

MINUTES OMPOC Meeting

*Friday, May 4, 2007
Senator Hearing Room, Courthouse Square
555 Court Street NE, Salem*

I. Registration began at 9:00 am followed by socializing and a continental breakfast.

Those in attendance included:

Ali Bonakdar – Director, CAMPO
Anne Ballew – Elected Official, City Councilor Springfield
Art Schlack – Association of Counties
Bill Currier – Elected Official, Mayor Adair Village, CAMPO Policy Board
Bill Wagner, OCWCOG Executive Director
Bob Cortright, DLCD
Brenda Mainord, OCWCOG, CAMPO Staff Support
Bryon Vanderpool – LCOG & Central Lane MPO
Cathy Clark – City Councilor, Keizer, SKATS
Cynthia Solie, OCWCOG, Community Development Director
Dan Moore – RV COG
Jerri Bohard – ODOT
John Morrison – Elected Official Mayor Ashland, Rogue Valley
Josh Namamore – METRO
Ken Schaudt – CAMPO Chair
Linda Modrell – Benton County Commissioner, OMPOC Chair
Lloyd Chapman – SKATS
Lynn Peterson – Clackamas County Commissioner, JPAC
Mark Volmert – OCWCOG, Planner
Mike Quilty – Elected Official, City Councilor, Central Point
Nancy Boyer – MWVCOG, Executive Director
Pat Emmerson – METRO
Randy Tucker – METRO
Richard Schmid – MWVCOG
Rod Park – METRO Councilor
Sandra Quatier, MWVCOG
Tom Kloster – METRO

Guests included:

Greg Mott
ED Moore
Richard Walsh
Tim Potter - ODOT

II. CALL TO ORDER: OMPOC Chair, Linda Modrell, called the meeting to order at 9:30 am, reviewing the agenda and there were two additions: Update on the State Planning Effort from Jerri Bohard and review of the proposed Freight Stakeholder questions.

III. Amendment to the OMPOC Bylaws: The Board reviewed a request for amendment to the Bylaws and after discussion and clarification it was decided there was no need for change to the Bylaws, as Article IV, Section 2.a of the Bylaws states that an MPO Policy Board member or Alternate can serve as the representative to OMPOC.

III-a. State Freight Planning Effort: Jerri Bohard reported ODOT is seeking input from stakeholders on how ODOT should approach development of the state's freight plan. She shared a list of seven interview questions as a starting point for the survey and asked for thoughts and input. Response to and comment on the questions is shown in *italics*:

1. In your opinion, what are the 5 issues affecting freight today? *Suggestion: add "and priority" to this question; long-term vision for rail is missing*
2. What should be the focus of the Statewide Freight Plan? Should we focus on primary freight corridors of all modes, or on the entire system? *Clarification requested: what is "entire" system; suggested that focus include needs off of the state system (e.g. urban needs); recognize that Oregon system is connected to a larger system over which the State may have little influence; consider choke points and intermodal points; consider short-line needs; consider east-west as well as north-south movements*
3. What do you think are the best approaches to prioritizing needs?
4. How does ODOT convey to all its transportation system users, why freight is important? What communication and education activities are needed during the Plan effort that we're missing at present? *State could periodically conduct surveys of shippers and freight haulers (METRO's recent survey is eye opening)*
5. We may have the ability to do some special studies or White Papers on freight issues. What topics would you like to see addressed? *(Suggestion: ask the MPO's to develop the White Papers; consider ways to reduce freight movement, such as buying local goods; ways to move trucks out of peak periods)*
6. We plan do 15 one-on-one interviews (including with the OTC) to continue today's dialogue and help shape the approach to freight planning—who do you recommend be included in these? *Request each MPO respond to the survey questions; work closely with the West Coast Corridor Coalition*
7. What role should the State (not just ODOT) plan in the discussion on freight?

Discussion notes relating to the questions above:

- Linda Modrell asked the Board if they felt there was value in having a collective response to these questions and asked them to think about it and we would revisit it at the end of the meeting.
- Jerri Bohard said the timeline is to summarize the project by June, hire a consultant in the summer and form the steering committee in the fall. If the group has any other thoughts, questions or concerns they should send a note to Julie Rodwell.
- Staff recommended an OMPOC member sit on the steering committee.
- Anne Ballew suggested a final version of the questions be sent to the MPO's so everyone is aware of the final set of questions.

IV. OMPOC Legislative Agenda:

Review and fine-tune OMPOC's key legislative concepts and longer-term legislative strategy – The OMPOC members reviewed the draft Legislative Policy Concepts and Objectives and proposed the following modifications:

- Bullet 1: question about whether is broad enough to recognize that a petroleum tax will not be sufficient in the longer term
- Bullet 3: ensure this appropriately notes freight needs
- Bullet 5: include concept that managing land use can reduce transportation infrastructure needs
- Bullet 7: broaden to include other modes, such as freight, not just trucks but railroads, using TDM to reduce SOV trips therefore improving air quality; broaden to make statement about using the capacity we have more efficiently
- Bullet 8: revise to read, “advocate and support transportation and land use programs to address the increasing changing needs and preferences of seniors and persons with disabilities with limited independent options.”
- Add bullet regarding local governments need for tools to address problems
- Add bullet to focus on regional solutions statewide and federal

Lynn, Lloyd, Dan, John, Byron agreed to work on the concept statement over the next several months (via email). Rex was also “volunteered” to work on the statement. This item will be brought back to the Summit in the fall for finalization to be ready for the 2008 and 2009 legislative sessions.

B. Update on bills and legislative proposals and strategy - Art Schlack and Randy Tucker reported on the latest from the Legislative session. Art reported the updates on the House Bills 2033, 2034, 2653, 2278, 3018, 3082, and Senate Bills 566, 855. Randy Tucker reported on the transportation bills.

- √ HB 2033 – This bill benefits smaller population counties with large road systems. In Ways and Means.
- √ HB 2034 – 30-day requirement for residents of Oregon to get their driver's license and register their vehicles. (Second time around for this one) In Ways and Means.
- √ HB 2653 – Gas tax in as placeholder, increase 5 cents and in 5 years another 5 cents. In Revenue Committee.
- √ HB 2278 – Connect Oregon II, similar to Connect Oregon I. Ways and Means hearing scheduled for Tuesday, \$100 million, 10% rather than 15% per region
- √ HB 3018 – Raises registration fees state wide, including \$20 license plate fee. Dollars are directed to the congestion relief; concept is to take out bond to raise \$200 million and ask ODOT to pay the interest on bonds for 1st three years. Effective in 2011. Referred to the House Revenue Committee.
- √ HB 3082 – Allow county vehicle registration fee without vote of citizens. Going to the Floor. Anticipate enactment.

- √ SB 566 – Calls for a joint interim transportation committee (5 house & 5 senate) to look at options local government has to support transportation. Requires ODOT to take a look at assets to see if managed successfully. Sent to floor with “do pass” recommendation.
- √ SB 855 - \$30 million bridge to counties, with counties loss of federal forest dollars, PL106393, also \$50 mil in bill, if secure rural schools not authorized, both numbers out of ODOT, (no general fund, all out of ODOT dollars). Referred to Ways and Means.
- √ Broad transportation bills are not moving. (e.g. proposal from Oregon Business Coalition) Transportation is not top on the legislative agenda. Legislature does not feel that the public is ready for a gas tax. Group of seven in transportation, (Metzger, Starr, Beyer, Gillman, Morgan, Hunt, Brown), came to the conclusion not enough support in the 07 session to move a major transportation package.
- √ Multi-session strategy would be best at this time. Art stated the expectation is not much will happen in the 2008 session but look to 2009 for major effort. Randy stated the business community understands they need a statewide effort to be effective.
- √ Rod Park suggested that individual MPO’s talk to businesses about how they perceive congestion, that MPO’s address not just congestion, but the need to maintain roads and safety improvements. Maintenance does not get support from legislators, as it is “invisible” to the public. Jerri Bohard stated the Oregon Progress Board released reports that 85% of the roads are in good or better condition.
- √ Art stated the legislature needs to hear that a “long-term solution” is needed.
- √ Randy mentioned the bills regarding urban reserves, with respect to Metro region. HB 2051, endorsed by MPAC gives METRO extra 2 years for the UGB review. Companion legislation, SB 1011 – creates rural reserves of land designated off limits to being brought into the UGB for decades. Creates a new process for designating urban reserves. Model that could apply to other urban areas.
- √ HB 1036 – Approach endorse by Homebuilders Association to help support construction of new schools with a construction excise tax on commercial and residential development; pre-exempts local governments from imposing excise taxes for 10 years. Out of Committee going to the Senate Floor. (Linda Modrell asked Randy to share updated information on this; he will send a PDF update.)

V. **Break**

VI. Lunch and Roundtable Discussion: Group discussion and updates

RVCOG – Dan Moore

- Working on regional problem solving planning. The MPO is designated to look at future growth areas, transportation needs, land-use scenarios, and strategies to protect future transportation growth and funding.
- They applied for a TGM grant to be used as a springboard to do more detailed land use planning.
- Looking at performance measures for RTP. Previously adopted seven alternative measures and are doing benchmark analysis of how they are being met.
- Finishing regional traffic count.

METRO – Tom Kloster

- Working on full update of RTP; gathering data as on an aggressive timeline; looking at options for more analysis of the plan, on track to adjust plan in December. Rod Park generated discussion around Level of Service analysis, what does it really mean and a need to look at it statewide. They are looking at UGB expansion to accommodate growth.

MVCOG – Richard Schmid

- They are working on SAFETEA-LU compliance, will adopt TSP and TIP later this month.
- Two studies looking at State Hwy's at both ends of town and an interchange study.
- Study on Hwy 22 through town, I-5 to Mission St., dual left turn lanes (trucks trying to access by airport) in order to get ODOT mobility standards, would need lots of turn lanes and wipe out land use. Considering site-specific variances mobility standards.
- RTP update, financially constrained, have a long list and short list of project, over 1 billion in projects they cannot afford.
- EIS study on river crossing, \$200 million estimated cost.
- Adding cameras to count traffic
- Doing a time study to see how long it takes to drive certain routes.

CENTRAL LANE MPO – Byron Vanderpool

- Also focusing on SAFETEA-LU compliance, plan completion of RTP and TIP in July or August.
- They are the first MPO to go through recertification under the new rules.
- Reconstituting ITS in area, working more closely with ODOT on traffic counts and cameras.
- Ridership on new rapid transit route (Eugene/Springfield) is 40% over projected; getting ready to build a second route to the Springfield hospital.
- Transportation manager position yet to be filled.

Ann Ballew noted the progress on the I-5 exit ramps; on the ODOT and Eugene/Springfield off site improvements ODOT is asking for cash not in-kind.

CAMPO – Ali Bonakdar

- Working on compliance with SAFETEA-LU requirements.

- Mapped environmental considerations, identified sensitive natural features, CETAS pleased with the maps produced.
- Working on transportation system operations management.
- Analyzed the consistency of local TSP's with the RTSP; modifications to be made to some of the local plans, as well as an amendment to the Regional Plan.
- Looking at key intersections - ODOT & MPO doing V/C ratio analysis on state intersections.
- Submitted 2 TGM grants.
- TIP deficit: \$6 million in projects and only \$950,000 to work with over the next three years.

ODOT – Jerri Bohard

- OMPOC's research project on travel sheds is borderline for funding; also submitted as a University Transportation Center project.
- Commission approved PL funds with stipulation there are new agreements with the MPO's outlining expectations and roles and responsibilities regarding planning initiatives.
- ODOT projects: Bike/ped design guidelines; how to make better multi-model investment choices; the public transit plan is over 10 years old and ODOT is launching effort to update with a white paper that would identify and frame the issues that the plan would address.

Mike Quilty – RVCOG reported on the last AMPO policy sub-committee meeting (his notes from this meeting are being sent along with these minutes as a separate attachment).

VII. OMPOC Work Program:

- Fall Summit is scheduled for October 12 & 13th at the Wittenberg in Keizer. There will be an OMPOC meeting on Friday the 12th from 1-5 pm and the Summit on Saturday. Linda Modrell will send a save the date notice to all County Commissioners. It was suggested that discussion of the Big Look process be incorporated into the Summit agenda. Pat Emmerson is coordinating the event planning; the planning committee will meet briefly after this meeting today.
- Anne Ballew noted that the Eugene/Springfield MPO is conducting a "Little Look" process similar to the Big Look to determine whether their plan is meeting needs. For more information on the Big Look, visit <http://www.oregonbiglook.org>.
- It was suggested that participation in the Freight Planning effort be added to the OMPOC work program, and could be discussed at Summit.

VIII. Report on West Coast Corridor Coalition:

Bill Wagner provided a report on the WCCC. They are at an important phase at this time as they begin their first efforts to influence national awareness of the importance of the west coast in movement of goods and services. It is estimated that 70% of all US goods move through west coast ports. A consultant, Cambridge Systematics, Inc., has been hired to write a report on the overall four state impacts of Asian trade movement and the impediments to that

movement. He provided a draft of the proposed Work Plan to develop the report. The WCCC will also develop proposals for the next federal transportation legislation hoping to take advantage of the unique positions legislators from the four states have in crafting that legislation in a couple of years.

IX. OMPOC Calendar:

The next meeting will be at the Summit on Friday, October 12th.

III-a Follow up: Linda again asked if there was value in having a collective response to these Freight Stakeholder questions. **It was decided each of the MPO's would take the questions back to their Technical Committees and Policy Boards for feedback and then prepare a collective response to the freight stakeholder questions.**

X. Meeting adjourned at 2:20 pm by Chair, Linda Modrell.

After the OMPOC meeting, Randy Tucker provided the following links for information in PDF format on SB1011 and 1036:

<http://www.leg.state.or.us/07reg/measpdf/sb1000.dir/sb1011.a.pdf>

<http://www.leg.state.or.us/07reg/measpdf/sb1000.dir/sb1036.a.pdf>

Note there may be changes since these versions were distributed.