

Metropolitan Planning Organization (MPO) Summit II

October 15, 2004

Eugene Public Library – 100 W. 10th Avenue
Eugene Oregon

Participants:

Bonny Bettman	Central Lane MPO/Eugene
Jim Torrey	Central Lane MPO/Eugene
Bobby Green	Central Lane MPO/Lane County
Susan Ban	Central Lane MPO/Lane Transit District
Anne Ballew	Central Lane MPO/Springfield
Alan Rowe	Corvallis Area MPO/Adair Village
Linda Modrell	Corvallis Area MPO/Benton County
Rex Burkholder	Metro
Rod Park	Metro
Tom Brian	Metro/Washington County
Bob Bryant	Oregon Department of Transportation
Mike Quilty	Rogue Valley MPO/Central Point
Dan Clem	Salem-Keizer Area Transportation Study/Salem
Lloyd Chapman	Salem-Keizer Area Transportation Study/Salem-Keizer Transit District

Staff:

Bill Wagner	Cascades West Council of Governments
Cynthia Solie	Corvallis Area MPO/Cascades West Council of Governments
Ali Bonakdar	Corvallis Area MPO/Staff
Bryon Vanderpool	Lane Council of Governments
George Kloeppel	Lane Council of Governments
Petra Schuetz	Lane Council of Governments
Susan Payne	Lane Council of Governments
Tom Schwetz	Lane Council of Governments
Oliver Snowden	Lane County
Linda Lynch	Lane Transit District
Lisa Gardner	Lane Transit District
Mark Pangborn	Lane Transit District
Michael Jordan	Metro
Richard Brandman	Metro
Tom Kloster	Metro
Dennis Mulvihill	Metro/Washington County Administration
Dan Moore	Rogue Valley Council of Governments
Richard Schmid	Salem-Keizer Area Transportation Study
Robert Cortright	Department of Land Conservation and Development
Jerri Bohard	Oregon Department of Transportation

Others:

Rob Zako	1000 Friends of Oregon
Gary Papé	City of Eugene
Rob Handy	Guest

I. WELCOME AND INTRODUCTIONS

Bonny Bettman, Central Lane MPO, opened the meeting at 9 a.m. and those present introduced themselves.

Eugene Mayor Jim Torrey welcomed participants. He emphasized the importance of the role that MPOs could play in informing the legislature about the implications of transportation issues in metropolitan areas. He urged MPOs to work together to convince legislators of the value of looking at the transportation system as a whole and its impact on all Oregonians.

II. 1-YEAR ACTION PLAN

A. IS THERE VALUE IN FORMING AN MPO ASSOCIATION, WHAT ISSUES SHOULD BE ITS FOCUS

Rex Burkholder, Metro, outlined some of issues to be considered during the meeting:

- √ Decide whether to formalize an association of MPOs in the state
- √ Identify the goal of an MPO association – focus on specific issues for the coming year
- √ Identify issues on which to be focused:
 - Legislative issues, such as funding, that MPOs could agree upon and provide mutual support for during the next legislative session
 - Administrative issues that could help improve relationships with State agencies and facilitate projects and getting goals met
- √ Strengthen working relationships among MPOs and develop a metropolitan agenda at the statewide level to better meet issues and needs
- √ Schedule a Spring 2005 meeting in Salem to present a legislative agenda

Round Table Discussion:

Rogue Valley –

Mike Quilty:

- Recently completed 3-year freight study, identified many projects, seeking funding
- Not certain how much funding will be available from the Federal Highway Administration
- In favor of forming an association - need to work with the legislature and congress to avoid being “blindsided” by issues like earmarks and establish procedures to assure that funds are directed appropriately
- Discuss with congress and federal agencies the need for a national program for surface transportation improvement for city streets and interconnectivity similar to the Eisenhower highway plan of the late 1950’s
- LOC and AOC have a broader focus – MPOs have a federal legislative mandate and narrow field of focus on transportation
- Association should not advocate for specific local projects – should work together to see that funding was available to meet local transportation needs

Oregon Department of Transportation – ODOT –

Bob Bryant:

- Value in working together, formalizing an organization, and speaking with a common voice rather than as individual entities
- Forming an association would provide members with a better understanding of each others’ problems and issues on a broader scale which would be useful when establishing priorities

Salem-Keizer Area Transportation Study - SKATS –

Lloyd Chapman:

- Collectively MPOs represent a very large portion of the population
- Issues are similar across areas and having a common voice is important
- Gaining a better understanding of the funding process and the role of MPOs; providing leadership on funding issues
- Support forming an MPO association
- Agree with the need to work with ACTs

Dan Clem:

- Last summit useful in gaining new perspectives and becoming energized
- Meetings of the MPOs would be useful whether as an association or informally
- Beneficial to share ideas and information and better understand issues such as:
 - Pursuing funding streams
 - Earmarks
 - Relationship of MPOs and ACTs – should the structure be changed?
- OTIAs and gas tax good, but local streets have suffered – consider dedicated funding program for local streets
- Develop more effective ways to reach out to the legislature and congressional delegation – need to understand different perspectives

Metro –

Tom Brian:

- Organization is a good idea whether formal or informal
- Ability to speak with a cohesive voice a major benefit, particularly in the upcoming legislative session
- Add voice to those of the League of Oregon Cities (LOC) and Association of Oregon Counties (AOC)

Rod Park:

- Prefers to formalize organization because members of each entity will change and there is a need to create continuity to nurture working relationships over the years
- Need a unified, disciplined voice in Salem like the unified effort in Washington D.C.
- Will need to discuss the concept with the Metro Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council
- MPOs had specific federal function and ACTs were a creation of the Oregon Transportation Commission (OTC) and advisory only
- Important to distinguish between the functions and responsibilities and MPOs and ACTs

Rex Burkholder:

- Supports forming an association
- Good cooperation and coordination exists among MPOs at the staff level
- MPO association would provide policy support and guidance to staff
- Association of Metropolitan Planning Organizations (AMPO), a national organization, exploring ways to provide better support to local MPOs through training and resource materials
- MPOs can request assistance from AMPO
- Added value of an association
 - Could provide a forum for members to share important information, provide feedback, and advocate for transportation issues
 - Members who participated in other groups, such as the committee involved with updating the Oregon Transportation Plan, could represent the position of the association and speak with greater authority than if they spoke only as an individual

Central Lane MPO –

Bonny Bettman:

- An association would elevate the profile of metropolitan transportation needs
- Assure that state and federal policies will meet local needs in a streamlined, predictable manner
- An association would not make new policies, rather it would support local policies

Bobby Green:

- MPOs have an impact regionally, but were responsible for what happened at the local level and there are many advantages to an association
- The many advantages of an association addressed by previous speakers
- Concerned about disadvantages to forming another association:
 - Potential to work at cross purposes if a solution does not work for all. Example: Senate Bill 1145 which worked in some counties and not in others
 - Viewed by legislature as another special interest group
- MPOs would have more power if they spoke with unified voice on funding, projects, and policy
- Need an analysis from staff on what would make an MPO association unique – how would it differ from associations such as LOC and AOC
- Focus on creating a unified voice and mutual advocacy – small communities share the same problems as metropolitan areas
- Assure that an association added value at the state level
- Advocate for more funding flexibility

Anne Ballew:

- There will never be enough funding to meet all needs
- Value in an MPO association if it can agree on policies and distinguish between regional and state policies
- Embrace local flexibility to the maximum extent
- An MPO association should not expand its focus beyond transportation issues and duplicate what other organizations are doing

Susan Ban:

- Metropolitan areas have a particular concern with issues around congestion
- Transit options and priority on transit and alternative modes is a shared concern
- Need to maximize flexibility of funds at the local level

Corvallis Area –

Linda Modrell:

- Concern with tone and perception
- Problems basically the same whether it is an MPO region or a much smaller city with a highway through it and no funding to fix connecting streets
- Does not want to see the urban/rural divide aggravated – must be sensitive to the fact that all are part of one state with a transportation system that is part of a larger system
- Establish a mechanism to interface with Area Commissions on Transportation (ACTs) - important to remember that while there were specific issues, it was generally a question of scale
- Members should advocate for their areas, but not be so parochial that they do not consider the good of the entire system and the state
- ACTs and MPOs still part of the same system and the system does not stop at an MPO border
- MPOs were not islands scattered around the state and it was important for ACTs to understand the particular issues and problems of MPOs
- Corvallis MPO structured so that MPO policy board members are also on the ACT
- Important to provide an opportunity for understanding and support among associations

Cascades West Council of Governments (CWCOG) –

Bill Wagner:

- Staff perspective on forming an MPO association – if one of the purposes is to speak to the legislature and raise metropolitan issues it is helpful to have a formal organization with a decision-making structure so staff will know when a decision is made

1000 Friends of Oregon –

Rob Zako:

- Consider whether the association would be interested strictly in MPO issues, which tended to be federal transportation planning and funding issues, or be more broadly interested in connecting transportation and land use to accommodate travel needs

B. STRUCTURE AND FUNCTION OF AN MPO ASSOCIATION

Tom Schwetz, Lane Council of Governments (LCOG), explained that staff networking had been occurring for a number of years, with staff from MPOs, transit districts, ODOT, and local Federal Highway Administration offices meeting on a quarterly basis to accomplish many of the purposes that would also apply to a policy-making body like an association. The primary difference was that staff was typically reactive to policy development and a policy-level association could be proactive. He reviewed information from statewide MPO associations in other states:

Common purpose statements for an association include:

1. Provide a conduit for exchange of information and ideas
2. Coordinate participation in state and federal policy development
3. Promote professional development
4. Promote and develop better transportation planning in Oregon
5. Enhance working partnerships with ODOT and the various agencies within the U.S. Department of Transportation

Structural elements of an association could include:

- √ Basis
 - Voluntary
 - Required through state statute
- √ Membership
 - MPOs as primary members
 - Other agencies could attend
- √ Committee structure
 - Number of members from each MPO
 - Relationship to staff-level committee
- √ Meetings
 - Frequency
 - Location
- √ Decision making
 - Consensus
 - Voting

Bonny Bettman, Central Lane MPO, asked participants to address their remarks to structural issues such as decision-making by consensus or a voting mechanism, the need for subcommittees, and who should represent an MPO and participate in making decisions.

Round Table Discussion:

SKATS –

Dan Clem:

- Liked consensus approach because it allowed for a fuller discussion of issues and had as much value as a vote
- If the focus of the association remained fairly simple, there should not be a need for a lot of subcommittees, although a subcommittee could be useful if the association wanted to study a specific issue in greater detail
- Concerned that many subcommittees could circumvent thorough vetting of an issue before the association's members
- Is there a difference between a consortium and association in terms of legislative impact?
- Wanted assurance that an MPO organization would focus on transportation or transportation and land use
- Each MPO could have two members and an MPO could decide who those members would be

Central Lane MPO –

Bobby Green:

- Supported a consensus approach to decision-making to keep the group moving forward
- Limit subcommittees
- Elevate the role of staff – allow staff expertise a more aggressive role in helping to shape policies

Bonny Bettman:

- Establish a subcommittee to work with staff on proposals for the association's structure, purpose, and function
- The decision-making structure is more important than whether the MPOs formed a consortium or an association
- Agreed there could be value to starting as a consortium, then transitioning into an association if necessary

Anne Ballew:

- Important for participants to report back to their respective jurisdictions regarding the formation of an MPO association as that could eventually have fiscal implications
- Suggested an MPO's representatives could reflect both urban and rural interests
- Suggested a 2-year term of appointment to the association or consortium to assure some degree of continuity

Metro –

Tom Brian:

- Staff can take direction on the formation of an association, develop proposed action items, then circulate those items and perfect them via email for the association to act upon them at the February 2005 meeting

Rex Burkholder:

- The most critical issue to come out of this discussion was the agreement to form an organization to discuss policy, make decisions as a group, carry those decisions forward, and speak with one voice using a consensus-based approach

Bonny Bettman asked for feedback from staff on the issues that had been raised during the discussion.

Lane Transit District (LTD) –

Lisa Gardner:

- Regards the MPO and transit staff networking group as a consortium with the primary function of issue identification, coordination, collective resources benefits, and collaborative goal setting opportunities

- Suggested that MPOs could initially form a consortium, identify resources, and discuss issues of mutual interest
- Evaluate consortium in a year, determine how effective it had been and whether formalizing it as an association was desirable

LCOG –

George Kloeppe:

- Staff can flesh out association concepts discussed by MPO representatives with guidance on:
 - Purpose
 - Constituency
 - Is association formal or informal, broad scope or narrow scope
 - Preferred decision-making approach

ODOT –

Bob Bryant:

- Forming consortium as an interim approach beneficial while implications of forming an association in terms of administration and financing are better understood
- Consortium could still achieve goals during next legislative session
- No legislative disadvantage to a consortium instead of an association – legislators are concerned with what they are being told, who is delivering the message, and who they represent – a consortium of the six MPOs in the state would be just as powerful as an association

CWCOG –

Bill Wagner:

- A written, agreed to set of operating procedures was most important, whether functioning as a consortium or association
- Power was in having a common voice, regardless of the type of organization

Washington County –

Dennis Mulvihill:

- Prudent to contact LOC and AOC and inform them of the formation of an MPO organization and how it would relate to their functions
- Transportation will likely be the major issue of the upcoming legislative session

Metro –

Michael Jordan:

- The level of commitment of members was important
- Suggested that each body take formal action to endorse the consortium or association
- Formal recognition of and commitment to the organization would allow an MPO's representatives to have some degree of confidence when making decisions

Bonny Bettman, Central Lane MPO, clarified that MPO staff would develop proposals for an MPO organization, to include the purpose, constituency, and decision-making structure based on comments during the round table discussions.

C. STATE LEVEL LEGISLATIVE AGENDA

Information Sharing and General Discussion:

Rod Park, Metro, provided an overview of the proposed JPACT multi-modal transportation funding concept and asked Richard Brandman to explain the details.

Richard Brandman, Metro, said that transportation needs in the Portland region were significant with an \$8 billion plan and \$4 billion in revenue over the next 20 years. He said that Oregon, being a small state, received a relatively a small percentage of federal formula funds and while the state had been successful in pursuing funding for transit projects it had not fared as well in funding for other transportation projects. The Portland region decided to augment federal dollars with a concerted effort in Salem and with local funding. A public/private task force recommended a ballot measure in the spring of 2006 to raise funds for transit, other alternative modes, and neighborhood projects and the council would be considering that recommendation. He distributed a letter outlining the Governor's conceptual proposal to the OTC of a multi-modal transportation package for consideration by the legislature in the coming session. The letter acknowledged the relatively small investment of lottery dollars in rail and marine facilities and recognized the importance of those facilities and the need to invest in them. Oregon's investment in transportation infrastructure has been small compared to Washington and California. The OTC was asked for its recommendation by the Oregon Business Plan Summit in December 2004. He concluded with a summary of a resolution before the Metro Council, introduced by Rod Park that would endorse a state legislative proposal for a multi-modal transportation program. He emphasized the need for an avenue for regions to advocate for major transportation issues. He said the public/private task force was preparing to commission a report to further define the relationship between investments in transportation and economic benefits to help educate the business community.

Tom Brian, Metro, gave a brief history of legislative initiatives to fund transportation. During the 2001 legislative session emphasis was on major road and highway projects, not using gas tax funds; in 2003 the emphasis was on bridges. He said the proceeds of the 2001 and 2003 legislative initiatives were centrally distributed through the OTC and the expectation was that the 2005 emphasis would be local government maintenance and preservation (M&P). Now it appeared the work group developing 2005 proposals was heavily oriented toward freight with little likelihood of new funding for local government M&P. The distribution formula was still 60 percent to the state, 24 percent to counties, and 16 percent to cities even though in 1991 it was agreed that based on need the formula should be 50/30/20, which would give more money proportionately to cities and counties. It was important for the MPOs, working together, to open the Governor's proposal for discussion and advocate for inclusion of other needs such as M&P. The Oregon Trucking Association opposed a gas tax increase and the American Automobile Association (AAA) was supportive, but only if truckers participated.

Rod Park asked for feedback from the group.

Dan Clem, SKATS, said that Oregon gas dealers recognized transportation needs and were supportive of a gas tax increase.

In response to a question, **Tom Brian** explained that until OTIA, gas tax and vehicle registration and title fees went into the highway trust fund and automatically distributed using the 60/24/16 formula for general purposes. In 2001 and 2003, instead of using the formula for distribution the funds were sent to OTC, which distributed the funds using a project-specific list.

Bonny Bettman, Central Lane MPO, expressed concern that the freight haulers' involvement in the legislation work group meant that the next OTIA funds would be directed to increase capacity on the designated freight routes. She emphasized the need for MPOs to be proactive rather than reactive and be involved early in discussions of the new transportation program, but noted that M&P could be the highest priority for a city and not necessarily for the MPO. Local jurisdictions should have the option of spending funds on modernization or M&P.

Anne Balley, Central Lane MPO, said modernization should remain in the program because of pending economic development projects and supported allowing local jurisdictions to determine how funds should be spent according to their priorities and needs. She asked for an explanation of Metro's ideas for local revenue sources.

Richard Brandman said the task force had identified three areas of need: larger road projects, larger transit projects, and neighborhood-based projects. Revenue sources could include a \$15 increase in the vehicle registration fee and a parking tax on commercial activity with parking requirements.

Linda Modrell, Corvallis Area MPO, said that Benton and Lincoln counties and most of the cities badly needed M&P funds. She said that the Rail Users League was also developing a project list and while it was important for MPOs to be at the table, it was vital to look long-range at the bigger picture and determine where investments would have the greatest impact on economic development.

Rod Park suggested that MPOs could develop a list of priorities for which the MPO consortium or association could advocate.

Rex Burkholder, Metro, suggested that staff could draft a list of priorities as one of the tasks related to establishing an MPO association and the association's first act could be to endorse a transportation program.

Tom Brian observed that a gas tax was very unlikely in the next legislative session. Turnover among legislators created a steep learning curve on transportation issues. If MPOs were unable to get into the legislative package being developed, perhaps they should consider drafting their own package.

Bonny Bettman supported a study of the statewide economic impacts of transportation investments, updating the state/county/city formula, and no central distribution of funds and said those three issues represented common interest among MPOs, regardless of each region's specific agenda.

Richard Brandman encouraged a discussion of timing issues, what could be done, and how quickly. The Governor had requested a proposal by the business summit in December 2004.

Linda Modrell said that a group called the Oregon Rail Users League had been convened. She said the local ACT was aware of unused rail capacity east/west on the short line that connected to the north/south Class 1 rail system and was interested in conducting a market feasibility study for increasing the amount of goods shipped by rail and identifying what businesses might be able to locate in industrial properties near the short line for access to the north/south system. The study was not yet completed but it appeared that prospects were limited because of road blocks to interaction with short lines that were put in place by the Class 1 system. She said the concerns with designation of Highway 99 as a freight corridor could be alleviated by putting freight on the rail system that was parallel to Highway 99. She asked how the concept of using all available freight modes could be advanced as an alternative to continuing to expand Interstate 5 capacity. She expressed concern about MPOs reacting to the Governor's proposal when so little of the details were known.

Tom Brian said the MPOs could react to the lack of information about the proposal.

Several persons asked if road fund dollars were going to be redirected to a multi-modal transportation program.

Bob Bryant said the Governor had asked the OTC to explore alternative modes, freight being a primary economic driver, and prioritize needs within freight; however, he did not believe that would compete with the existing revenue stream for transportation.

Tom Brian noted legislative concern with investing public dollars in a private business by improving the rail system.

Linda Modrell said her region was interested in an increase in the frequency of passenger rail and that livability of the Willamette Valley pivoted on the transportation system; she was not opposed to spending public money to move some freight off the roads and onto rail.

Bob Bryant reported there was awareness by the OTC and others of the impact of truck freight on the public infrastructure, both local and statewide, and the need to begin to offload freight movement from the highway system and road systems to alternative modes. A conversation was evolving about the importance of freight to the Oregon economy, the impact of freight on the investments in the transportation system, the inability to invest further dollars because of limited resources, and ways to encourage other modes for movement of critical commodities and materials in and out of the state.

Rod Park asked how local businesses, the actual users of the goods and materials, would react to a request for help in a campaign for additional resources.

Dan Clem said users had not expressed any concern about freight and the larger infrastructure; the concern is with connectivity between communities and an emphasis on modernization and M&P.

Bobby Green said that users would likely express concern with the cost to them.

Bonny Bettman suggested a transportation demand management (TDM) approach to encouraging freight shipment by rail instead of truck by finding a way to level the playing field in terms of costs. That approach would not subsidize a private business and could facilitate moving trucks off the infrastructure

Rod Park said the relationship between transportation and economic activity was discussed at a recent Portland Business Alliance meeting and interest was limited. It was necessary to educate the business community about the importance of the transportation infrastructure.

Dan Clem said a Salem area survey determined that voters would not support a geo bond levy for local transportation while the Chamber of Commerce and the business community was in support.

Mike Quilty, Rogue Valley MPO, stated there were two to three dozen major hubs for trucking companies in the Rogue Valley. Freight was a significant local issue with major interest in improving the freight system.

Rod Park noted that concern over truck drivers' jobs created resistance to alternate modes. He said the freight issue would be flagged for further discussion.

D. WEST COAST CORRIDOR COALITION – STATUS REPORT AND NEXT STEPS

Information Sharing and General Discussion:

Linda Modrell, Corvallis Area MPO, said the purpose of the coalition was to obtain added funding to improve the freight transportation system for the West Coast from British Columbia to Baja California and also Alaska. She said the MPO organization had been asked to select two representatives to attend a meeting on November 10, 2005, in Palo Alto, California. She referred to materials in the agenda

packet that contained details of the coalition as well as statistical information about the freight system. The invitation was an opportunity for the MPO organization to see how the coalition functioned.

Following a general discussion, it was agreed that the Rogue Valley MPO and Metro would each send a representative to the meeting for purposes of gathering information and sharing it with the other MPOs and staff.

E. NARROW ISSUES FOR STATE LEVEL AGENDA

Rex Burkholder, Metro, led a discussion of administrative issues to identify priorities, action items, and time frames. Administrative issues were those that could be addressed directly with state agencies, rather than through the legislature.

Facilitated Discussion:

Issue	Priority Timeline Status	Comments
Increasing the flexibility of funds	Research required	<ul style="list-style-type: none"> • legislative instead of administrative issue as state gas tax funds are regulated by statute and could not be redirected by administrative action • ability to flex between modes • local jurisdiction flexibility in use of funds • ODOT has federal funding that is more flexible, but could be flexed more. • Project type flexibility – capacity vs. other uses • Look for opportunities to leverage; e.g., using freight emphasis to achieve other MPO goals (mitigation of freight route funds linked to designations, other enhancements)
Seek update of the Oregon Transportation Finance Study	High priority, short-term, summer 2005	<ul style="list-style-type: none"> • letter on new MPO organization letterhead to OTC requesting ODOT complete a finance study of the distribution of revenues among the State, counties, and cities • study should include efficiency of M&P (avoid additional costs, etc.), regional equity split • qualifier that new distribution formula not expected to be implemented until new money was available • coordinate with Oregon Transportation Plan update
Integration of land use and transportation	Research required	<ul style="list-style-type: none"> •
Coordination between state agencies to reduce delays	Research required	<ul style="list-style-type: none"> •
Urban needs recognized by ODOT/Elevate urban issues	High priority, mid- to long-term issue	<ul style="list-style-type: none"> • give staff opportunity to develop policy options • tied to policy development at the state level • involves many issues: congestion, intra-city, inter-city, connectivity • Bring the Oregon Transportation Plan update process to future MPO Consortium meetings

Clarity of roles: ACTs and MPOs	High priority, February 2005	<ul style="list-style-type: none"> • need to clarify to Governor, ODOT, OTC how interests and priorities of MPOs and ACTs differ and why two voices are needed • further discussion of ACT/MPO roles at February 2005 meeting • boundaries should reflect actual sphere of influence • the same boundaries would eliminate dualities • obtain feedback from staff on the difference between dealing with ACTs v. MPOs and the extent to which there was a convergence of issues or disconnect • staff to provide comparison of similarities and differences of ACT/MPO roles • staff can address the lack of a planning element in the ACT process
Roles of LOC, AOC, and MPO association	High priority, immediate	<ul style="list-style-type: none"> • provide formal written notice to both LOC and AOC of MPO intent before the start of the legislative session • communicate informally at conferences to avoid the “surprise” factor • November 2004 conferences for both organizations good opportunity to discuss MPO priorities – get on the agenda • notice should be in the form of a resolution stating the MPOs’ purpose and emphasizing the intent to coordinate and collaborate, not conflict with, AOC and LOC • MPOs represent 9 counties, 42 cities, and 64 percent of the population • cities and counties likely to support efforts to increase the share of the gas tax • must be able to state the purpose and intent of an MPO organization, particularly regarding the upcoming legislative session • invite LOC and AOC to next MPO summit • develop single page informational sheet on MPO organization to present to boards of directors and legislative committees at LOC and AOC conferences • cities and counties have their own issues – MPOs distinguished by broader regional outlook and responsibility for transportation planning and policies • Focus on unique role of MPOs: transportation, energy and air quality planning for metro areas that span many jurisdictions; big picture. • Attend AOC/LOC board/legislative affairs meetings • is there sufficient time for each MPO to endorse concepts before the LOC and AOC conferences?
Strategies for funding larger projects	Research required	<ul style="list-style-type: none"> •
Freight route designation issues		<ul style="list-style-type: none"> • provide input on the impact new freight corridors will have at local level

		<ul style="list-style-type: none"> • staff should explore mitigators, leverage, opportunities • find ways to make the emphasis on freight work to the MPOs benefit • what assistance will be provided to the local/regional level to implement the freight strategies • Oregon Trucking Association had role in establishing priorities for the last OTIA funding – MPOs/ACTs need to have a voice to discuss local impacts • send letter from MPO association to OTC requesting inclusion in discussions of transportation package for the upcoming legislative session • advocate for no new freight route designations without funding to assist local jurisdictions to mitigate the impact and help implement the routes • insufficient information available to MPOs about freight route designations to establish position • request to the Governor to include MPO representatives in the planning process • Central Lane MPO has requested a 60-day extension of the comment period for the Statewide Freight Route Analysis Report • Corvallis Area MPO sent letter stating impact unclear, but bypass needed if route was through the middle of the city – suggested rail as alternate mode • Metro had also submitted comments on freight routes • obtain copies of letters already submitted
Relationship to OTC		<ul style="list-style-type: none"> • improve communication between MPOs/OTC • Letter to Governor on legislative package development (October '04); copy to OTC and Bruce Warner • MPO advisory committee to OTC • MPO and ACT representatives on OTC • Include MPO members on Local Official Advisory Committee (LOAC) to OTC. LOAC is chaired by OTC chair person – ODOT director attends meetings
Next legislative session	High priority	<ul style="list-style-type: none"> • letter to Governor, OTC, ODOT with key issues, either from MPO association or each MPO • need votes to cause action in Salem – votes require persuasive evidence to influence legislators, OTC, and Governor's Office • evidence must demonstrate that what is requested will make things better, particularly for economic recovery • develop data to support last seven "whereas" clauses in Metro resolution and include in letter to make argument for MPOs to be included in transportation package •

F. COORDINATION FOR NEXT LEGISLATIVE SESSION

- √ **Metro** to provide central contact point, clearinghouse for legislative information, facilitate communication among MPOs, coordinate activities
- √ **MPOs** will provide direction to their staff once a legislative package has been developed
- √ **COG** email network will be used to communicate
- √ **Each MPO** will designate a contact person until a structure is agreed upon and two representatives from each MPO are identified
- √ **Staff** will develop a decision package for the MPO organization structure
- √ **December 14, 2004, OTC meeting** – MPO organization representative could testify pursuant to a letter circulated via email among MPOs and agreed upon, if permitted in the agenda

III. OTHER COMMON ISSUES AND CONCERNS, CONCLUDING THOUGHTS

Roundtable Discussion:

Rogue Valley MPO –

Mike Quilty:

- In Oregon, infrastructure is not planned before housing is developed
- Need a mechanism to look long-term at location of arterials and cross-connections and be ready to build infrastructure as housing developed
- More can be done working together
- Pleased that representatives will go to the West Coast Corridor Coalition meeting
- MPOs may approach issues from different directions but have the same needs to fulfill mandates – common voice at the State and federal levels to advocate for resources
- Organization can help members stay better informed about legislative issues

Corvallis Area MPO –

Alan Rowe:

- A lot of planning accomplished during meeting to create a more formal organization to represent a common MPO voice and message
- Jointly working together better uses combined abilities and strengths

Central Lane MPO –

Susan Ban:

- Agree there are common concerns shared by metropolitan areas, as well as areas where they diverge
- Common conversation about shared concerns very helpful

Bonny Bettman:

- Pleased to see agreement to form an organization
- Need to avoid duplicating activities of LOC or ACTs, focus on specific functions of MPOs

SKATS –

Dan Clem:

- Work to do with own MPO and legislators to promote the fact that there is another voice as represented by the MPO organization

Lloyd Chapman:

- Important to work within each MPO to promote benefits of the MPO organization

ODOT –

Bob Bryant:

- Appreciated being included in the MPOs' conversation
- Has seen the value of coming together as an organization, but need to assure there is no duplication of effort
- Focus on MPOs, but keep in mind there are many other jurisdictions besides MPOs that have needs and are competing for resources

LCOG –

Tom Schwetz:

- MPOs in a perfect position to weave together the interests of counties, cities, transit agencies into a cohesive regional ethos and make a compelling argument for investing more resources into the transportation system and pull together a broad-based coalition that will resonate with the legislature

IV. NEXT STEPS

Bonny Bettman thanked everyone for their participation.

Next Meeting Schedule: February 11 or 18, 2005 – date to be finalized via email poll of MPOs
Meet in Salem and schedule meetings with respective legislators during part of the day

Tentative Agenda Items: ACT/MPO roles
Legislative issues
Presentation by AMPO
Discussion of citizen involvement
Invite key legislators to share their perspectives on transportation
Invite OTC members