Transportation
Planning

Air Quality Conformity

- **Regulated through Clean Air Act**
- **Required in MRMPO for all:**
 - Regionally significant, federally funded projects
 - ✓ Regional Transportation Plans and amendments
 - ✓ Transportation Improvement Programs and amendments

Air Quality Conformity

- **A product of interagency consultation**
 - EPA, DEQ, FTA, FHWA and ODOT
- **Determination by USDOT before plans and programs and amendments can go into effect**

Air Quality Conformity

- **Quantitatively demonstrate that EPA budgets for specific pollutants will not be exceeded through the plan horizon (2038 or 2040)**
- **Carbon Monoxide, area of downtown Grants Pass**
- **Particulates (PM₁₀), existing Grants Pass UGB**

Air Quality Conformity

Estimate future emissions

- **Estimate travel based on population and activities assumptions**
 - Update travel demand model
- **Develop emission factors using EPA software**

Air Quality Conformity

Exempt Projects

- **Determined through interagency consultation**
 - Transit
 - Sidewalks
 - Intersection Improvements
 - Safety
 - Generally, projects that don't add capacity

Oregon's Priorities for Reauthorization of MAP-21

Developed by ODOT, AOC and LOC

Executive Summary

Increase revenue flowing into the Highway Trust Fund: To avoid deep cuts in surface transportation funding and provide adequate levels of federal investment, sustainable long-term revenue will be needed in both the Highway Account and the Mass Transit Account.

Diversify the Highway Trust Fund's revenues and explore replacements for the gas tax: With vehicles becoming more fuel efficient, the gas tax will no longer be a sustainable funding source for transportation. Congress will need to look beyond the fuels tax to diversify and broaden the revenue available for transportation and start the process of transitioning to a replacement for the gas tax, such as a per-mile road use charge.

Preserve Oregon's share of highway and transit funding: Oregon's congressional delegation should ensure that Oregon maintains or increases its current share of funding under the surface transportation programs.

Improve transportation safety: Ongoing funding and federal leadership will be needed to continue driving down the number of fatalities and serious injuries on the surface transportation system.

Focus resources on preserving and rebuilding the existing system: The federal government should adopt a "fix it first" policy and serve as a strong partner in helping states and local governments preserve and rebuild critical transportation assets.

Invest in multimodal solutions to the challenges of freight mobility: To ensure economic vitality, Congress should dedicate funding for freight, providing for strategic investments based on the policy framework created in MAP-21.

Improve public transportation: High gas prices, an aging population, high levels of congestion, and growing concern over global climate change require greater federal investment in all forms of public transportation.

Restore active transportation funding: Congress should reverse the deep cuts MAP-21 made to bicycle and pedestrian programs that help reduce demand on overburdened roads, encourage healthy lifestyles, and reduce emissions.

Preserve funding for federal lands transportation programs: With timber-dependent communities in Oregon struggling, Congress should continue the federal government's role in funding transportation projects that provide access to federal lands.

Updated August 19, 2013 to reflect OMPOC suggestions

Build on MAP-21's flexible and outcome-based approach: The federal surface transportation program should focus on outcomes, with significant flexibility for states and local governments combined with accountability for achieving outcomes through appropriate performance measures.

Streamline federal processes and requirements to encourage cost-effective project delivery: Congress should focus on green outcomes and minimize red tape by streamlining project delivery processes without lowering the bar on environmental protection.

Introduction

In today's global economy, having a strong and efficient transportation system is critical to remaining competitive. As a traded sector state that relies heavily on exports from our farms, forests and factories to create jobs, Oregon is particularly dependent on a good transportation system to move products to national and international markets and get workers to their jobs.

America's surface transportation system, long the envy of the world and a major factor in the nation's economic dynamism, is at a crossroads. The system built in the 20th century is coming under growing strains, and the need for greater investment by all levels of government is becoming increasingly clear.

The World Economic Forum's Global Competitiveness Report recently ranked the United States' infrastructure 25th in the world—behind Portugal and Oman. And the American Society of Civil Engineers 2013 Report Card for America's Infrastructure gave America a D for both its roads and transit systems—though bridges managed to get a passing grade with a C+. The U.S. may have reached the point when its transportation system has gone from a source of economic growth to a drag on our competitiveness. Even as we face this need for increased investment, however, the available resources are flat or declining.

Increased investment is only part of the answer, however; additional resources must be combined with changes in how we do things. The 20th century's transportation system, which served a growing nation so well, is shifting to one that meets the needs of the 21st century. Our approaches to addressing transportation challenges are changing as well.

This is a pivotal moment for the surface transportation system, an inflection point when new vehicle technology require a change in how we pay for transportation; when demographic changes shift investment priorities; and when the aging of the transportation system requires major investments in rebuilding the nation's infrastructure. With these issues looming, the nation must choose whether it will muster the political will to rededicate its substantial resources to maintaining and improving the transportation system in order to enhance economic competitiveness and our quality of life.

MAP-21's Benefits to Oregon

The latest federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), reauthorizes highway, transit, and safety programs through the end of fiscal year 2014. MAP-21 made significant changes to transportation policy and programs that will benefit Oregon and the nation as a whole. In addition to increasing Oregon's share of both highway and transit funding, MAP-21 created a more flexible and outcome-based approach while developing a federal freight policy framework and streamlining environmental and regulatory processes.

- **Flexibility:** MAP-21 consolidated the numerous highway and transit programs that sprang up over the years. In doing so, it simplified transportation funding and increased flexibility for states and local governments to invest resources in their key priorities.
- **Freight policy:** MAP-21 will establish a national freight policy, including designating a national freight network and developing a national freight strategic plan—though no money was dedicated to implement this policy framework.
- **Streamlined project delivery:** MAP-21 modifies the environmental review and permitting process for transportation projects. The paperwork burden on many projects should be reduced, cutting project costs and speeding up their delivery.
- **Accountability:** While increasing flexibility, MAP-21 introduced greater accountability for outcomes through a performance management system. Under this system, the U.S. Department of Transportation will establish performance measures, and states and metropolitan planning organizations will set performance targets and report on their progress.

While MAP-21 made important policy and program reforms and managed to avoid cutting transportation funding, it didn't deal with the long-term fiscal challenges facing the Highway Trust Fund. Rather than generating adequate, long-term, sustainable revenue for surface transportation, MAP-21 dodged deep cuts through an infusion from the general fund.

The Need for Federal Investment

The federal government has played an important role in building the nation's transportation system, from facilitating building the transcontinental railroads to funding construction of the Interstate and helping develop transit systems in urban and rural regions. Today, America faces the same need for a strong federal role in transportation, particularly to rebuild the aging transportation system. Without continued federal investment, states and local governments will find it difficult to preserve their roads, transit systems and bike paths, much less improve the transportation system to meet the needs of the future.

In Oregon, the need to invest in the transportation system is significant. Rapid population growth has left the transportation system struggling to accommodate demand in many areas. Increased volumes of freight have strained existing modes and impacted competitiveness. Inadequate public transportation options and underdeveloped bicycle and pedestrian networks also call out for greater investment by all levels of government. And the need to invest in rebuilding aging infrastructure is massive, particularly because much of which was built a half century or more ago and has now reached the end of its useful life. Without continued strong levels of investment by all levels of government, Oregon's economy and quality of life will deteriorate.

In Oregon, the state together with cities and counties, are stepping up to address these challenges and build a transportation network that functions as an integrated system across different modes and jurisdictions. The Oregon legislature has made numerous investments in the state's transportation system in recent years, from the Oregon Transportation Investment Acts to *ConnectOregon* and the Jobs and Transportation Act. And local governments are stepping up as well, passing their own transportation funding measures to preserve and improve their infrastructure. But states and local governments can't tackle these challenges on their own—they need a strong federal partner.

Federal Funding Challenges

Even as Oregon and the nation face a significant need for transportation investment, major financial challenges face the federal surface transportation program.

- **Flat fuel taxes:** Federal taxes on gas and diesel, which provide the vast majority of the funding flowing into the Highway Trust Fund, have not been raised since 1993. As a result, federal gas tax receipts have stagnated.
- **Increased fuel efficiency:** The new federal CAFE standards require significant increases in fuel efficiency: by 2025 the average new passenger vehicle will be required to get more than 50 miles per gallon. As a result, states and the federal government will collect less gas tax revenue for every mile people drive, and the ability of the gas tax to fund transportation will be compromised.
- **Exhaustion of the Highway Trust Fund's balances:** With revenues stagnant, the Highway Trust Fund has exhausted its balances four times since 2008, requiring transfers from the general fund totaling \$54 billion. While these actions have yielded much needed revenue to keep the Trust Fund whole, they are not sustainable and have moved transportation away from the "user pays" principle. Going forward, the Highway Trust Fund faces an annual shortfall of about \$15 billion. When the Trust Fund's balances are once again exhausted at the end of 2014, Congress will have to find additional resources or cut highway and transit funding deeply— by about 30 percent for the long-term.

Until Congress addresses these challenges, the ability of the federal government to play a constructive role in investing in the transportation system will be severely limited.

In order to build strong communities and enhance the nation's competitiveness, America needs a strong federal infrastructure program that will fix what we already have, make the system safer for all users, and invest in strategic improvements that will help grow the economy. Just as states and local governments have stepped up, the time has come for Congress to address the challenge of long-term sustainable funding for transportation.

Priorities for Authorization

Increase revenue flowing into the Highway Trust Fund

Most of the revenue flowing into the Highway Trust Fund comes from gas and diesel tax revenues, with a small portion derived from excise taxes on the purchase of heavy truck equipment. Both of these sources were hit hard by the economic downturn, which has cut into fuels tax revenues due to reduced driving and also significantly reduced investment in truck fleets. As a result, the Trust Fund has run short of cash multiple times, leading Congress to transfer more than \$50 billion of general fund resources into the Trust Fund through four separate infusions.

Both the Highway Account and the Mass Transit Account of the Highway Trust Fund are expected to run short of resources again around the time MAP-21 expires at the end of federal fiscal year 2014. At that point, about \$15 billion in additional annual funding will be needed to avoid cuts in highway and transit funding. Without additional resources, surface transportation funding would have to be cut by about 30 percent. Congress should provide long-term, sustainable and adequate revenue for the surface transportation program to ensure robust investment levels.

Diversify the Highway Trust Fund's revenues and explore replacements for the gas tax

In the short term, increasing the fuels tax is the most effective way of raising resources for the Highway Trust Fund. However, the Trust Fund is over-reliant on fuels taxes, which provide nearly 90 percent of the its revenue. Under new federal fuel efficiency standards, by 2025 the average new vehicle will be required to get more than 50 miles per gallon. As vehicles become more fuel efficient, the amount of revenue generated by the gas tax for every mile traveled will decline, and the gas tax will no longer be a sustainable funding source for transportation.

Congress should diversify the trust fund's revenue base by looking beyond the fuels tax for other sources that can provide additional resources. For example, Oregon requires large trucks to pay their fair share for the disproportionate wear and tear they cause to the state's highways, but at the federal level the largest trucks pay only about half of their fair share. Congress could consider increasing fees already levied on large trucks or creating new user fees that would rectify this imbalance and dedicate these new funds to freight projects that would benefit the trucking industry.

The next authorization bill should follow the lead of innovative states and explore transitioning to a new revenue mechanism by funding research and implementation activities for a replacement for the gas tax. Oregon is developing a per-mile road use charge that would ensure that all users pay for the system and would prevent revenue from falling due to improvements in fuel efficiency. Numerous blue ribbon panels and policy groups have endorsed moving toward a per mile fee.

Preserve Oregon's share of highway and transit funding

Thanks to formulas included in MAP-21, Oregon's share of federal highway formula funding increased by .07 percent compared to SAFETEA-LU. This small change increased Oregon's federal highway formula funding by about \$27 million per year. Similarly, Oregon's share of federal transit funding also increased. Oregon's congressional delegation should pay close attention to the distributional formulas included in the next authorization bill to ensure that Oregon maintains or increases its current share of funding under the surface transportation programs.

Improve transportation safety

In recent years America has made significant progress in reducing the number of fatalities and serious injuries caused by motor vehicle crashes. The number of fatalities declined by about a quarter in just six years, from 43,510 in 2005 to 32,367 in 2011—though the numbers rose slightly in 2012. This decline is a result of successful efforts in the “4 e’s” of traffic safety: *engineering* of vehicles and roads, *enforcement* of traffic laws, *education* of drivers, and *emergency medical services* to treat those who have been in a crash.

Despite this progress, this is still far too great a toll in deaths and injuries on America's roads, and the federal government needs to continue playing a key leadership role in pushing for improved safety outcomes. Congress should continue improving safety of the nation's transportation system by providing strong levels of investment across all modes, including funding for the FHWA Highway Safety Improvement Program, which focuses on correcting roadway deficiencies, the National Highway Traffic Safety Administration's programs focused on driver behavior, and the Federal Motor Carrier Safety Administration's programs focused on heavy trucks. Under MAP-21, these programs are now more strategic and performance-based, and Congress should continue pushing for better outcomes.

The federal government will need to show continued leadership in areas like driving under the influence of intoxicants (DUII) as well as in emerging issues like distracted driving. While it is appropriate for the federal government to encourage states to adopt certain laws that have been proven to improve safety, Congress should focus on using the carrots of funding incentives to encourage adoption of laws rather than the stick of penalizing states through loss of highway funding for failure to comply. In addition, Congress should focus on improving safety outcomes rather than requiring adoption of specific legal provisions in state law to encourage rather than impede innovative approaches. Oregon state law, for example, fails to comply with the precise letter of federal requirements related to repeat DUII offenders and thus the state is subject to penalties that transfer federal highway funding to safety programs—even though Oregon's record with repeat DUII offenders is better than the national average.

Focus resources on preserving and rebuilding the existing system

The mounting needs of Oregon's aging infrastructure have led ODOT and many local governments to implement "fix it first" policies that focus limited resources on preserving and rebuilding existing roads and bridges that are vital to the state's economy and quality of life. While Oregon's infrastructure is in relatively good condition due to significant investments of state and federal resources over the past decade, inadequate funding in the future will lead the state's roads and bridges to deteriorate over time, which will cause significant impacts to the state's trade-dependent economy. What's more, the state has identified a need for a \$1.8 billion investment in strengthening a network of key "lifeline routes" for resilience in the face of a massive Cascadia Subduction Zone earthquake in order to limit loss of life and aid recovery, and additional resources will be needed to make the entire system resilient in the face of other hazards like terrorism, flooding and climate change. The next authorization legislation should take up the challenge of our nation's aging infrastructure with an increased and sustained commitment to preserving and rebuilding our critical transportation assets.

Invest in multimodal solutions to the challenges of freight mobility

Dealing with increasing volumes of freight calls out for federal attention because freight often crosses state lines. MAP-21 made significant efforts to focus the federal surface transportation program on efficient movement of freight with the development of a national strategic freight plan and designation of a National Freight Network. With this policy framework in place, the next authorization bill should provide funding for strategic investments in goods movement.

- *Provide dedicated funding for freight projects across all modes:* Congress should consider creating a multimodal Freight Account of the Highway Trust Fund or some other mechanism that would dedicate revenues from new or increased user fees to freight projects. For example, Congress could raise user fees paid by the trucking industry and put these revenues into a Freight Account to pay for highway freight-related projects. Other sources such as Customs duties or new freight fees could be tapped to provide public investment in rail, port, and intermodal projects.
- *Fund the Projects of National and Regional Significance Program:* Many large highway projects that address freight bottlenecks have significant national or regional benefits but are too large for a single state to finance. Congress should fund the Projects of National and Regional Significance (PNRS) program to provide large discretionary grants for projects that meet rigorous criteria, including improved freight mobility. MAP-21 reauthorized the PNRS program but did not provide funding for the program.
- *Create a formula program to fund MAP-21's freight network:* A number of highway corridors connecting gateway areas and large urban centers, such as Interstate 5, face particularly high freight volumes and will be increasingly strained by future growth in truck traffic. MAP-21 created a National Freight Network of key highway routes but didn't dedicate resources to preserve and improve freight mobility on this network. The next authorization bill should include formula funding for states for strategic investments to the National Freight Network, particularly the Primary Freight Network of high-volume freight routes that carry most goods.

Improve public transportation

High gas prices, an aging population, high levels of congestion, the high costs of building and maintaining new roads, and growing concern over global climate change all point to the need for greater investment in public transportation. The federal government should invest additional resources to preserve current services and build new capacity in both urban and rural areas, ~~including helping struggling transit providers cover the cost of operating service.~~

- *Urban area transportation:* Public transportation plays a major role in mobility in urban areas, and effective transit can create denser urban areas that reduce reliance on automobiles and reduce emissions. Congress should significantly increase transit funding flowing to urban areas so public transportation can play a more significant role in solving challenges within America's cities.
- *Intercity public transportation:* Public transportation service between major urban centers remains underdeveloped, in part because there is little federal support. Congress should help states and local governments expand public transportation between communities in order to provide additional transportation options, increase capacity on key corridors, and reduce emissions. This includes funding to operate and improve intercity passenger rail such as the Cascades service that connects Eugene, Portland, Seattle, and Vancouver, British Columbia.
- *Rural public transportation:* People living in small towns and rural areas need public transportation for basic needs such as access to medical care, jobs, shopping and educational opportunities. The majority of rural Oregonians live in communities with minimal or no public transportation. Congress should expand the federal government's support for rural public transportation to offer additional travel options in smaller communities.
- *Senior and disabled transit service:* The aging of America will require a significant federal investment in transit service for seniors and the disabled to reap the economic and social benefits of keeping seniors independent and productive while allowing them to "age in place" in their communities. Transit systems around the country face rapidly growing demand for federally-mandated paratransit service for people with disabilities, and without additional federal support the cost of this service competes for scarce resources with fixed-route service.
- ~~*Transit operations:* Transit agencies are increasingly struggling with covering the costs of operating transit service, and service is likely to decay without additional resources. Federal rules that limit use of funds for operating service should be loosened, particularly where increasing transit service can offer a cost-effective transportation solution.~~
- ~~*Transit information technology:* The federal government should invest in new technologies and tools that can improve coordination of systems and provide instant access to schedules and travel information, making transit easier to use and increasing the efficiency of the system.~~

Restore active transportation funding

Oregon is leading the way in promoting active modes of transportation like biking and walking. These modes have many benefits: they help reduce demand on overburdened roads, encourage healthy lifestyles that ~~decrease-reduce~~ the nation's health care costs, provide low-cost transportation options

Updated August 19, 2013 to reflect OMPOC suggestions

[for the working poor](#), and lower greenhouse gas emissions. Many Oregon communities—particularly the Portland metro region, Eugene/Springfield, and Corvallis—are among the most bicycle-friendly cities in the nation, and they have proven that a significant number of trips can be taken by active modes. Unfortunately, MAP-21 cut funding for the main active transportation program, the Transportation Alternatives Program (TAP), by more than a third compared to SAFETEA-LU levels of funding. While Oregon has continued to invest more than the amount provided under TAP, Congress should reverse these cuts to provide a strong level of investment in active transportation across the nation.

Preserve funding for federal lands transportation programs

Providing access to Oregon's vast expanses of federal lands imposes large costs on state and local governments that derive very little revenue from these lands. The federal transportation program recognizes federal lands as a national responsibility, and Oregon annually receives an allocation of money under the Federal Lands Access Program that provides a portion of the funding needed to preserve and improve roads and transit services that are on or provide access to federal lands. Congress should preserve this program, which is particularly critical for Oregon counties facing declining county timber payments. The new MAP-21 requirement to provide a non-federal match should be eliminated. Counties which have lost significant amounts of timber receipts, with high percentages of federal non-tax paying land, are having difficulty paying the local match for projects which provide access to federal lands.

Build on MAP-21's flexible and outcome-based approach

MAP-21 began an important shift in the federal surface transportation program toward a more flexible and outcome-based approach. The bill consolidated dozens of federal programs, providing more flexibility for states and local governments to invest resources in their top priorities, while holding them accountable for outcomes through a performance management system. The next surface transportation bill should preserve this approach and build on it whenever possible. [Depending on rulemaking by the U.S. Department of Transportation, the performance management system created by MAP-21 may need to be refined to ensure that it encourages good investments, and metropolitan planning organizations \(MPOs\) will likely need additional financial resources to meet the increased workload associated with implementing the new federal performance-based planning requirements.](#)

Furthermore, rules that prevent states from investing their resources effectively should be revised. For example, the off-system bridge setaside requires investing in low-volume bridges, reducing the money available for local governments to invest in more pressing needs. More flexibility is needed to allow local governments to work with states to develop goal driven bridge management systems for the selection of bridge projects. Similarly, federal policies should use a flexible and outcome-based approach to design standards that allows for the highest-value investments, particularly in safety infrastructure, rather than applying a "one-size-fits-all" approach.

Streamline federal processes and requirements to encourage cost-effective project delivery

Federal environmental laws contain rigorous protections that ensure transportation projects minimize and mitigate harm to the built and natural environment. While these laws provide important protections, too often the processes used to implement them add significant time and cost to projects without resulting in environmental outcomes that exceed those on non-federal projects. As a result, states and local governments are often reluctant to use federal highway funding to avoid federal-aid highway design standards, procedures, and environmental processes that slow project delivery and increase costs without delivering corresponding benefits. In the next reauthorization legislation, Congress should focus on achieving green outcomes without red tape. Minimizing project costs without lowering the bar on environmental protection can be accomplished by continuing to streamline the federal-aid highway program's requirements and simplifying the environmental compliance process.

Congress should seek to advance a number of principles:

- Focus on accountability for overall environmental and project outcomes, and move the Federal Highway Administration (FHWA) from a permitting role to a quality assurance role at a programmatic level. This would involve the federal government programmatically monitoring environmental and other outcomes and minimizing project-by-project authorization and regulation.
- Encourage use of programmatic agreements that allow projects to follow a set process for addressing impacts rather than having to negotiate each project separately, and allow programmatic approaches used in one state to be easily tailored for adoption in other states.
- Reduce federal oversight and requirements for small-scale projects that use only a minimal amount of federal funds and those that have limited community and environmental impacts. This would eliminate the need to document the lack of environmental impacts for projects that, by their very nature, would not result in significant environmental impacts.
- Have the various US DOT modal administrations adopt similar approaches to NEPA and other federal requirements (such as historic preservation) so transportation agencies face one predictable set of requirements regardless of the modes the project involves rather than navigating multiple and inconsistent processes for each involved agency.
- Encourage processes for early interagency coordination that bring involved agencies into major project development as early as practicable to build trust, streamline reviews, reduce risk, increase predictability, and optimize and balance environmental and transportation outcomes.

Middle Rogue MPO

DATE: October 1, 2013
TO: MRMPO Policy Committee
FROM: Dan Moore, Planning Coordinator
SUBJECT: Oregon Metropolitan Planning Organization Consortium

The purpose of this memo is to provide the Middle Rogue MPO Policy Committee with background on the Oregon Metropolitan Planning Organization Consortium (OMPOC), and to request that two members of the Policy Committee be designated to represent the MRMPO on the OMPOC Board.

What is the Oregon MPO Consortium?

The Oregon MPO Consortium was formed on May 25, 2005, as a forum for Metropolitan Planning Organizations (MPOs) to address common needs, issues and solutions to transportation and land use challenges facing Oregon's metropolitan regions and surrounding areas. The Consortium is made up of representatives from Oregon's designated MPOs. Oregon currently has eight MPOs covering the metropolitan areas of Albany, Bend, Corvallis, Eugene-Springfield, Grants Pass, Medford-Ashland, Portland, and Salem- Keizer (there is a new bi-state MPO that covers Milton-Freewater and Walla Walla, WA). Each MPO appoints two voting MPO representatives (Policy Committee members) to participate in each meeting of the Consortium. MPO managers/directors serve as technical advisors.

What Does OMPOC Do?

OMPOC works together to provide recommendations for individual action of Oregon MPOs on issues of common interest, and to advocate for Oregon MPO policy, regulatory and funding interests at the state and federal level. OMPOC meets at least once a year, at various locations around the state, to work on a variety of mutual interests that include:

- An annual work plan to guide OMPOC discussions.
- Seek consensus on common policy, regulatory or funding issues such as federal planning requirements, state rulemaking and state legislation.
- Participate in cooperative regional organizations as advocates for common Oregon MPO interests.
- Discuss emerging trends and policy options and practices for addressing common MPO issues in metropolitan regions and surrounding areas.

Travel and Lodging Expenses

Since OMPOC is considered a lobbying group, our federal transportation planning funds cannot be used to reimburse members for travel and lodging expenses to attend OMPOC meetings. As an example, the RVMPO Policy Committee uses jurisdiction membership dues to pay for OMPOC meeting expenses. Staff will present a draft MRMPO jurisdiction dues proposal to the Technical Advisory Committee (TAC) at their October 16, 2013 meeting for review and recommendation to the Policy Committee.

The next OMPOC meeting is scheduled for Friday, October 25, 2013 at Metro in Portland. OMPOC bylaws are attached. Here is the link to the OMPOC website: www.ompoc.org

Oregon MPO Consortium Bylaws
(Approved by Resolution 0501 on May 26, 2005)

ARTICLE I

This body shall be known as the Oregon MPO Consortium (OMPOC).

ARTICLE II
MISSION

It is the mission of OMPOC to work in partnership to advance interests common to Oregon's designated Metropolitan Planning Organizations (MPOs) on matters of statewide significance.

ARTICLE III
PURPOSE

Section 1. The purpose of OMPOC is as follows:

- a. To provide a forum for Oregon's MPOs to address common needs, issues and solutions to transportation and land use challenges facing Oregon's metropolitan regions and surrounding areas.
- b. To provide recommendations for individual action of Oregon MPOs on issues of common interest.
- c. To advocate for Oregon MPO policy, regulatory and funding interests at the state and federal level.

Section 2. In accordance with these purposes, the principal duties of OMPOC are as follows:

- a. Develop an annual work plan to guide OMPOC discussions.
- b. Seek OMPOC consensus on common policy, regulatory or funding issues such as federal planning requirements, state rulemaking and state legislation.
- c. Participate in cooperative regional organizations as advocates for common Oregon MPO interests.
- d. Discuss emerging trends and policy options and practices for addressing common MPO issues in metropolitan regions and surrounding areas.

ARTICLE IV CONSORTIUM MEMBERSHIP

Section 1. Membership.

The Consortium will be made up of representatives from Oregon's designated MPOs.

- a. Each MPO will appoint two voting representatives to participate in each meeting of the Consortium.
- b. Alternates may be appointed to serve in a voting capacity in the absence of the regular members; alternates may attend and participate in all OMPOC discussions and deliberations.

Section 2. Appointment of Members and Alternates

- a. Members and alternates from the designated Oregon MPOs shall be current voting members of the respective MPO policy boards.
- b. Voting at Consortium meetings is limited to elected and appointed officials of respective MPO policy boards.
 - MPO staff and MPO member-agency staff are not eligible for appointment as members or alternates to OMPOC.
 - MPO Directors and designated Association of Oregon Counties (AOC) and League of Oregon Cities (LOC) staff shall serve as non-voting ex-officio members of the Consortium.
 - Members shall serve as liaisons to their respective MPO boards and be responsible for communication between the Consortium and their boards.

ARTICLE V MEETINGS, CONDUCT OF MEETINGS, QUORUM

- a. Regular meetings of OMPOC will be held at least annually at a time and place established by the Consortium. A meeting host will be specified for each meeting, and rotate periodically. Additional or emergency meetings may be called by the Chair or a majority of the membership. An annual meeting schedule will be established as part of developing the annual work plan.
- b. OMPOC business may be conducted provided a quorum of the MPOs is present. A quorum consists of a majority of the membership and at least one representative from five of the six MPOs. The OMPOC members may participate telephonically or by other means of electronic communication.

- c. Subcommittees to develop recommendations for OMPOC may be appointed by the Chair in consultation with the Consortium on purpose, composition and duration.
- d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.
- e. OMPOC may establish other rules of procedure as deemed necessary for the conduct of business.
- f. OMPOC will make decisions using the following procedures:

The OMPOC will strive to reach decisions on a consensus basis.

- If members of the OMPOC conclude that consensus cannot be attained, then the OMPOC shall review the Common Interests of the OMPOC in Consensus Decision Making attached hereto as Exhibit "B".
 - After the review of common interests, a vote will be called if requested by a majority of MPOs present.
 - Decisions made by vote require a majority of the OMPOC members present.
- g. The Consortium shall follow Oregon public meeting law and make its meeting summaries, reports and findings available to the public.
 - h. Meeting hosts shall provide staff, as necessary, to record the actions of OMPOC and to handle Consortium business, correspondence and public information related to hosted meetings.

ARTICLE VI OFFICERS AND DUTIES

- a. The Chair and Vice-Chair of OMPOC shall be elected by the membership for one calendar year of service. Elections for Chair positions shall be conducted at the first meeting of a calendar year.
- b. The Chair shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Consortium's business.
- c. The Chair is responsible for establishing the agenda for OMPOC meetings in consultation with Consortium members.
- d. In the absence of the Chair, the Vice-Chair shall assume the duties of the Chair.

**ARTICLE VII
ROLE OF MPO STAFF**

- a. Oregon MPO Directors and Program Managers shall constitute the Technical Advisory Committee (TAC) to OMPOC. The Consortium will take into consideration the alternatives and recommendations of the TAC in the conduct of its business.
- b. Oregon MPO staff shall serve as staff to OMPOC, as needed, to provide necessary support for Consortium activities.

**ARTICLE VIII
AMENDMENTS**

- a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of OMPOC.
- b. Written notice, including proposed changes, must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal bylaws.

**BYLAWS
MIDDLE ROGUE METROPOLITAN PLANNING ORGANIZATION (MRMPO)
TECHNICAL ADVISORY COMMITTEE (TAC)**

Article I

Name

This committee shall be known as the Technical Advisory Committee to the Metropolitan Planning Organization.

Article II

Purpose

The committee shall conduct, under the direction of the MRMPO Policy Committee, the technical portions of the Middle Rogue Regional Transportation Plan, including, but not limited to the following activities.

- a. Annual preparation of the Unified Planning Work Program to address transportation issues in the Grants Pass metropolitan area.
- b. Preparation of plans, programs and special studies to address transportation issues in the Grants Pass metropolitan area.
- c. Work with the MPO to ensure public participation in the transportation planning process.
- d. Preparation of the Transportation Improvement Program at intervals of no less than biannually.

Article III

Membership - Voting

Section 1. Membership of the Committee

The committee will be made up of representatives of each of the following jurisdictions and agencies:

Up to (2) representatives of:

City of Grants Pass
City of Rogue River
City of Gold Hill
Josephine County
Jackson County
Oregon Department of Transportation (ODOT)

A single representative of:

Department of Land Conservation and Development (DLCD)
Department of Environmental Quality (DEQ)

Ex-officio members of the TAC shall include:

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Oregon Division of State Lands

- b. Members may designate alternates to serve in their place.
- c. Designees may serve on a meeting-by-meeting basis or on a permanent basis.
- d. Designees serving on a permanent basis shall be afforded all the rights of a member, including the opportunity to serve as a committee officer.
- e. The committee shall have non-voting ex-officio members as appointed by the chair.

Section 2. Appointment and Tenure of Committee Membership

- a. Each jurisdiction with membership on the committee shall appoint its representatives.
- b. Members shall serve until they are replaced by their jurisdictions.

Section 3. Voting Privileges

- a. Each member shall be entitled to one vote on all issues presented at regular and special meetings at which the jurisdiction is present.

Article IV

Meetings

Section 1. Regular Meetings

- a. The committee shall hold regular meetings at such time and place determined by the committee.

Section 2. Special Meetings

- a. Special meetings may be called by the chair, vice-chair or MPO transportation staff on two days notice.
- b. The person or persons calling such special meeting shall fix the time and place for holding of such meeting.

Section 3. Conduct of Meetings

- a. Official action may be taken by the committee when a quorum is present.
- b. A quorum shall exist when the majority of member jurisdictions are present. ~~Member jurisdictions are up to two individuals from each of the following: cities of Grants Pass, Rogue River, Gold Hill, Josephine County, Jackson County; and ODOT; with one individual from DLCD and DEQ.~~
- c. The voting on all questions coming before the MPO Technical Advisory Committee shall be by simple majority vote. Any member may ask for a roll call vote if consensus (unanimity) cannot be reached on an MPO decision item/issue. The ayes and nays shall be entered in the minutes of such meeting.
- d. All meetings shall be conducted in accordance with Roberts' Rule of Order Newly Revised and the Oregon Open Meeting Law (ORS 192.610 to 192.690) requirements will be adhered to at all times.

Article V

Officers and Duties

Section 1. Officers

- a. The officers of the committee shall be a chair and vice-chair to be elected at the February meeting.

Section 2. Term of Office

- a. The officers shall hold office for a period of one year, beginning at the close of the February meeting.

Section 3. Duties

- a. The chair shall preside at all meetings and is entitled to vote on all issues.
- b. The vice-chair shall perform all duties of the chair in the chair's absence.

Section 4. Planning Program Manager

The RVCOG's Planning Program Manager shall be a non-voting, ex-officio member of the committee. The program manager shall be responsible for staff support of the committee, including minute taking and record keeping.

Article VI

Subcommittees

Section 1. Subcommittees

- a. Subcommittees as needed shall be appointed by the chair.
- b. The members of subcommittees shall serve until the work of the subcommittees is completed, or until their successors have been elected or appointed.
- c. Subcommittees must have at least one member who is a member of the full committee.
- d. The chair and the Planning Program Manager shall serve as ex-officio members of all subcommittees.
- e. The committee, by a majority vote, may dissolve subcommittees.

Section 2. Subcommittee Meetings

- a. Meetings of each subcommittee may be called by its chair, by the chair of the TAC by any two subcommittee members or by MPO transportation staff on two days notice. A majority of the members of each subcommittee shall constitute a quorum, and an act of the majority of the quorum present at the meeting shall constitute the act of the subcommittee.

Article VII

Amendments to Bylaws

Section 1.

- a. These bylaws may be amended or repealed or new bylaws may be adopted by a Super Majority vote of two-thirds plus one of the members of the committee present at any regular or special meeting called for that purpose. This also includes amending the bylaws to include new members. Written notice of proposed amendments shall be given to the membership of the committee at least thirty (30) days prior to the date of the meeting at which the bylaws are to be considered.

Section 2.

- a. Amendments to the bylaws shall become effective upon approval by the MRMPO Policy Committee.

Approved by the MRMPO Policy Committee:

Darin Fowler, Chair

Date