



AGENDA

Middle Rogue Metropolitan Planning Organization
Citizens Advisory Committee

Date: Thursday, June 10, 2021

Time: 2:00 p.m.

Location: Courtyard Conference Room, Grants Pass City Hall
 101 NW "A" Street, Grants Pass, OR
Transit: served by JCT Routes #10, 20, 35, 40, 50, 80 and 100.
Paratransit services are available for qualified individuals.

OR

Join Zoom Meeting

<https://us02web.zoom.us/j/82856837209?pwd=SEpDdjhJMEhHU3IUVTZRT1JPMk1FUT09>

Meeting ID: 828 5683 7209

Passcode: 417672

Phone#: 253 215 8782

Contact: Office Specialist, RVCOG: 541-423-1375
 MRMPO website: www.mrmpo.org

Covid Requirements: Only if you are fully vaccinated (two full weeks after the final shot) you may remove your mask, however verification will be required.

1	Call to Order / Introductions / Review Agenda	Chair
2	Review / Approve Minutes	Chair
<i>Attachment</i>	#1 MRMPO CAC Draft Minutes 05/13/2021	
Presentation		
3	24-27 STIP Enhance Highway Program	Mike Baker
<i>Background</i>	The Oregon Transportation Commission (OTC) has approved \$65 million for a competitive Enhance Highway Discretionary Program (Enhance Program) for the 2024-2027 Statewide Transportation Improvement Program (STIP). The Enhance Program will make operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy of Oregon. The funds will be distributed around the state to eligible projects that can make tangible improvements. The OTC has dedicated at least 30% of the funds to rural areas (outside MPO boundaries).	
<i>Attachment</i>	#2 Introduction #3 PowerPoint Presentation	

Action Items		
4	Sponsoring “Ride the Rogue”	Karl Welzenbach
<i>Background</i>	Every year the Rogue River Greenway Foundation (an organization dedicated to the development and promotion of multi-use walking and bicycle trails to promote healthy lifestyles for children, adults, and seniors) hosts a “Ride the Rogue” event. The past years have seen a significant decline in their sponsors and ridership due to wildfires and COVID-19. The foundation is hosting yet another event this year and staff proposes that the MRMPO become a sponsor of the event since it promotes some of the very same priorities that this MPO holds dear. This year’s event is centered around cycling along the river within and around the cities of Gold Hill and Rogue River.	
<i>Attachment</i>	#4 Ride the Rogue Sponsorship Packet	
<i>Action Requested</i>	Staff requests recommendation to authorization to sponsor the “Ride the Rogue” event this year in the name of the MRMPO as a Gold Level Sponsor.	
5	Public Comment	
Regular Updates		
6	MPO Planning Update	Karl Welzenbach
7	Other Business / Member Comments Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.	Chair
8	Adjournment	Chair

- **The next MRMPO Citizens Advisory Committee (CAC) meeting will be Thursday, July 8, 2021 at 2:00 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
- The next MRMPO Policy Committee meeting will be **June 17, 2021 at 2:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
- The next MRMPO Technical Advisory Committee (TAC) meeting will be **July 1, 2021 at 1:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.

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
Middle Rogue MPO Citizens Advisory Committee
May 13, 2021

The following attended:

Voting Members	Representing	Phone Number
Lesley Orr, Vice Chair	Active Transportation	
David West	Grants Pass	659-9681
Judy Garrett	Grants Pass	659-9256
Fred Saunders	Josephine County	659-0169
David Leverenz	Mass Transit	453-8535
Non-Voting Members	Representing	Phone Number
Staff	Representing	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Representing	Phone Number

[MRMPO CAC May 13, 2021 Agenda Packet](#)

[Full meeting recording: 05/13/2021](#)

- 1. Call to Order / Introductions / Review Agenda 00:00–00:57**
 2:01 p.m. | Active Transportation, Freight, Josephine County, Mass Transit, ODOT
- 2. Review/Approve Minutes 01:08–01:57**

01:20 | *David Leverenz motioned the approval of the April 8, 2021 MRMPO Citizens Advisory Committee minutes as presented. Seconded by David West.*

No further discussion.

Motion passed unanimously by voice vote.

Action Items

3. Review and Recommendation of UPWP 02:18–18:30

17:43 | *David Leverenz moved to recommend adoption of the UPWP. Seconded by Fred Saunders.*

No further discussion.

Motion passed unanimously by voice vote.

4. Review and Recommendation of Dues 18:30–21:11

20:35 | *David West moved to recommend approval of the Dues. Seconded by Fred Saunders.*

No further discussion.

Motion passed unanimously by voice vote.

Discussion Items

5. Public Comment 21:11–21:20

No comment

Regular Updates

6. MPO Planning Update 21:20–34:05

Updates on the Transportation Bill and Earmarks, and the Covid-19 Funding.

7. Other Business / Local Business 34:05–35:14

Update on Ride the Rogue!

8. Adjournment

2:39 p.m.

Scheduled Meetings:

MRMPO Citizens Advisory Committee | June 10, 2021 | 2:00 p.m.
MRMPO Technical Advisory Committee | June 03, 2021 | 1:30 p.m.
MRMPO Policy Committee | May 20, 2021 | 2:30 p.m.

2024-2027 STIP Highway Enhance Program

Overview

The Oregon Transportation Commission (OTC) has approved \$65 million for a competitive Enhance Highway Discretionary Program (Enhance Program) for the 2024-2027 Statewide Transportation Improvement Program (STIP). The Enhance Program will make operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy of Oregon. The funds will be distributed around the state to eligible projects that can make tangible improvements. The OTC has dedicated at least 30% of the funds to rural areas (outside Metropolitan Planning Organization (MPO) boundaries.)

The OTC created this program because it believes that congestion is an issue that affects the entire state and the mobility of people and freight is critical to Oregon's economy. At the same time, the OTC is aware that Oregon has many long-standing unmet needs on the highway system, and the Enhance Program will support the Strategic Action Plan (SAP) priorities.

Program Expectations

As with other STIP programs, effective communications among ODOT staff and with stakeholders is essential to have Enhance Program projects ready to fund in the 2024-2027 STIP. Regions should use this program introduction to begin conversations about possible projects with their ACTs and MPOs. Regions each have preferred procedures for how they communicate with their ACT; Regions should follow their preferred process and adapt as needed to ensure that the ACT, MPO, and other stakeholders can provide valuable input.

Project proposals must come from ODOT Region or central program staff (e.g. Fix-It program, Freight program, Commerce and Compliance, Public Transportation, etc.) Program staff should communicate with the affected Region about possible Enhance highway projects in the Region. Regions can then help communicate these possible projects to Area Commissions on Transportation (ACTs) and MPOs, who can help prioritize Enhance Program project ideas. Projects may receive recommendations from the ACTs, MPOs, local governments, tribes, and other stakeholder groups, but ultimately project proposals will be developed, selected, and submitted by ODOT staff. Regions may submit any letters of support with their project proposals, but these are not required.

It is important to remember that funding is limited and projects that best meet the criteria and intent of this program will be selected. The OTC intends for this limited program to make useful, strategic investments that address known needs and improve congestion or freight conditions. Region and central program staff should therefore use judgment and creativity regarding projects to propose. For example, Regions and programs should think strategically about potential projects to propose; if there are several good options, consider submitting a small variety of project proposals. A Region may have more chance of having a project selected if there are a couple different small and mid-sized project proposals submitted. A variety of projects will likely be needed to ensure that the \$65 million is allocated and the minimum 30% non-MPO target is met. However, Regions should not submit every possible project as the Enhance program is designed for targeted improvements and most of the money is not likely to go to one Region. Similarly, not all Regions may have an Enhance Program project selected this STIP cycle. Regions should also consider whether a proposed project can leverage other resources, such as local matching funds or federal funds already available. Projects that can leverage other funds to provide a more substantial benefit to the system may have an advantage.

In addition, the Governor’s Executive Order on Climate (20-04), requires that greenhouse gas emissions must be considered as part of project selection and the STIP decision making process. Climate and social equity are also identified as priorities in the SAP, and investment decisions need to optimize outcomes in these areas when possible. Project applications should identify the potential direct and indirect climate and social equity impacts of a project and detail appropriate mitigation strategies. The Climate Office will collect information on proposed Enhance projects and provide qualitative results and mitigation suggestions to support project scoping teams.

Project Selection Process and Preliminary Schedule

An Enhance Program project proposal form and contacts will be provided to ODOT Region and central program staff following this initial program introduction. Proposals will consist of the standard project business case form and a short additional form addressing Enhance Program criteria. Proposals must be developed by ODOT Region and central program staff, including project description, anticipated project benefits, and preliminary cost information. An internal cross-divisional Enhance Proposal Review Team (EPRT) will evaluate and rank the proposals to develop a 125% list totaling approximately \$80 million in projects. Region staff will also be responsible for completing the Climate Office GHG Index Survey for projects on the 125% list. Regions will provide the GHG Index Report to the scoping teams and back to the EPRT for consideration in final project scoping and selection.

Regions will bring this statewide 125% project list back to the ACTs and MPOs for any additional input that can help inform updated proposals, in the same manner as Regions do for other STIP projects. During the scoping process, Regions will develop more refined cost estimates, via the Cost Estimating Tool used for other programs. After scoping, Regions will submit updated proposals to the EPRT. This team will then rank the final project proposals and select the recommended projects to be included in the draft STIP.

The table below shows a preliminary schedule for the Enhance Program for the remainder of 2021 and early 2022. This shows the general outline and target timeline of the Enhance Program project selection process, but the schedule may be further refined, especially as regards the scoping process and subsequent steps. These could be adjusted, if needed, to better allow for identification of leverage and other opportunities.

Timeframe	Activity
Begin May 2021	ODOT announces Enhance Program
May-July	Regions seek input from ACTs, MPOs on possible projects
End Aug	Proposals Due
Early Sept	EPRT review to 125%
Sept-Nov	Scoping, Climate GHG Index Survey
Dec 2021-Jan 2022	Regions seek input from ACTs, MPOs on scoped projects
Early Feb	Updated proposals with cost information, Climate Survey results due
Feb-Mar	Final EPRT 100% selections Draft STIP

Eligible Projects and Selection Criteria

Eligibility

Eligible projects must:

- Address congestion relief or freight mobility,
- Be located on a state highway, and
- Be consistent with an existing statewide, regional, or local plan.

Multimodal elements should not be the primary focus of proposed projects, but these may be eligible for funding as part of a larger highway project. Projects that include only project planning, development, design, and preliminary engineering activities and do not include a construction phase are eligible, however, there is a higher emphasis on construction projects.

2024-2027 STIP Enhance Project Selection Criteria

1. Eligibility

Projects must be located on a state highway, be consistent with a plan, and provide benefits in one or both of the following outcome areas to be eligible for funding.

- Congestion relief—Reduce hours of delay on state highways, improve traffic flow/reliability, address a system bottleneck, and or improve the efficiency of the highway segment.
- Freight mobility—Reduce freight delay, address a known freight bottleneck, remove barriers or pinch points to improve movement on key freight corridors, address truck parking needs, or improve freight efficiency within or through regulatory facilities.

2. Additional Benefits

In addition to the eligibility criteria above, projects will be evaluated in terms of their benefits in other important outcome areas. Projects need not provide benefits in all outcome areas.

- Safety—Reduce fatalities and serious injuries.
- Multimodal accessibility—Improve the ability to access key locations by non-automobile modes.
- Equity—Improve economic and social well-being for Black, Indigenous, People of Color (BIPOC), low-income Oregonians, and others who have been marginalized.
- Climate mitigation and adaptation and sustainability—Reduce or minimize negative impacts to climate and the environment, implement adaptation measures, or improve system sustainability.

Illustrative List of Types of Projects Eligible

This list is provided to show examples of possible 2024-2027 STIP Enhance projects. It is not meant to list all possible types of projects.

- Auxiliary lanes
- Passing lanes
- Truck climbing lanes
- Truck parking
- Interchange improvements
- Intelligent transportation systems (ITS) and other applications of technology to improve safety, operations, and efficiency and reduce congestion
- Freight corridor improvements (including curve corrections, vertical clearance improvements, and other projects for over dimension trucks on key freight corridors)
- Intermodal freight connections (e.g. from roads to ports or railyards)