
AGENDA

Rogue Valley Metropolitan Planning Organization

Policy Committee



Date: Tuesday, July 27, 2021

Time: 2:00 p.m.

Location: Jefferson Conference Room
RVCOG, 155 N. 1st Street, Central Point
Transit: served by RVTB Route #40
Phone: 541-423-1399 pin 3000

Contact: Office Specialist, RVCOG: 541-423-1375
RVMPO website: 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 06/22/2021	
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 and adoption of amendments to the 2021–2024 Transportation Improvement Program (TIP) to include the following project(s):</p> <ul style="list-style-type: none">• OR99 Glennwood-Colman Creek• OR99: I-5 to Scenic Ave <p>The 21-day public comment period and public hearing was advertised on or before Tuesday, July 1, 2021, in the <i>Medford Mail Tribune</i>, and information is currently available on the RVMPO website.</p>	
Attachment	#2 TIP Amendments #3 Additional Information for both projects	
Action Requested	Adoption of the Amendments.	

Action Items		
4	Discussion and Approval of OMPOC Policy Paper	Karl Welzenbach
Background	This policy paper is a revised version of the one that OMPOC agreed to several years ago. In general, staff agrees with the goals and issues highlighted in the document. There is one issue that staff does not agree with which is highlighted in the version provided to the Policy Committee. OMPOC is requesting that each of the member MPO Policy Committees approve the draft as written prior to the next OMPOC meeting to be held on July 30 th of this year. Staff is looking for direction on how to proceed.	
Attachment	#4 OMPOC Policy Paper	
Action Requested	Discussion, clarification, and adoption of acceptable language	
Discussion Items		
5	Public Comment	Chair
Regular Updates		
6	RVMPO Planning Update	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, August 24, 2021, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO TAC meeting will be **Wednesday, August 11, 2021 at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, August 17, 2021, at 5:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.

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
June 22, 2021



The following attended:

Voting Members	Organization	Phone Number
Stephen Jensen	City of Ashland	488-6002
Mike Quilty, Vice Chair	City of Central Point	664-7907
Jim Lewis, Chair	City of Jacksonville	899-7023
Kevin Stine	City of Medford	774-2000
Al Muelhoefer	City of Phoenix	707-951-1139
Eleanor Ponomareff	City of Talent	535-1566
Dave Dotterrer	Jackson County	774-6118
Art Anderson	ODOT	774-6353
Alternate Voting Members Present	Organization	Phone Number
Scott Fleury	Ashland	On File
Sarah Spansail	Medford	On File
Alex Georgevitch	Medford	On File
John Vial	Jackson County	On File
Paige West	RVTD	On File
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	Phone Number
Mike Baker	ODOT	
Mike Montero	RVMPO PAC	

Full meeting recording: [2021-05-22 Audio Recording](#) Due to technical difficulties meeting recording starts right after the presentation item #3.

1. Call to Order / Introductions / Review Agenda

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

2. Review / Approve Minutes:

Stephen Jensen moved to approve the April 25, 2021 Policy Committee meeting minutes as presented. Seconded by Dave Dotterer.

No further discussion.

Motion carried unanimously by voice vote.

Presentations

3. 24-27 STIP Enhance Highway Program 00:00 – 07:14

00:55 | Question from Jim Lewis: *Did the other committees have anything to say?*

The PAC had some concerns about being asked to weigh in on proposed projects they did not have a working knowledge of. The TAC thought the South Stage climbing lane projects were strong candidates due to the large number of vehicles it serves. In the Grants Pass area, they are looking at the South Y and 199.

02:47 | Question from Eleanor Ponomareff: *As far as the definition of congestion, this would not take into account dangerous situations or emergency situations, correct?*

Yes, this would only consider usual or daily congestions. Any other congestion would use different funds. Anything else would use a safety or emergency funding.

03:33 | Question from Eleanor Ponomareff: *Is part of the way these projects are scored include how long the project would be obsolete?*

The projects have to be consistent with plans, these are typically forward-looking projects. Many of them look about 20 years into the future for their lives.

04:39 | Question from Stephen Jensen: *Do we feel this list could use some additions, or is this a solid enough list?*

If there are any other projects that meet all the criteria and are consistent with state and local region plans, it can be added. We will not be putting in applications for every single project presented today.

06:01 | Statement from Mike Quilty: *Going back 15 years, the West Coast Corridor Coalition did a study of freight bottlenecks, the climbing lanes on I-5 were of interest to all the west coast's freight industry. Some of the problems were addressed, but these projects would go a long way to helping with the bottlenecks.*

Public Hearing

4. Amendments to the 2021-2024 Transportation Improvement Program (TIP) 07:14 – 13:31

Jim Lewis opened the Public Hearing.

No comments were received.

Jim Lewis closed the Public Hearing.

12:12 | *Mike Quilty moved to approve the amendments to the 2021-2024 TIP as presented. Seconded by Dave Dotterer.*

No further discussion.

Motion carried unanimously by roll call vote.

Action Items

5. Discussion and Approval of OMPOC Policy Paper 13:31 – 27:28

25:39 | *Statemen from Eleanor Ponomareff: It seem like the purpose on #3 is equity, which has been a big focus with the state. However, the wording seems to be a bit tone deaf. Perhaps a wording change could be done to show the purpose is equity, instead of just acknowledging the damages done in the past.*

This document will be sent out, any changes like this are encouraged to be put on the document.

Discussion Items

6. Public Comment | 27:28 – 27:52

No Comments

Regular Updates

7. RVMPO Planning Update | 27:52 – 35:30

Provided by Karl Welzenbach regarding the discussions held for the Covid-19 funding, and possible return to in-person meetings.

8. Other Business / Local Business 35:30 – 48:44

Update by Medford and ODOT.

9. Adjournment

3:55 p.m.

Scheduled Meetings

RVMPO Policy Committee | July 27, 2021 | 2:00 p.m.

RVMPO TAC | July 14, 2021 | 1:30 p.m.

RVMPO PAC | July 20, 2021 | 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: July 20, 2021
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 July 2nd 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: *OR99: Glenwood – Coleman Creek (KN 22384)*

Description: Increase the project estimate by \$12.5M and add a Construction phase, moving funds from project keys 21351 and 21721, adding Statewide Transportation Improvement Fund (STIF) program funds, and adding \$8M in Fix-It funds, Add OTH Phase, Slip UR to FF22.

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														
OR99: Glenwood - Coleman Creek	Widen road to add sidewalk, bike lane. Update ADA and Pedestrian crossings and transit locations to improve safety.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety			Planning								\$ -
				22384	2021	Design	\$ 897,300	Fix-It R3	\$ 102,700	ODOT	\$ 1,000,000			\$ 1,000,000
				22384	2021	Land Purchase	\$ 5,832,450	Fix-It R3	\$ 667,550	ODOT	\$ 6,500,000			\$ 6,500,000
				22384	2021	Utility Relocate	\$ 1,525,410	Fix-It R3	\$ 174,590	ODOT	\$ 1,700,000			\$ 1,700,000
				22384	2024	Construction	\$ 897,300	Fix-It R3	\$ 102,700	ODOT	\$ 1,000,000	\$ 4,500,000	ODOT	\$ 5,500,000
				22384	2022	Other	\$ 269,190	Fix-It R3	\$ 30,810	ODOT	\$ 300,000			\$ 300,000
					Total FFY 21-24			\$ 9,421,650		\$ 1,078,350		\$ 10,500,000	\$ 4,500,000	

B. Adjust Project in TIP: *OR99: I-5 to Scenic Ave (KN 20185)*

Description: Increase Construction estimate by \$909,000 from Region 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														
OR99:I-5 to Scenic Ave	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	926	Carried over from 2018-21 conforming TIP. Exempt (40 CFR § 93.126 Table 2)			Planning								\$ -
				20185	2018	Design	\$ 373,000	HSIP			\$ 373,000			\$ 373,000
				20185	2021	Land Purchase	\$ 10,144	HSIP	\$ 856	ODOT	\$ 11,000			\$ 11,000
				20185	2022	Utility Relocate	\$ 92,220	HSIP	\$ 7,780	ODOT	\$ 100,000			\$ 100,000
				20185	2022	Construction	\$ 3,926,652	HSIP	\$ 260,348	ODOT	\$ 4,187,000			\$ 4,187,000
						Other					\$ -			\$ -
					Total FFY21-24		\$ 4,402,016		\$ 268,984		\$ 4,671,000	\$ -		\$ 4,671,000

Status: **Approved**

CMR Transaction

Request Date: 2/24/2021 CMR Number: 22384-P1 Project Lead (TPM/RE-CP): Shoemaker, Justin

Project Name: OR99: Coleman Creek - Glenwood

KN: 22384 Region: 3 Area: Rogue Valley Project Delivery Phase: Project Initiation

Funding Program 1: FIX-IT REGION 3 Program 2: OTHER Program 3: FIX-IT SW SWIP BIKPE

Program 4: FIX-IT SW BIKE/PED Program 5: Program 6:

STIP Amendment: Full Approval Authority: ODOT Director MPO Amendment: ☒ Yes ☐ NoIGA Amendment: ☐ Yes ☒ No A & E Contract Amendment: ☐ Yes ☒ No Reset Baseline Project: ☐ Yes ☒ No

Change 1: Elective Reason 1: 302 Additional budget added

Change 2: Reason 2:

Change 3: Reason 3:

Current Scope: Project will upgrade the road from the north terminus of Coleman Creek culvert to Glenwood Road. It consists of widening the road for sidewalks and bike lanes, building three improved pedestrian crossings and rebuilding six bus stops.

Describe Scope Change: N/A

Justification for Scope Change: N/A

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

	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open - 008	2/5/2021		PS&E Submittal - 551	10/16/2023	
PDT Kick-off - 018			Bid Opening - 560	12/14/2023	
Project Initiation Phase Complete - 050			Forecasted 1st Note 735		
DAP Phase Complete - 325	8/16/2021		Forecasted 2nd Note 790		
ROW EA Open - 470	9/15/2021		Forecasted 3rd Note 796		

Describe Schedule Change: This is the initial schedule for planning purposes, which may be slightly adjusted after the completion of the project initiation phase and the zero CMR.

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	\$1,000,000	\$1,000,000	\$0
Right of Way	\$1,000,000	\$6,500,000	\$5,500,000

Status: **Approved**

CMR Transaction

Request Date: 2/24/2021 CMR Number: 22384-P1 Project Lead (TPM/RE-CP): Shoemaker, Justin

Project Name: OR99: Coleman Creek - Glenwood

KN: 22384 Region: 3 Area: Rogue Valley Project Delivery Phase: Project Initiation

Utility Relocation	\$500,000	\$1,700,000	\$1,200,000
Construction	\$0	\$5,500,000	\$5,500,000
Other	\$0	\$300,000	\$300,000
Total:	\$2,500,000	\$15,000,000	\$12,500,000

Describe Budget Change (Break down the change by Funding Program): Current project was approved by the ODOT Director to start the PE and UT phases (\$2.5M) in anticipation of the OTC's approval of COVID-19 relief funding for the ROW, CN and OT phases (\$1M of the \$2.5M was subsequently administratively amended into the ROW phase after receiving advance acquisition approval from FHWA). The OTC approved \$8M at their Mar 11, 2021 meeting for the project. This request also adds additional funding from STIF (\$1M), SRTS (\$2.1M) and SWIP (\$1.4M) to fully fund all phases of the project for \$15M.

Justification for Budget Change: All phases of the project need to be fully funded. This action will combine previously approved Region 3 funding of \$1M for PE, \$1M for ROW and \$500K for UT work, along with OTC approved funding of \$5.5M for ROW, \$1.2M for UT, \$1M for CN and \$300K for OT. An additional \$4.5M of SRTS (\$2.1M), SWIP (\$1.4M) and STIF (\$1M) will fully fund the CN phase.

Describe the Risk of not Approving the Budget Change: We will not be able to proceed with a fully funded STIP project.

	<u>Signatures</u>	<u>Dates</u>		<u>Signatures</u>	<u>Dates</u>
Funding Program Manager:	Marmon, Jennifer	3/23/2021	Additional Signator:	Baker, Michael	3/24/2021
STIP Coordinator:	Birch, Naomi	3/23/2021	Additional Signator:		
Area Manager:	Anderson, Art	2/24/2021	Additional Signator:		
Project Sponsor:	Anderson, Art	2/24/2021	Additional Signator:		
Tech Center Manager:	Thompson, Mark	3/25/2021	Additional Signator:		
Region Manager:	Neavoll, Darrin	3/25/2021	Additional Signator:		
Additional Signator:	Griffin, Jeremiah	3/16/2021	Additional Signator:		

Status: **Approved**

CMR Transaction

Request Date:	6/2/2021	CMR Number:	20185-01	Project Lead (TPM/RE-CP):	Oberlander, Elijah
Project Name:	OR99: I-5 to Scenic Ave.				
KN:	20185	Region:	3	Area:	Rogue Valley
Project Delivery Phase:	DAP				

Funding Program 1:	FIX-IT REGION 3	Program 2:	LOCAL	Program 3:	
Program 4:		Program 5:		Program 6:	
STIP Amendment:	Admin	Approval Authority:	None	MPO Amendment:	<input checked="" type="radio"/> Yes <input type="radio"/> No
IGA Amendment:	<input type="radio"/> Yes <input checked="" type="radio"/> No	A & E Contract Amendment:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Reset Baseline Project:	<input type="radio"/> Yes <input checked="" type="radio"/> No

Change 1:	Avoidable	Reason 1:	302 Additional budget added
Change 2:		Reason 2:	
Change 3:		Reason 3:	

Current Scope: Convert the current four lane roadway to a three lane roadway with a continuous two-way left turn lane on OR 99 from MP 0.42 to MP 1.64, install a traffic signal at OR 99/Scenic Avenue intersection.

Describe Scope Change: No Scope Change

Justification for Scope Change: N/A

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

	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open - 008	2/12/2019	2/12/2019	PS&E Submittal - 551	7/25/2022	7/25/2022
PDT Kick-off - 018	6/10/2020	6/10/2020	Bid Opening - 560	9/14/2022	9/14/2022
Project Initiation Phase Complete - 050	12/16/2020	12/16/2020	Forecasted 1st Note 735	11/18/2022	11/18/2022
DAP Phase Complete - 325	6/28/2021	6/28/2021	Forecasted 2nd Note 790	9/8/2023	9/8/2023
ROW EA Open - 470	6/28/2021	6/28/2021	Forecasted 3rd Note 796	6/27/2024	6/27/2024

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	\$373,000	\$373,000	\$0
Right of Way	\$11,000	\$11,000	\$0

Status: **Approved**

CMR Transaction

Request Date: 6/2/2021 CMR Number: 20185-01 Project Lead (TPM/RE-CP): Oberlander, Elijah

Project Name: OR99: I-5 to Scenic Ave.

KN: 20185 Region: 3 Area: Rogue Valley Project Delivery Phase: DAP

Utility Relocation	\$100,000	\$100,000	\$0
Construction	\$3,278,000	\$4,187,000	\$909,000
Other	\$0	\$0	\$0
Total:	\$3,762,000	\$4,671,000	\$909,000

Describe Budget Change
(Break down the change by
Funding Program):

Adding \$909,000 to the CN Phase

Justification for Budget
Change:

DAP Estimate exceeds programmed funds

Describe the Risk of not
Approving the Budget
Change:

The project will not be able to pass the DAP milestone.

SignaturesDates

Funding Program Manager: Carpenter, Jered

6/9/2021

Additional Signator:

SignaturesDates

STIP Coordinator: Birch, Naomi

6/4/2021

Additional Signator:

Area Manager: Anderson, Art

6/4/2021

Additional Signator:

Project Sponsor: Griffin, Jeremiah

6/3/2021

Additional Signator:

Tech Center Manager: Thompson, Mark

6/9/2021

Additional Signator:

Region Manager: Neavoll, Darrin

6/9/2021

Additional Signator:

Additional Signator:

Additional Signator:

**OREGON METROPOLITAN PLANNING ORGANIZATION CONSORTIUM:
2021 TRANSPORTATION PRIORITIES**

The Oregon MPO Consortium (OMPOC) is a partnership of Oregon's eight Metropolitan Planning Organizations (MPOs), 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 lowering transportation related greenhouse gas emissions.

OMPOC supports congressional leaders and the Biden Administration's bold transportation and infrastructure bill and the clear acknowledgment that these types of investments can put people back to work, rebuild our economy, help reduce greenhouse gas emissions, and improve the quality of life for all Americans, particularly those harmed by previous policies and investments.

OMPOC feels that not only is the need obviously great, but that the time is right to turn many of the themes already reflected in the Moving Forward Act and President Biden's Build Back Better proposal from principles into policy and action. Themes aligning with OMPOC's transportation priorities are:

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 support 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

OMPOC encourages the policies and actions below to address each priority.

1.) Robustly fund multimodal transportation projects and planning

Oregon's MPOs demonstrate the power of transportation investment to help nurture, grow, and support communities and economic development and we have long supported efforts to increase transportation funding. Now, more than ever, those efforts are needed to help put people back to work, building a more efficient, affordable, greener, transportation system that helps everyone access the transportation system they need. We support all proposals on the table to increase transportation funding.

In particular, OMPOC supports policies that will:

- Implement increased long-term, stable funding that supports maintaining and upgrading the federal highway and transit system
- Fund multi-modal transportation projects, through formula funding and competitive grant programs such as RAISE and INFRA
- Simplify applications for discretionary grant programs by creating an online application and benefit-cost analysis (BCA) process so that small, rural and limited-capacity agencies can more easily access federal funds
- Provide dedicated funding for complex, multi-modal, hard to finance bridge projects such as the proposed Projects of National and Regional Significance grant program
- Incorporate innovative financing mechanisms, including Build America Bonds and the TIFIA program, recognizing that these provisions are helpful adjuncts to, but do not replace the need for, robust federal funding
- ~~Provide financial support and flexibility for~~Support state and local efforts to pilot and implement innovative funding mechanisms such as congestion pricing and mileage-based user fees ~~and urge/lobby/propose federal transition away from the gas tax~~

Commented [KW1]: Here is where we need to present our support for alternative funding mechanisms for transportation

Commented [TD2]: The feds should lead the transition away from the gas tax. The one-off approach now occurring will only delay widespread adoption of a new fee system/structure.

Commented [KW3]: Agree with Tyler here ... I believe we should actually promote the idea of a VMT style fee/tax

- Increase the federal share of funding on transit projects and roadway projects in order to jumpstart building back better and put people back to work
- Dedicate funding to support the facilitation and transfer of orphan highways¹ to local ownership and to ensure that the condition of and infrastructure on these roads reflects their current use

Commented [KW4]: I would state that we want to “increase the federal share for transportation related projects” and keep it that inclusive

Commented [TD5]: Does this require additional descriptive language? Will federal legislative staff understand this?

2.) Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and increase the resiliency of our transportation system

Oregon’s MPOs are focused on making our transportation system safer, more affordable, and more accessible. At the federal level, there are key areas where federal help is needed in order to reduce greenhouse gas emissions, increase the resiliency of our transportation system, and improve safety.

Reduce Greenhouse Gas Emissions

In the US and in Oregon, the transportation sector is the largest greenhouse gas contributor. Any meaningful action on climate change must involve the transportation system.

There are many meaningful policy actions that will help address climate change through transportation policy. In particular we support policies add additional funding to:

- Reinstate performance metrics that require the tracking of greenhouse gas emissions, as outlined in the Moving Forward Act, and develop new metrics to track vehicle miles travelled as key indicators of state progress in tackling climate change
- Increase investments that will reduce transportation related greenhouse gas emissions through alternative fuels and electrification of the transportation system including electric vehicles, micro mobility options, and zero emissions transit vehicle infrastructure

Commented [TD6]: New/additional funding should be attached to these types of requests. Otherwise, it’s an unfunded mandate and we (MPOs and state DOTs) will need to do more within our already stretched budgets.

Commented [TD7]: Do we want to broaden this include other fuels (e.g. hydrogen)?

Commented [KW8R7]: Again, here I agree with Tyler... Hydrogen fuel cells are well within our technological capabilities

Based on Metro’s Climate Smart Strategy, we know that the most important thing we can do to reduce greenhouse gas emissions created by our transportation system is to encourage more people to take transit and walk or bike, rather than drive. Those systems are only viable options for people when they are affordable, efficient, and available. Decades of underfunding our transit system and our active transportation system have made it difficult for many people to choose to walk, bike, or take transit. We urge Congress to work to increase the funding available for transit capital, transit operations and service, and walking and biking projects, in order to give people true climate-friendly options.

Increase the Resiliency of Our Transportation System

The last year has made it clear how vulnerable our state and local transportation system is to natural disasters. As the understanding and concern of a possible Cascadia subduction zone earthquake increases, we must prepare our system for withstanding and supporting recovery post-earthquake. We also need to fund and support responses to wildfires, landslides, flooding, and other natural disasters, and planning to increase our resiliency and improve recovery. There are many ways the federal system interacts with bridges, roadways and other infrastructure that are critical lifelines in case of natural disasters and other emergencies. We ask Congress to advance resiliency as a key outcome in federal grant programs, dedicate funding to support capital projects to improve resiliency, and acknowledge that resiliency needs differ across the country, from flooding and coastal degradation, to earthquake preparedness, to fire safety.

Last year our region experienced unprecedented wildfires within close proximity to our urban areas. We recognized failures within our transportation system in the midst of the crisis as our notifications systems and evacuation routes

¹ “Orphan highways” are roads that were once farm-to-market highways and state highways that connected population centers, but now serve as roadways that include businesses, transit, neighborhood centers, and main streets. As a result they are no longer safe for the day-to-day use they have, becoming a place with higher conflict between cars and active transportation users. Creating a new fund to prioritize making the roads better reflect their current, urban uses is vital to meeting climate, safety, and economic development.

were bombarded with desperate users. Research and experience also demonstrate that climate change and natural hazards have a disproportionate effect on historically marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects.

~~As a region, we are working to refine our emergency route planning and we require resources to insure reliable, sufficient transportation routes during these events.~~ We need dedicated funds for planning, interagency coordination, maintenance and capital improvements to strengthen current [emergency](#) routes and identified lifelines. This type of coordinated, multi-jurisdictional planning is complicated, expensive, and valuable because it helps jurisdictions identify and prioritize needs. ~~In our region, identified~~ [identified](#) needs include the reconstruction of critical bridges, and shoring up critical connections across the region to help provide emergency medical treatment, food, water and services after natural disasters. These are big projects that emerge from multi-disciplinary collaboration of emergency management with transportation planning, engineering, operations, transit, port, and public works staff. Local jurisdictions and emergency management agencies need to integrate community resilience building into their planning efforts, which often requires funding beyond what is available. This also means including all communities in this work to ensure that a broad cross section of community voices are represented and provided meaningful opportunities to shape the outcomes.

We encourage the federal government to support these types of planning projects with resiliency planning grants, and to help fund the projects that are prioritized through these coordinated planning efforts to make our region's transportation system more resilient. Investing now will also help accelerate response and recovery times within the region and help ensure equitable outcomes.

Improve Safety

The last ten years have seen a significant increase in the number of people being hit or killed on our roadways. We believe that the federal government should be a partner to local, regional, and state governments that are working to protect lives. OMPOC supports the American Jobs Plan investment of \$20 billion to improve road safety for all users, including increases to existing safety programs and a new Safe Streets for All program to fund state and local 'vision zero' and 'towards vision zero' plans and other improvements to reduce crashes and fatalities, especially for people walking and biking. With the number of people killed while walking or using mobility-assistive devices skyrocketing — increasing by 45 percent over the past decade — we must ensure adequate funding to address long standing need. In addition, we also support:

- An increase in Highway Safety Improvement Program (HSIP) dollars so that jurisdictions can undertake complex, multi-modal safety improvements
- Sub-allocation to local jurisdictions of Highway Safety Improvement Program dollars, to enable local jurisdictions to address safety needs, particularly as the rate of fatal and life-changing crashes on local roads continues to increase
- ~~A rewriting~~ [An update](#) of the Manual on Uniform Traffic Control Devices to prioritize and reflect the safety and mobility needs of multimodal users on US roadways and streets

3.) [Ensure that transportation investments support improved outcomes for everyone, particularly people of color and low income populations, who have historically been underinvested in or harmed by transportation funding and policy](#)

There is a growing awareness of the negative impacts of past transportation investments toward the BIPOC community- [and low income populations](#). The Moving Forward Act incorporates several concrete steps that the federal government can take to help transportation agencies consider the impact of projects on people of color [and low income populations](#), and to create better understanding of the impact that decades of underinvestment and harmful investments have had on communities of color- [and low income populations](#). We support the policies in the Moving Forward Act that will:

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Our region would fully support funding for emergency route planning, evacuation planning, etc. I know some work is occurring, but I'm not sure it's comprehensive across the entire region and includes all emergency services providers.

Commented [TD10]: Possibly change from "A rewriting" to "An update". My Board submitted a letter on the MUTCD update and took a softer tone.

Commented [TD11]: Do we want to expand this to include low income people? Low and moderate income populations constitute a significant part of our populations, and I think it can be documented that there is long-term under investment in those communities.

- Require racial justice analysis in tolling/pricing, grant applications, and the national freight and highway system. This analysis should include both wealth development opportunities resulting from contracting and property ownership as well as how investments improve outcomes for the system user.
- Increase apprenticeship funding and workforce training for the construction, maintenance, and operations of transportation systems
- Require grant applications to discuss alignment with needs of BIPOC communities; and
- Propose incentives in the Capital Investment Grant program for increased density and a range of affordable housing options near transit stations, in order to increase the availability of high quality, transit-accessible affordable housing
- Provide support for local anti-displacement efforts that, in tandem with Capital Investment Grant projects, address the impact of transit investment of households and minority-owned businesses.

The region also supports the American Job Plan proposal to allocate \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity, and environmental justice, and promote affordable access.

4.) Invest locally and support local engagement, direction, and planning of the transportation system

Cities, counties and regional agencies are often uniquely suited to develop, engage with, or identify the transportation needs of the people they serve. Recent transportation authorization bills have acknowledged that a one-size fits all policy does not work across a country as vast and diverse as the United States, and that local funding with appropriate accountability is likely to result in transportation investments that are tailored to local needs and challenges.

We ask that any transportation authorization bill:

- Increase the proportion of sub-allocated formula funds to local and regional jurisdictions, including Congestion Mitigation Air Quality (CMAQ), Transportation Alternatives Program and some portion of Surface Transportation Block Grant Program (STBG) funds
- Support local and state flexibility in developing, piloting and implementing projects, including data collection and regulation of autonomous vehicles
- Provide federal financial assistance in bringing orphan highways up to a state of good repair and transferring ownership to support better safety, transit, and economic development outcomes
- Require local and regional support for proposed changes or designations to the National Highway System
- Maintain CMAQ's support for attainment areas, in order to ensure that these areas stay in attainment and do not jeopardize the health of current residents

5.) Improve transit access, impact, and help build more transit projects

As our metropolitan areas grow, we are more dependent on efficient, reliable, convenient ways for people to move. Increasing the accessibility, frequency, reliability, and speed of transit systems is a key priority as we work to expand the reach and access of transit as a viable option statewide. In addition, we know that increasing transit ridership is critical to reducing our dependence on fossil fuels and reducing transportation related greenhouse gas emissions. Transit is also an economic and social lifeline for many people of color, who are disproportionately likely to be dependent on transit and also have inadequate transit access. We call on Congress to make the following legislative changes to support a more comprehensive approach to improving transit systems, and ensure that federal funding keeps up with current need:

- Increase the maximum federal contribution to Small Starts projects, and expand Small Starts project eligibility to include systems improvements, rather than just specific bus lines
- Recognize the past performance of agencies in delivering Conservation Innovation Grants projects on time and on or under budget when making risk assessments and setting contingency levels for New and Small Starts projects

Commented [TD12]: What is the intention here?

Commented [KW13]: Isn't this redundant? Wasn't this stated previously under the last bullet of #1).?

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Commented [KW14]: Completely disagree with this Non-attainment areas should receive priority for funding. Those areas that have reached attainment but made a risky bet that CMAQ funding would last forever should own up and pay for it themselves and NOT put the onus on other smaller jurisdictions.

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- Support multimodal projects that combine transit system improvements alongside significant safety and access improvements
- Support driver recruitment, training and retention
- Accelerate the transition away from diesel buses to upgrade facilities and infrastructure necessary to purchase, accommodate and maintain zero emission bus fleets
- Advance the future of mobility by leveraging innovative, transferable and technology agnostic solutions for extended payment, an improved travel experience for all customers, and data frameworks for assessing impacts, improvements and efficiencies in transportation

Tax Incentives and Transportation

People make decisions based on convenience, safety, accessibility, and affordability. While the tax code itself often unfairly impacts people of color, tax incentives, particularly those applied at the employer level, can help make accessing different transportation options more affordable for everyone. OMPOC supports efforts to:

- Create parity between the employer-tax benefit for transit and parking
- Increase the current limit for the Bicycle Commuter Act, to better reflect the costs of bike commuting
- Make it more affordable for individuals to electrify their commute, whether that commute is by vehicle or by bike

OMPOC deeply thanks the Oregon delegation for their work on behalf of the region and the state of Oregon and we look forward to supporting you as best we can in our joint efforts for a more sustainable, more equitable, and more accessible transportation system.