



March 1, 2006

To: Metropolitan Policy Committee  
From: Paul Thompson  
Subject: Item 4.h: Report from February 24-25 Oregon MPO Consortium  
(OMPOC) Meeting

**Action Recommended:** None. Information only.

On February 24 and 25, 2006, the Oregon MPO Consortium held a meeting in Central Point, Oregon. Although no MPC member was able to attend this meeting, George Kloeppel and Paul Thompson of LCOG attended. Attachment 1 shows the agenda for the meeting.

The first day of the meeting consisted mainly of a series of discussions on the topics shown on the agenda – most of which the MPC has worked on at some point in recent months. One topic that has not come before MPC is listed on the agenda as “Funding Vision for MPOs – Could the California Example Work Here?” This topic refers to California Senate Bill 45, passed during the 1997-98 legislative session. This bill took the step of mandating that a variety of transportation funding be suballocated directly to metropolitan areas, instead of being controlled by the state DOT. In summary, the legislation divided the STIP into two sub-programs: the 75 percent Regional Transportation Improvement Program (RTIP) and the 25 percent Interregional Transportation Improvement Program (ITIP). The bill intended to hold the regions responsible and accountable for identifying and meeting high priority needs, primarily on the state highway system, while designating the California Department of Transportation responsible for the interregional transportation improvement needs (the actual text of SB45 is available here [http://info.sen.ca.gov/pub/97-98/bill/sen/sb\\_0001-0050/sb\\_45\\_bill\\_19971003\\_chaptered.pdf](http://info.sen.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_45_bill_19971003_chaptered.pdf)). While OMPOC’s discussion did not result in any decision or action, the discussion is likely to continue.

The second day of the meeting commenced with a conversation with Oregon Transportation Commission (OTC) Chair Stuart Foster. Mr. Foster spoke with OMPOC about the draft update of the Oregon Transportation Plan and the challenges facing the OTC and MPOs in the coming years. The meeting then concluded with a variety of discussions on topic raised by the OMPOC members present. One topic was the recently published study titled *The Cost of Congestion to the Economy of the Portland*

*Region.* The Executive Summary of this study is included as Attachment 2, and the full report is available here [http://www.portlandalliance.com/pdf/Congestion\\_Report.pdf](http://www.portlandalliance.com/pdf/Congestion_Report.pdf). Although just published in December, 2005, Portland *Metro*, Tri-Met and the Oregon Department of Transportation have already made use of the study's findings in a public information fact sheet for the "Drive less. Save more." campaign. That fact sheet is included as Attachment 3. More information on the campaign is available at [www.DriveLessSaveMore.com](http://www.DriveLessSaveMore.com).

The Consortium also scheduled its next two meetings. OMPOC will meet on June 16, 2006 in Eugene, hosted by the Central Lane MPO. On September 22-23, OMPOC will hold a two day workshop in Bend, hosted by the Bend MPO. All of the Oregon MPO Policy Board members are encouraged to attend this workshop. It will commence with an OMPOC business meeting, followed by a series of speakers and breakout sessions focusing on topics of interest to the OMPOC members. A workshop planning committee will be developing the workshop format and content, and further details will be provided as they are available.

**Attachments:**

Attachment 1 – February 24-25 OMPOC Agenda

Attachment 2 – Executive Summary: *The Cost of Congestion to the Economy of the Portland Region*

Attachment 3 – *Drive less. Save more.* public information fact sheet