

**Issues for OMPOC Work Plan  
Developed in Fall 2005**

**I. Administrative Capacity Building**

**A. Legislative Activity**

1. Introduction of the Organization to Legislators
2. OMPOC's Presence at Pertinent Legislative Sessions
3. Legislative Advocacy

**B. Interaction with OTC**

1. Advisory Capacity to OTC
2. Clarification of Role w/ ACT
3. OMPOC's Presence at OTC Discussions

**C. Interaction with LOC/AOC**

1. Representation of LOC and AOC at OMPOC
2. Attending LOC/AOC Sessions
3. Coordination of Decisions

**II. Financial Capacity Building**

**A. Seek New Funding Sources**

1. Federal
2. State
3. Local

**B. Increase Flexibility of Existing Funding Programs**

1. State Statutes
2. ODOT's Dispersing Policies

**C. Increase Equity in Distribution of Funds**

1. State Statutes
2. ODOT's Dispersing Policies

## **Discussion Notes from October 2004 Session in Eugene**

### **Flexibility**

- STP funds allocated by ODOT could be flexed more
- Constitution limits on state gas tax for project type/mode
- 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)

### **MPO/LOC/AOC**

- Send “establishing” resolution with purposes, objectives of MPO Consortium (covers portions of 9 counties, 42 cities)
- Focus on unique role of MPOs: transportation, energy and air quality planning for metro areas that span many jurisdictions; big picture.
- Get on upcoming AOC/LOC conference agendas
- Attend AOC/LOC board/legislative affairs meetings
- “Another voice in Salem”

### **Elevate Urban Issues**

- Bring OTP update discussion to future MPO consortium meetings

### **Oregon Transportation Finance Study**

- New money
- Letter to OTC to request a study
- Include in letter: regional equity, prevention through M&P, cost effective/avoidance

### **Relation to OTC**

- Appoint an MPO advisory member of OTC?
- Add an MPO representative to LOAC?
- Hire a lobbyist?
- Letter to Governor on legislative package development (October '04); copy to OTC and Bruce Warner

### **Freight Route Designations**

- Desire to add MPO perspective to discussion
- Concern about unknown impacts of freight designations
- Need funding for mitigation

Issue	Priority Timeline Status	Comments
Increasing the flexibility of funds	More information required	<ul style="list-style-type: none"> <li>• legislative instead of administrative issue as state gas tax funds are regulated by statute and could not be redirected by administrative action</li> <li>• ability to flex between modes</li> <li>• local jurisdiction flexibility in use of funds</li> <li>• ODOT has federal funding that is more flexible, but not currently flexed</li> </ul>
Seek update of the Oregon Transportation Finance Study	High priority, short-term, summer 2005	<ul style="list-style-type: none"> <li>• 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</li> <li>• study should include efficacy of M&amp;P, regional equity split</li> <li>• qualifier that new distribution formula not expected to be implemented until new money was available</li> <li>• coordinate with Oregon Transportation Plan update</li> </ul>
Integration of land use and transportation	More information required	<ul style="list-style-type: none"> <li>•</li> </ul>
Coordination between state agencies to reduce delays	More information required	<ul style="list-style-type: none"> <li>•</li> </ul>
Urban needs recognized by ODOT/Elevate urban issues	High priority, mid- to long-term issue	<ul style="list-style-type: none"> <li>• give staff opportunity to develop policy options</li> <li>• tied to policy development at the state level</li> <li>• involves many issues: congestion, intra-city, inter-city, connectivity</li> <li>• represent this issue during the Oregon Transportation Plan update process</li> </ul>
Clarity of roles: ACTs and MPOs	High priority, February 2005	<ul style="list-style-type: none"> <li>• need to clarify to Governor, ODOT, OTC how interests and priorities of MPOs and ACTs differ and why two voices are needed</li> <li>• further discussion of ACT/MPO roles at February 2005 meeting</li> <li>• boundaries should reflect actual sphere of influence</li> <li>• the same boundaries would eliminate dualities</li> <li>• 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</li> <li>• staff to provide comparison of similarities and differences of ACT/MPO roles</li> <li>• staff can address the lack of a planning element in the ACT process</li> </ul>
Roles of LOC, AOC, and MPO association	High priority, immediate	<ul style="list-style-type: none"> <li>• provide formal written notice to both organizations of MPO intent before the start of the legislative session</li> </ul>

		<ul style="list-style-type: none"> <li>• communicate informally at conferences to avoid the “surprise” factor</li> <li>• November 2004 conferences for both organizations good opportunity to discuss MPO priorities – get on the agenda</li> <li>• 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</li> <li>• MPOs represent 8 counties, 41 cities, and 57 percent of the population</li> <li>• cities and counties likely to support efforts to increase the share of the gas tax</li> <li>• must be able to state the purpose and intent of an MPO organization, particularly regarding the upcoming legislative session</li> <li>• invite LOC and AOC to next MPO summit</li> <li>• develop single page informational sheet on MPO organization to present to boards of directors and legislative committees at LOC and AOC conferences</li> <li>• cities and counties have their own issues – MPOs distinguished by broader regional outlook and responsibility for transportation planning and policies</li> <li>• is there sufficient time for each MPO to endorse concepts before the LOC and AOC conferences</li> </ul>
Strategies for funding larger projects	More information required	<ul style="list-style-type: none"> <li>•</li> </ul>
Freight route designation issues		<ul style="list-style-type: none"> <li>• provide input on the impact new freight corridors will have at local level</li> <li>• staff should explore mitigators, leverage, opportunities</li> <li>• find ways to make the emphasis on freight work to the MPOs benefit</li> <li>• what assistance will be provided to the local/regional level to implement the freight strategies</li> <li>• Oregon Trucking Association had role in establishing priorities for the last OTIA funding – MPOs/ACTs need to have a voice to discuss local impacts</li> <li>• send letter from MPO association to OTC requesting inclusion in discussions of transportation package for the upcoming legislative session</li> <li>• advocate for no new freight route designations without funding to assist local jurisdictions to mitigate the impact and help implement the routes</li> <li>• insufficient information available to MPOs about freight route designations to establish position</li> </ul>

		<ul style="list-style-type: none"> <li>• request to the Governor to include MPO representatives in the planning process</li> <li>• Central Lane MPO has requested a 60-day extension of the comment period for the Statewide Freight Route Analysis Report</li> <li>• 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</li> <li>• Metro had also submitted comments on freight routes</li> <li>• obtain copies of letters already submitted</li> </ul>
Relationship to OTC		<ul style="list-style-type: none"> <li>• improve communication between MPOs/OTC</li> <li>• MPO advisory committee to OTC</li> <li>• MPO and ACT representatives on OTC</li> <li>• Local Official Advisory Committee (LOAC) to OTC includes MPO members and is chaired by OTC chair person – ODOT director attends meetings</li> </ul>
Next legislative session	High priority	<ul style="list-style-type: none"> <li>• letter to Governor, OTC, ODOT with key issues, either from MPO association or each MPO</li> <li>• need votes to cause action in Salem – votes require persuasive evidence to influence legislators, OTC, and Governor’s Office</li> <li>• evidence must demonstrate that what is requested will make things better, particularly for economic recovery</li> <li>• 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</li> <li>•</li> </ul>