

OMPOC BOARD MEETING

January 24, 2020

Adair Village

The Clubhouse at Adair

6097 NE Ebony Lane, Corvallis OR 97330

(8 miles north of Corvallis on HWY 99)

- 8:45 Light Breakfast & Registration
- 9:00 Call the Meeting to Order (Craig Dirksen, OMPOC Chair)
- Introductions & Comments from the Public
- 9:10 OMPOC Officers for 2020 (Craig Dirksen, OMPOC Chair)
- 9:30 2020 Legislative Session Planning (Randy Tucker, Metro)
Continue discussion of topics of interest for an OMPOC policy paper to be utilized in the upcoming legislative session.
- 10:00 Statewide Transportation Strategy (Paul Thompson, Lane Council of Governments and a Department of Land Conservation and Development Representative)
- 10:30 Federal Highway Administration Representatives (Craig Dirksen, OMPOC Chair)
Introduction of and discussion with the MPO's Federal Highway Administration representatives: Rachael Tupica and Jasmine Harris.
- 10:50 Oregon Household Activity Survey Status Update (Kelly Clarke, Lane Council of Governments)
- 11:00 OMPOC Summit (Craig Dirksen, OMPOC Chair)
Provide direction on the OMPOC Summit Blueprint (attached).
- 11:15 Break and Tour of Adair Village
The tour will focus on the growing community of Adair Village. Adair Village is the smallest community in Corvallis Area MPO with slightly less than 1,000 residents. However, over the next five years the number of households is expected to triple! The tour will showcase where the new homes are being built, discuss the transportation impacts, and highlight where the city will get to literally build a new downtown from the ground up. This is a walking tour and will cover around ½ miles.
- 12:00 Working Lunch with MPO Roundtable: "Share Your Region's Hottest Topic"**
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| • Albany Area | • Portland Metro | • Eugene-Springfield | • Rogue Valley |
| • Corvallis Area | • Bend Area | • Salem-Keizer | • Middle Rogue |
- 1:15 ODOT 2024-2027 Statewide Transportation Improvement Plan (STIP) (Jerri Bohard)
Provide feedback into ODOT's 2024-2027 STIP update and investment priorities. Metro letter to Oregon Transportation Commission is attached.

- 2:00 ODOT Update (Jerri Bohard, ODOT)
- 2:15 Oregon Transportation Plan and Oregon Highway Plan updates (Adam Argo, ODOT)
ODOT is undertaking updates to the Oregon Transportation Plan and Oregon Highway Plan. Adam Argo will provide a summary of these project updates.
- 2:45 Adjourn (Craig Dirksen, OMPOC Chair)

OMPOC Event Blueprint

Date: November 2020, potentially in conjunction with the Association of Counties Annual Conference

Location: Eugene, Graduate Eugene Hotel and Conference Center

Agenda:

- A morning keynote who can frame related morning sessions.
- Morning break-out sessions that relate to the morning keynote and that could have more urban and rural focuses.
- A luncheon keynote who can highlight where we are today and where we are going.
- Afternoon break-out sessions that relate to the luncheon keynote and that could have more urban and rural focuses.
- Evening social function

Funding Source:

- Transportation Growth Management Program
- Discretionary fund for bringing in key notes (this was used for the last event)
- T4America
- Registration fee (confirm what this covered last time)
- Other sources to be identified

Themes:

- Transportation at it relates to affordable housing, equity and pricing strategies
 - Transportation options for people living on the outer urban limits and beyond
 - Increased costs of transportation in areas that have fewer options
 - Impacts of commuter traffic through smaller towns along roads leading to urban areas – are there better transit options?
- Freight needs in Oregon and beyond
 - Could include findings from the Freight Subcommittee of the Oregon Modeling Steering Committee's study of freight in Oregon
 - Include merchandise deliveries and impact of this on transportation system
- Shared mobility and transportation network companies
 - What is the public role in providing shared mobility?
 - What is the impact of extra cars on the road?
 - What are the data and research on the use of both and on their impact on transit?
 - How can we understand why people are using these different services?
 - How are they working? Are people using them?
 - How is transportation changing based upon whether people have a car given these new options?
 - Academia and AMPO research as sources.
 - How do autonomous vehicles fit in?
 - How do we measure and monitor their success?
 - We need a solution based and action oriented approach to them.
 - Availability of data and how will this impact transportation of the future?
- Climate change and transportation

- Statewide transportation strategy
- Infrastructure resiliency
- Climate refugees and resultant increase in population
- Potential impacts on economic development
- Community outreach opportunities and strategies

Immediate next steps:

- Determine our budget
- Identify and pursue funding sources
- Connect with the Association of Counties to see if they are interested in collaborating (who should reach out?)
- Put together a planning committee
- How do we offer value and who can we invite experts to come and talk with us?
- Contact Transportation For America (Beth (Osmore, Executive Director. Chris Rall field rep). They could be a source for experts and a resource and maybe give a session talk.
- Need overarching call to action to make this a compelling event for folks to attend.

Additional comments/strategies

- Three tracks may offer a track for folks to follow or to pick and choose.
- Include board members as panelists. Alongside of people with the more technical background/expertise.
- Have key note speakers moderating panels with locals on the panel.
- Track with the most need for explaining is shared mobility – they are not currently in all MPOs but will eventually be. How do we prepare for them and continue to be ahead of them?
- What is the roll of Uber/Lyft etc. in getting people in rural areas to medical care in urban areas. Panelists may be able to provide perspective in this need and options for public/private partnerships with TNCs to provide this service. Intercity bus can provide this service as well – need to include ODOT.
- Put together a blank outline of tracks and panels – with assignments of tasks – and ask that representation from all MPOs are on planning committee
- Call it a symposium?

December 16, 2019

Oregon Transportation Commission

Re: Coordination with Local Officials and the State Transportation Improvement Program Process

Chair Van Brocklin and Members of the Commission:

Thank you for the opportunity to provide input on how the state develops and its investment priorities for the transportation system. As a Metropolitan Planning Organization, Metro collaborates with ODOT in prioritizing transportation investments through the Metropolitan and State Transportation Investment Program (MTIP) process. I share the following in the spirit of improving our coordination and maximizing outcomes in the performance of our comprehensive transportation system.

ODOT's investments in Region 1 should be consistent with the 2018 Regional Transportation Plan (RTP) and leverage regional efforts to fund transportation.

In 2018, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro unanimously adopted a comprehensive RTP that affirmed our region's commitment to Climate Smart and also identified regional priorities for policies and projects. To implement that plan, Metro is working with a 35-member T2020 Task Force to put a regional transportation funding measure on the ballot in November 2020. The Task Force prioritized arterial roadways in the Portland region that are high crash corridors and carry high-volumes of transit riders. For that reason, Metro is proposing to fund over a \$1 billion investments on ODOT-owned roadways. As the Metro Council continues to work on the funding measure, we want to work collaboratively with the OTC to leverage state funding, and in a manner that advances our shared goals for the transportation system.

STIP Fix-It and Leverage funding programs should look for opportunities to develop collaborative transportation solutions. The current configuration of funding programs defined by the OTC for the allocation of ODOT administered funding to projects is focused on ODOT-owned roadways without the context of the system in which the individual roadways function. This limits the ability of the OTC to engage with partner agencies for the purpose of allocating funds to projects that advance shared goals. We encourage the commission to consider the needs of the entire transportation system within the state, not just the ODOT owned facilities, and define funding allocation programs for the 2024-27 STIP process that provide more flexibility to allocate funding to projects where opportunities exist to leverage partnerships with other transportation agencies to achieve state and regional goals.

OTC should clarify the policy for allocating funds that emerge above the initial STIP forecast. In addition to determining funding levels for discretionary or competitive spending programs, we encourage the OTC to engage stakeholders early and often in considering how to allocate additional funds that emerge from higher than forecasted federal authorizations, federal redistribution, and project cost savings sources, prior to when those funds become available. This takes pressure off having these allocation discussions during the amendment process when there is a time-sensitive need to expend the dollars quickly. Metro believes this would also reduce the on-going need to amend the MTIP and the RTP by a vote of both JPACT and Metro Council. Engaging now in a discussion with stakeholders will lead to intentional and strategic decisions that may leverage opportunities to better address state and regional transportation goals.

Thank you for considering these comments.

Sincerely,

A handwritten signature in cursive script that reads "Shirley R. Craddick". The signature is written in dark ink and is positioned above the printed name and title.

Shirley Craddick
Metro Councilor
Chair, Joint Policy Advisory Committee on Transportation

