
OMPOC BOARD MEETING AGENDA

October 30, 2026

This will be a hybrid meeting with in-person and remote attendance options.

Join in-person:

Historic West Linn City Hall
22825 Willamette Drive
West Linn, Oregon

Join remotely on Zoom:

Zoom link coming soon!

8:45am

Join for light breakfast, coffee, and tea provided by Metro!
Zoom meeting will open and be available to test technology and access.

9:00am to 9:15am

Call the Meeting to Order:

- Introductions
- Comments from the public

9:15am to 9:45am

ODOT Capital Improvement Plan

Update of ODOT's Capital Investment Plan and overview of draft 2031-2037 CIP Investments.

Presenters: Ken Shonkwiler, Capital Investment Plan Project Manager
Christine Lewis, Metro Councilor and OMPOC Chair

9:45am to 10:25am

2027 State Legislation Preparation

Prepare for the 2027 state legislation in coordination with League of Oregon Cities (LOC) and Association of Oregon Counties (AOC).

Presenters: Legislative affairs representatives from LOC and AOC

10:25am to 10:55am

Rebuilding Our Transportation Vision Work Group

Overview and insights into this [Workgroup](#)

Presenter: Susan Peithman, ODOT Project Manager, Rebuilding Our Transportation Vision

10:55am to 11:10am

Break

11:10am to 11:40am

OMPOC Priorities

Review 2025 OMPOC priorities (see attached) and discuss initial adjustments along with a process to finalize in preparation for the 2027 legislative session.

Presenter: Kelly Clarke, Principal Transportation Planner, Central Lane MPO

11:40am to 12:00pm

ODOT Update including a presentation on the Oregon Highway Plan update.

Presenter: Erik Havig, ODOT Statewide Policy and Planning Manager

12:00am to 1:00pm

Join for lunch provided by Metro!

Roundtable update from each MPO (In the interest of time, keep to high points and priorities)

Presenters: All OMPOC members

1:00pm to 2:00pm

Tour of the Historic Willamette Falls Locks to learn about the [regional project](#) to return the locks to public use.

PLEASE NOTE: Tour start will be directly across the street from the Historic West Linn City Hall. Please bring sturdy, close-toed walking shoes. Your guide will supply a high-visibility vest and hard hat; both are to be worn at all times during the tour. A liability waiver will be required to be completed and signed by each visitor before each tour, regardless of being on a prior tour.

Oregon Metropolitan Planning Organization Consortium (OMPOC)

2025 Legislative Priorities

OMPOC is a partnership of Oregon's eight Metropolitan Planning Organizations working together on matters of mutual interest and statewide significance and representing approximately 70% of Oregon's population. OMPOC has long advocated for increased investment in active transportation and transit; a safe transportation system for all Oregonians; and sustainable transportation funding.

OMPOC presents the following priorities for a 2025 State Transportation Package.

Core Operations and Maintenance	Oregon's transportation system is underfunded. If this continues, existing local and state infrastructure will fail, requiring more expensive repairs or even more expensive rebuilds. We must invest in the system we have to ensure it is safe, resilient, and reliable. A stable, significant investment in state and local transportation facilities will help address this situation.
Transportation Safety	Traffic fatalities and serious injuries have continued to rise in the last few years. Increasing investments in safety improvements that minimize conflicts between transportation modes, such as ADA compliant pedestrian crossings and adequate bike infrastructure, are necessary to make Oregon communities safer. Over the last five years, some areas in Oregon have been facing significant increases in the loss of life along roadways. These include fatal vehicular crashes, bike crashes, and those involving pedestrians. From our view, more funding available for investment in safety projects will make a difference.
Diversify and Index Full Range of Transportation Revenue Sources	The gas tax buying power has been significantly reduced. We must stop this continued erosion and stabilize revenue for transportation investments. This should include establishing a fee structure based on the true impact of vehicles on Oregon's transportation infrastructure. We support a discussion of both state and local revenue sources including, but not limited to, those listed below. All must be indexed to inflation and all state roadway revenues should be shared with Counties and Cities. • Road user fee • Electric Vehicle registration fee • Studded tire fee • City gas tax • County registration fee at the cap • Maintain current 50-30-20 funding distribution allocations • Retail Delivery Fee

Additional Transit Funding	Transit is critical to connecting communities. One of the most significant investments made in HB 2017 was an annual infusion of transit funding to build capacity and create inter-community connections. We must continue this investment with a focus on underserved communities, and inter-community transit investment. Funding to support core transit operations and maintenance is critical to maintaining a complete and safe system that is compelling and efficient for people to use.
Finish Projects in HB 2017 and of Statewide Significance	There are 43 projects across Oregon that were part of the commitments made in 2017. The scale of these investments was historic in scope and resulted from a significant bipartisan effort, but not all have been completed. These projects must be completed because they remain critical for all communities in Oregon; particularly the Interstate Bridge, and I-5 Rose Quarter. If these projects are not completed, bottlenecks and economic impacts will only worsen; other projects are needed to maintain a resilient transportation system that is jeopardized by future earthquakes. We also risk losing the public's confidence in the legislature's ability to deliver on commitments.