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# AGENDA

## Rogue Valley Metropolitan Planning Organization Policy Committee

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**Date:** Tuesday, January 25, 2022

**Time:** 2:00 p.m.

**Location:** Join Zoom Meeting

<https://us06web.zoom.us/j/87853899924?pwd=V1lrMllNTW5LYlcvdk9FSTNtNC8lZz09>

Meeting ID: 878 5389 9924

Passcode: 848212

Phone: +1 253 215 8782

**Contact:** Office Specialist, RVCOG: 541-423-1375

RVMPO website: [www.rvmpos.org](http://www.rvmpos.org)

1	Call to Order / Introductions / Review Agenda	Chair
Consent Agenda		
2	Review / Approve Minutes	Chair
Attachment	#1   RVMPO Policy Committee Meeting Draft Minutes <a href="#">12/28/2021</a>	
PUBLIC HEARING		
Chair will read the public hearing procedures		
3	Amendments to the 2021–2024 Transportation Improvement Program (TIP)	Ryan MacLaren
Background	<p>The Policy Committee is being asked to review the adoption of amendments to the 2021–2024 Transportation Improvement Program (TIP) to include the following project(s):</p> <ul style="list-style-type: none"><li>Adjust Project in TIP: OR66 over RR bridge &amp; E. Main St. over I-5 bridge (Ashland) (KN21180)</li></ul> <p>The 21-day public comment period and public hearing was advertised on or before Monday, January 3, 2022 in the <i>Medford Mail Tribune</i>, and information is currently available on the RVMPO website.</p>	
Attachment	#2   <a href="#">TIP Amendments</a> #3   <a href="#">TIP CRM</a> #4   <a href="#">Location and Maps</a>	

Action Requested	Approval of the Amendment	
Discussion Items		
4	Revised Application Form and Information	Karl Welzenbach
Background	With the proposed and accepted modifications to the application process, staff has developed a new set of application information.	
Attachment	#5   <a href="#">Revised application form</a> #6   <a href="#">Updated Evaluation Measures</a> #7   <a href="#">Updated Evaluation Scoresheet PDF (Excel)</a>	
5	Public Comment	Chair
Regular Updates		
6	RVMPO Planning Update <ul style="list-style-type: none"><li>OMPOC Rail Letter</li></ul>	Karl Welzenbach
7	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
8	Adjournment	Chair

- The next RVMPO Policy Committee meeting will be **Tuesday, February 22 2022, at 2:00 p.m.** online.
- The next RVMPO TAC meeting will be **Wednesday, February 09, 2022 at 1:30 p.m.** online.
- The next RVMPO PAC meeting is will be **Tuesday, Febuary 15, 2022, at 5:30 p.m.** online.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**Summary Minutes**  
**Rogue Valley MPO Policy Committee Meeting**  
**December 28, 2021**



The following attended:

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Scott Fleury	City of Ashland	
Mike Quilty	City of Central Point	664-7907
Ruth Jenks	City of Eagle Point	941-8537
Jim Lewis, <b>Chair</b>	City of Jacksonville	899-7023
John Vial	City of Medford	774-2000
Eleanor Ponomareff	City of Talent	535-1566
Dave Dotterrer	Jackson County	774-6118
Mike Baker	ODOT	774-6353
Paige West	RVTD	608-2429
<b>Alternate Voting Members Present</b>	<b>Organization</b>	<b>Phone Number</b>
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
<b>Interested Parties</b>	<b>Organization</b>	<b>Phone Number</b>
Darrin Neavoll	ODOT	
Mike Montero	RVMPO PAC	
Jay Domio	Jackson County	

RVMPO Policy Committee Meeting Agenda Packet: [December 28, 2021](#)

Full meeting recording: 2021-12-28 Audio Recording not available due to technical difficulties.

## **1. Call to Order / Introductions / Review Agenda**

2:00 p.m. | *Quorum: 6 Jurisdictions Represented*

## **2. Review / Approve Minutes**

*Scott Fleury moved to approve the November 30, 2021 Policy Committee meeting minutes as presented. Seconded by Mike Baker.*

*No further discussion.*

*Motion carried unanimously by voice vote.*

## **Public Hearing**

### **3. Amendment to the 2021-2024 Transportation Improvement Program (TIP)**

*Chair Jim Lewis opened the Public Hearing.*

*Mike Montero offered support for the amendment.*

*Chair Jim Lewis closed the Public Hearing.*

*Mike Quilty moved to approve the amendments as presented. Seconded by Scott Fleury.*

*No further discussion.*

*Motion passed unanimously by roll call vote.*

## **Action Items**

### **4. TAC Recommendations for Modifying Project Selection Process**

Recommendations from John Vial: 1. Add an additional check box stating, "Should state fund exchange be denied, does the jurisdiction intent to still pursue the project following federal process and paying full local match?" 2. The MPO restrict all applications that will follow the federal project delivery process (all CMAQ funded project or STBG projects that are not fund exchanged) to a minimum project cost of \$1 million. Thos applications that come under the proposed minimum will be accepted but subject to additional scrutiny by the TAC.

*Mike Quilty moved to approve the recommendations from the TAC with additional recommendations from John Vial. Seconded by Dave Dotterer.*

*No further discussion.*

*Motion passed unanimously by voice vote.*

## **Discussion Items**

### **5. Public Comment |**

*No Comments.*

## ***Regular Updates***

### **6. RVMPO Planning Update |**

*Provided by Karl Welzenbach regarding the census numbers not being available until the summer.*

### **7. Other Business / Local Business**

*Updates from the ODOT on Art Anderson's retirement.*

### **8. Adjournment**

3:00 p.m.

#### *Scheduled Meetings*

RVMPO Policy Committee | January 25, 2022 | 2:00 p.m.

RVMPO TAC | January 12, 2022 | 1:30 p.m.

RVMPO PAC | January 18, 2022 | 5:30 p.m.



# Rogue Valley Metropolitan Planning Organization

## Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City  
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: January 18, 2022  
TO: RVMPO Policy Committee  
FROM: Ryan MacLaren, Senior Planner  
SUBJECT: TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2021-2024 Transportation Improvement Program.

A press release for the 21-day public comment period and public hearing was sent on or before January 3<sup>rd</sup> to the Medford Tribune, and information is currently available on the RVMPO website. The RVMPO TAC & PAC have recommended approval of the amendment(s) listed. Information on the project(s) is listed, below: Information on the projects is enumerated, below:

### A. Adjust Project in TIP: OR66 over RR bridge & E. Main St. over I-5 bridge (Ashland) (KN21180)

Description: Add project scope, increase the Construction Phase by \$2M funded from Fix-It SW Bridge Program savings.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
OR66 over RR bridge & E. Main St. over I-5 bridge (Ashland)	Overlay bridge driving surfaces on two bridges, including new railing to improve safety for the traveling public.	n/a	Exempt (40 CFR § 93.126 Table 2) - reconstructing bridges no new lanes			Planning								\$ -
				21180	2019	Design	\$ 448,650	HB2017	\$ 51,350	ODOT	\$ 500,000			\$ 500,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				21180	2022	Construction	\$ 4,486,500	HB2017	\$ 513,500	ODOT	\$ 5,000,000			\$ 5,000,000
						Other					\$ -			\$ -
					Total FFY21-24		\$ 4,935,150		\$ 564,850		\$ 5,500,000	\$ -		\$ 5,500,000

Status: **Approved**

## CMR Transaction

Request Date: 9/22/2021 CMR Number: 21180-01 Project Lead (TPM/RE-CP): Oberlander, Elijah

Project Name: OR66 over RR bridge &amp; E. Main St. over I-5 bridge (Ashland)

KN: 21180 Region: 3 Area: Rogue Valley Project Delivery Phase: DAP

Funding Program 1: HB2017 BridgeSeismic Program 2: LOCAL Program 3:

Program 4: Program 5: Program 6:

STIP Amendment: Full Approval Authority: Delivery & Operations Administr MPO Amendment: ☒ Yes ☐ NoIGA Amendment: ☒ Yes ☐ No A & E Contract Amendment: ☐ Yes ☒ No Reset Baseline Project: ☐ Yes ☒ No

Change 1: Unanticipated Reason 1: 101 Adding scope

Change 2: Avoidable Reason 2: 301 Project estimate exceeds project budget

Change 3: Reason 3:

Current Scope: Deck overlays and deck repairs

Describe Scope Change: Adding Guardrail Replacement on E. Main St. and bridge rail retrofit on Greensprings highway over CORP.

Justification for Scope Change: Existing guardrail is not MASH compliant and a full replacement is recommended based on the Technical Guidance in RD18-01(B). The Bridge rail retrofit is the preferred option since full bridge rail replacement is not practical due to cost/benefit ratio.

Describe the Risk of not Approving the Scope Change: Project will not pass DAP milestone without DE for substandard guardrail and a DE is not warranted. A DE for the bridge rail without the retrofit is not warranted due to the low cost of upgrade.

	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open - 008	1/7/2019	1/7/2019	PS&E Submittal - 551	4/18/2022	4/18/2022
PDT Kick-off - 018	3/3/2021	3/3/2021	Bid Opening - 560	6/9/2022	6/9/2022
Project Initiation Phase Complete - 050	9/17/2021	9/17/2021	Forecasted 1st Note 735	8/15/2022	8/15/2022
DAP Phase Complete - 325	10/29/2021	10/29/2021	Forecasted 2nd Note 790	1/10/2023	1/10/2023
ROW EA Open - 470			Forecasted 3rd Note 796	10/24/2023	10/24/2023

Describe Schedule Change: No Schedule Change

Justification for Schedule Change: N/A

Describe the Risk of not Approving the Schedule Change: N/A

	Phase Total Estimated Cost	Requested Budget	Change
Planning	\$0	\$0	\$0
Preliminary Engineering	\$500,000	\$635,000	\$135,000
Right of Way	\$0	\$0	\$0

Status: **Approved**

## CMR Transaction

Request Date: 9/22/2021 CMR Number: 21180-01 Project Lead (TPM/RE-CP): Oberlander, Elijah

Project Name: OR66 over RR bridge &amp; E. Main St. over I-5 bridge (Ashland)

KN: 21180 Region: 3 Area: Rogue Valley Project Delivery Phase: DAP

Utility Relocation	\$0	\$0	\$0
Construction	\$3,000,000	\$5,000,000	\$2,000,000
Other	\$0	\$0	\$0
<b>Total:</b>	<b>\$3,500,000</b>	<b>\$5,635,000</b>	<b>\$2,135,000</b>

Describe Budget Change (Break down the change by Funding Program): Adding CN and PE funds from the bridge program. Jackson County will contribute \$50k to the project.

Justification for Budget Change: DAP Estimate exceeded project budget.

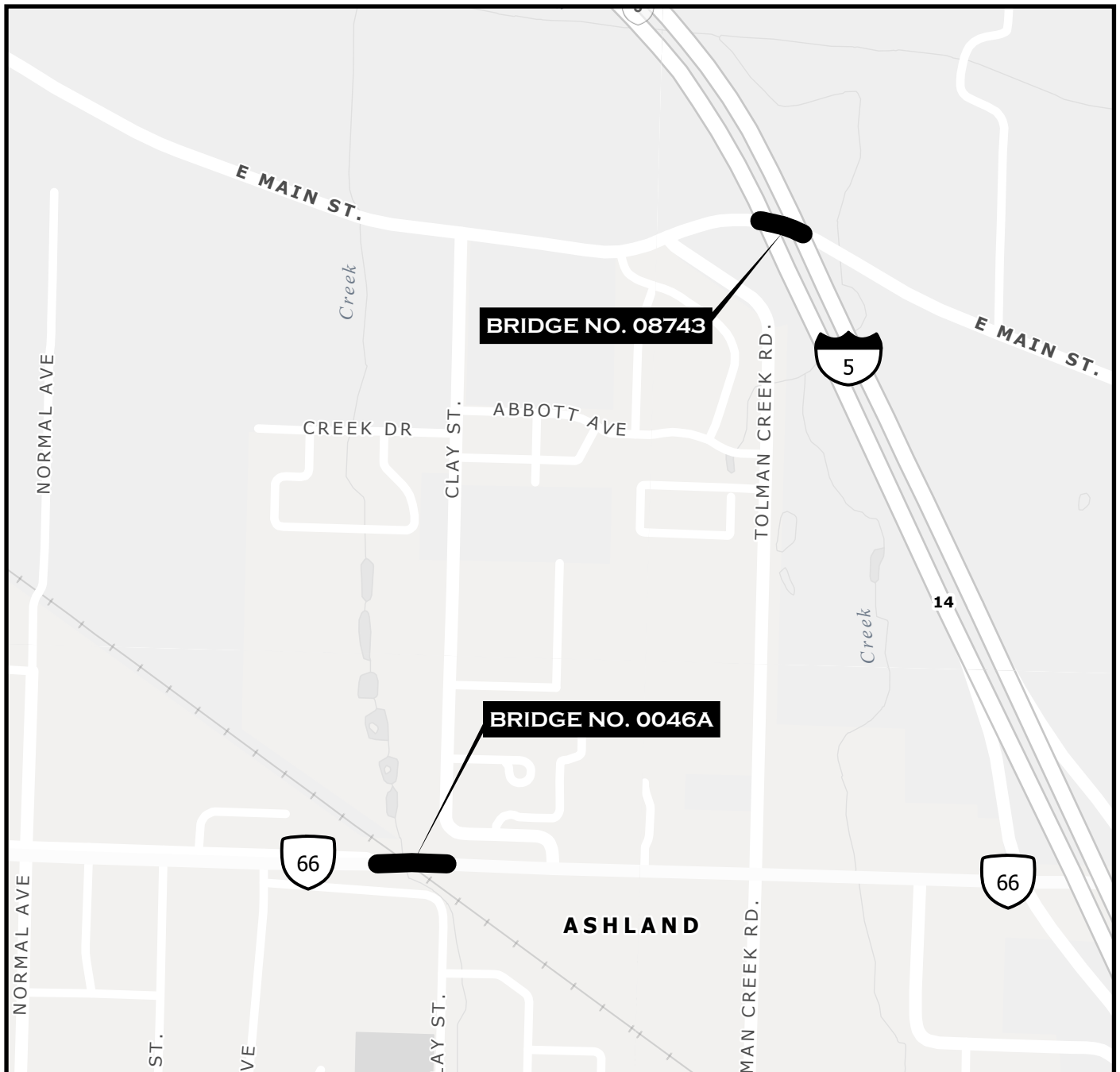
Describe the Risk of not Approving the Budget Change: Project will not pass DAP milestone.

	<u>Signatures</u>	<u>Dates</u>		<u>Signatures</u>	<u>Dates</u>
Funding Program Manager:	Hartman, Bert	10/15/2021	Additional Signator:		
STIP Coordinator:	Birch, Naomi	10/13/2021	Additional Signator:		
Area Manager:	Anderson, Art	10/8/2021	Additional Signator:		
Project Sponsor:	Griffin, Jeremiah	10/12/2021	Additional Signator:		
Tech Center Manager:	Thompson, Mark	10/12/2021	Additional Signator:		
Region Manager:	Neavoll, Darrin	10/14/2021	Additional Signator:		
Additional Signator:			Additional Signator:		



# STIP PROJECT LOCATION

## ODOT REGION 3



**ACT:** Rogue Valley ACT

**COUNTY:** Jackson

**CITY:** Ashland

## OR-66 OVER RR BRIDGE & E MAIN OVER I-5 BRIDGE (ASHLAND)

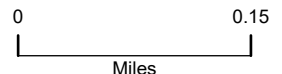
### KEY NO. 21180

#### STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

#### BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



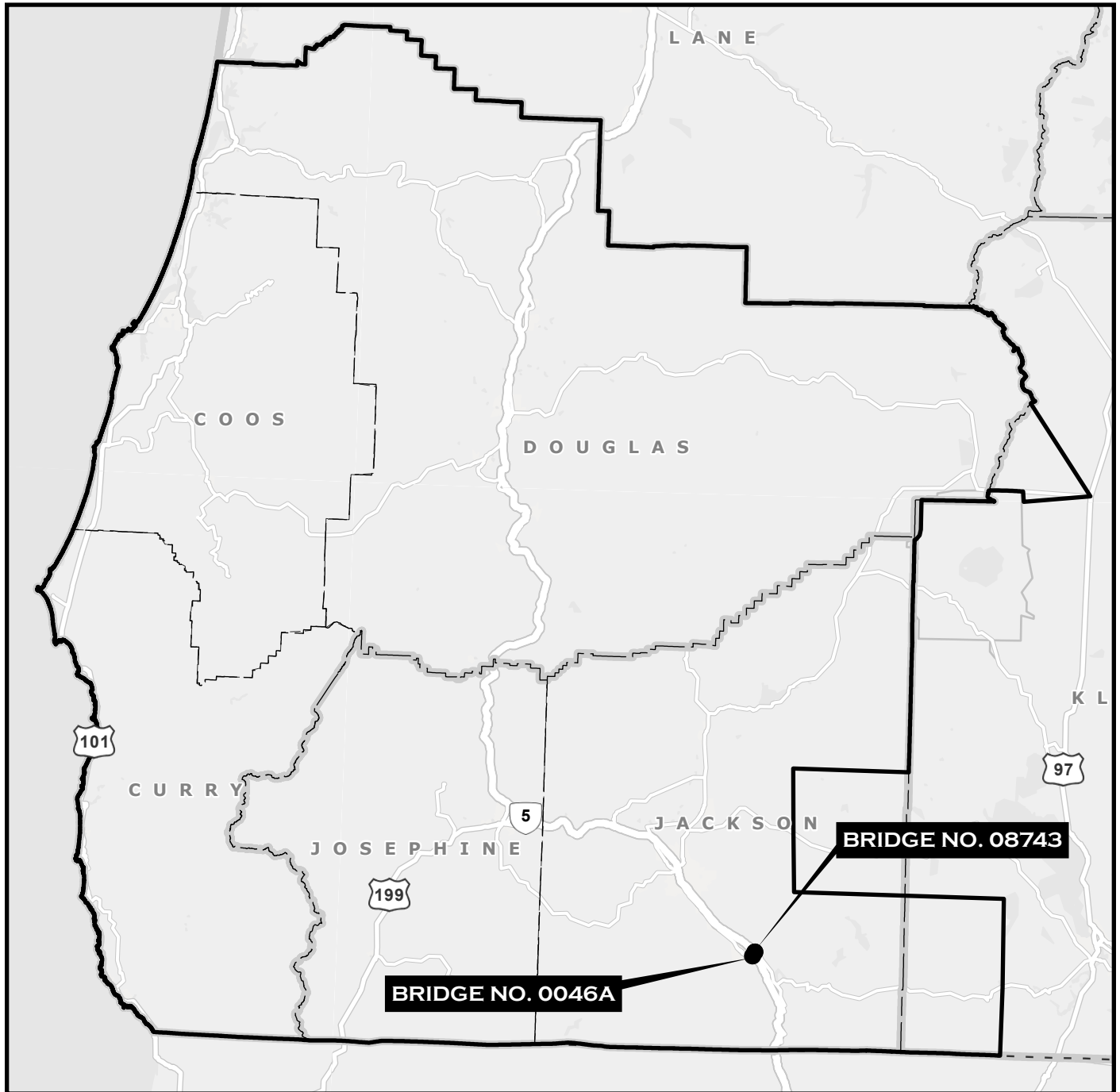
PRODUCED BY ODOT  
GIS UNIT | GIS NO. 23-52  
odotmaps@odot.state.or.us

**DATE:** 10/20/2021

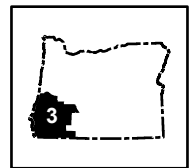
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# STIP PROJECT VICINITY

## ODOT REGION 3



**OR-66 OVER RR BRIDGE & E MAIN OVER I-5 BRIDGE (ASHLAND)**  
**KEY NO. 21180**



### STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

### BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



0 30  
Miles



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 GIS UNIT | GIS NO. 23-52  
 odotmaps@odot.state.or.us

**DATE: 10/20/2021**

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RVMPO Evaluation Measures

Goals and Project Funding Criteria-Table

Items in red will be part of CMAQ funding evaluation unless specifically disqualified (adds capacity, maintains existing facility/service)				
	2045 RTP Goal	FAST Act MPO Requirements	Evaluation Criteria	How Measured
1: <i>Mobility</i>	Plan for, develop and maintain a balanced multi-modal transportation system to address existing and future needs.	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.	1. Safety or security issue addressed; Accident/injury reduction	Describe safety problem, and how project would reduce number and severity of crashes. <b>Use ARTS Crash Reduction Factor List (If project demonstrates air quality benefit it will be evaluated for CMAQ.)</b>
			<b>2. Congestion relief/reduce delay</b>	<b>Level of Service improvement; idle time reduced. HDV may be calculated separately. (To qualify for CMAQ project must provide cost-effective congestion mitigation that provides an air quality benefit. If project adds capacity, it will not be considered for CMAQ.).</b>
			3. Promote connectivity (more direct travel, network infill)	Describe connectivity feature. If project reduces VMT it could help the region meet greenhouse emission requirements.
	Optimize safety and security of the transportation system.	Increase accessibility and mobility. Increase safety of the transportation system. Increase security of the transportation system.	4. AADT	Provide latest traffic count data
2: <i>Community Vitality &amp; Livability</i>	Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment and enhances quality of life.	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and planned growth and economic development.	1. Benefit/impact on senior, disabled, low-income, or minority populations	Does the project impact protected populations based on RVMPO Environmental Justice Plan
			2. Benefit to freight movement, commercial traffic	Does the project promote or support an increase in housing along transit routes. (If VMT reduction can be directly linked)
				Is the project located in a downtown, activity center, designated TOD or other mixed-use (residential/employment) area? Does the project support, or is it part of, a high-density (at least 10-unites/acre for housing) area? Describe the relationship
	Use transportation investments to foster economic opportunities.	Support economic vitality especially by enabling global competitiveness, productivity and efficiency.		Describe the benefit to movement of commercial vehicles. <b>(If project reduces truck VMT or emissions – esp. pre 1986 trucks – project will be evaluated for CMAQ).</b>
3: <i>Transportation Options</i>	Use incentives and other strategies to reduce reliance on single-occupant vehicles.	Increase accessibility and mobility.	<b>1. Encourage/support SOV reduction; Reduce auto dependence.</b>	<b>Does the project reduce SOV use; what elements of project contribute?</b>
				<b>Describe how the project will increase use of alternative modes. Utilize Adopted diversion factor worksheet for identifying number of bike/ped trips</b>
				<b>Provide total length of qualifying bicycle lane.</b>
				<b>Provide total length of qualifying sidewalks</b>
				<b>Identify Level of Stress (utilizing ODOTs Chapter 14 Analysis procedure for multi-modal projects)</b>
4: <i>Resource Conservation</i>	Maximize efficient use of transportation infrastructure for all users and modes.	Promote efficient system management and operation.	1. Address/mitigate environmental impacts	Describe project's benefit to natural environment. Does project include conservation features (ex. permeable surface)
			<b>2. Air quality benefit, long term including NOX and VOC.</b>	<b>If there are air quality benefit in addition to responses provided to RED-TEXT criteria, describe. Emission reductions and cost/benefit analysis will be done based on responses provided to items in red. Numbers supplied or staff-generated for Mobility item 4 will be used in this analysis.</b>
			3. Reduce greenhouse gas emissions (CO) <sub>1</sub>	Does the project reduce reliance on travel by combustion vehicles, or shift to lower-carbon fuel? (It's anticipated that projects contributing to the Alternative Measures will reduce GHG emissions.)
	Encourage use of cost-effective emerging technologies to achieve regional transportation goals.	Emphasize the preservation of the existing transportation system.	4. Use emerging/new technology	Describe technology to be incorporated into project.
			5. Preserves existing transportation asset	How does the project extend the life of facility without the construction of new facilities? Does the project refurbish existing facility? <b>(If facility is transit, bike or pedestrian it will be considered for CMAQ evaluation.)</b>
			6. Reduce VMT	Reduction formula based on project type.
			7. Improve system efficiency	Describe efficiency: Facility able to handle greater ADT without expansion; Improve other transportation function with smaller investment; reduced operational costs; other?
			8. Lifespan	Useful life of investment. For roadway projects, uniform lifespan applies as determined by predominate material used: concrete = 30 yrs; asphalt = 20 yrs; bike lanes = 20 yrs.
			9. Other public, private funding sources (leverage)	List overmatch, other funds

(1) Greenhouse gas emissions can be reduced by reducing congestion, increasing operational efficiency, supporting alternative modes reducing use of combustion vehicles, and shifting to lower-carbon fuels (<http://www.deq.state.or.us/eq/committees/lowcarbon.htm>).

RVMPO Project Evaluation, 2024 - 2027						Reduce number & severity of crashes		Improve level of service; Reduce idle time		Improve existing network, fill service gap		Underserved populations		Improve freight movement, commercail traffic		Reduce reliance on motor vehicle or single-occupant vehicle		Promote Transit/bike/ped		Level of Traffic Stress		Efforts exceeding requirements to benefit natural environment		Benefits beyond those identified in CMAQ analysis		Reduce CO emissions (urban form, lower-carbon fuel, reduce gas vehicle use)		Introduce technology new to RVMPO area; Implement ITS Plan		Preserves function of existing transportation asset		Estimated annual VMT reduction		Grant dollars expended per mile reduced		Handle greater ADT w/out expansion or improve system efficiency/capacity at lower cost		Useful life of investment		Projects w/lower federal share may	
App #	Agency	Project Name/Description	Total Cost	Amount Requested	Functional Class	Mobility				Community Vitality/Livability			Transporation Options				Resource Conservation																								
						Safety	Congest Reduct	Connec-tivity	Total Mobility	Under-served Pop (1)	Freight (2)	Total Livability	SOV Reduct	Encourage Alt. Mode	LOTS	Total Transpo Options	Mitigate Enviro Impacts	AQ Benefit (3)	GHG Reduct (4)	New Tech	Increase Facility Lifespan	VMT Reduction		Efficiency	Lifespan (years) (5)	Leverage (Federal Share)	Total Resource Conservtn														
																						Miles/Yr	Grant \$/Mile																		
1								0			###				####											#DIV/0!			#DIV/0!	0											
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0 = No identifiable link to criteria

1 = Low, Does little to fulfill criteria

2 = Medium, Contributes to criteria

3 = High, Strongly supports criteria

1. Based on Transportation Needs Assessment for Tradtionally Underserved Populations and Title VI & Env. Justice Plan 1 = Minor population impact, investment located within Title VI & EJ Plan mapped population area 2 = Moderate population impact, investment located within/along an Area of Concern (in Needs Assessment) 3 = Significant population impact, project addresses identified need in Needs Assessment
2. Assumes one truck/day @ each station (21*365); Trucks stop for 10 hrs. rest
3. Air Quality --Benefit considers: Emission reductions beyond those identified in CMAQ analysis; Cost effectiveness of air quality improvement (based on VMT reduction and population served); and Overall results of CMAQ analysis
4. Greenhouse Gas Reduction -- Benefit considers: Support for efficient urban form (downtowns and activity centers, compact and mixed-use development, transportation options); Reduced combustion vehicle use; and Shift to lower-carbon fuel. Scoring as follows:  1 = Addresses one of three category criteria 2 = Addresses two of three category criteria 3 = Addresses all three category criteria
5. Per TAC agreement (Oct. 10, 2011) road project lifespan determined by material used. Predominately concrete project = 30 year; asphalt = 20 years; bicycle lanes=20 years; concrete sidewalk 30 years



DATE

Oregon Legislative Delegation  
Oregon Transportation Commission  
Oregon Department of Transportation

### **Re: Transportation and Working with Rail**

Members of Oregon's Legislative Delegation, OTC, and ODOT:

The Oregon Metropolitan Planning Organization Consortium (OMPOC) is a partnership of all of Oregon's urban areas, working together on transportation related matters of mutual interest and statewide significance and representing approximately 70% of Oregon's population.

OMPOC has established the following legislative priorities supporting the types of investments and actions that can put people back to work, rebuild our economy, help reduce greenhouse gas emissions, and improve the quality of life for us all, particularly those harmed by previous policies and investments:

1. Robustly fund multimodal transportation projects and transportation planning
2. Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency of our transportation system
3. Ensure that transportation investments prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy.
4. Invest locally and support local engagement, direction, and planning of the transportation system
5. Improve transit access, impact, and help build more transit projects across the country
6. Ensure smaller MPO needs are included in policy and programming decisions

OMPOC and the local city and county jurisdictions OMPOC represents are actively planning, programming, designing, and constructing the projects that will address these priorities. We recognize that the need is great and timing is essential to build out our complete multi-modal transportation network as it is a critical component to meeting our statewide efforts to increase density and address affordable housing needs, climate change, equity, resiliency, and more.

One of the challenges our local agencies are facing when trying to build new paths, trails, and other multi-modal facilities is coordinating with rail entities. Issues raised include, but are not limited to:

- Difficulties in finding the appropriate contact to discuss and authorize work.
- Delays in obtaining and securing permits; including crossing orders and encroachment permits.
- Evolving policies and regulations resulting in project denials and/or changes well into project schedules.
- Lengthy review process and gaps in communication.
- Cost in terms of staffing time; project delays; crossing improvement/rebuild requirements; responding to changes in policies and regulations; purchase of right-of-way; requirement that railroad inspectors must be present during all permitted construction work within the railroad's right-of-way at the expense of the project owner; etc.
- Yearly maintenance fees to the order of \$20,000-\$30,000 per crossing assessed in perpetuity on improved rail crossings.

# *Oregon* **MPO** CONSORTIUM

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OMPOC understands the legal framework in which the rail industry operates but recognizes opportunities to collaborate as good community partners working towards supporting the movement of freight, goods, and people within and beyond Oregon with a safe multi-modal transportation network.

OMPOC urges the Oregon Federal Delegation, Oregon Transportation Commission, and Oregon Department of Transportation to help support local agencies by addressing a barrier to delivering the projects that will move Oregon towards realizing a safe, equitable, and viable multi-modal transportation system. More specifically, OMPOC asks that you engage the appropriate rail industry representatives in developing solutions for enhanced collaboration and a reconsideration of yearly maintenance fees.

OMPOC deeply thanks the Oregon delegation, OTC, and ODOT for their work on behalf of the State of Oregon. We appreciate your consideration in this matter.

**NEW CHAIR**, OMPOC Chair

Encl: **Full summarization of rail issues?**

Cc: **Federal Delegation** - Senator Jeff Merkley, Senator Ron Wyden, Representative Suzanne Bonamici, Representative Cliff Bentz, Representative Early Blumenauer, Representative Peter DeFazio, Representative Kurt Schrader  
**State Delegation** - Senator Lee Beyer, Co-Chair Joint Committee On Transportation, Representative Susan McLain, Co-Chair Joint Committee On Transportation, Senator Brian Boquist, Co-Vice Chair Joint Committee On Transportation, Representative Ron Noble, Co-Vice Chair Joint Committee On Transportation  
**Oregon Department of Transportation** – Director Kris Strickler, Erik Havig, Amanda Pietz  
**OMPOC Board** – Darrin, Lane, Walt Perry, Barbara Campbell, Phil Chang, Patrick Malone, Matt Lehman, Steve Moe, Caitlin Vargas, Shirley Craddick, Lynn Peterson, Rick Riker, Mike Quilty, Jim Lewis, Cathy Clark, Sadie Carney  
**OMPOC Staff** – Catherine Rohan, Nick Meltzer, Tyler Deke, Paul Thompson, Kelly Clarke, Steve Dobrinich, Tom Kloster, Karl Welzenbach, Mike Jaffe