



## AGENDA

### Middle Rogue Metropolitan Planning Organization Policy Committee

**Date:** Thursday, July 15, 2021

**Time:** 2:30 p.m.

**Location:** Council Chambers, 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.

**Contact:** Office Specialist, RVCOG: 541-423-1375  
MRMPO website: [www.mrmppo.org](http://www.mrmppo.org)

1	Call to Order / Introductions / Review Agenda	Chair
2	Review / Approve Minutes	Chair
Attachment	#1   MRMPO Policy Committee Draft Minutes <a href="#">06/17/2021</a>	
Public Hearing		
Chair will read the public hearing procedures		
3	2021-2024 Transportation Improvement Program (TIP) Amendment	Ryan MacLaren
Background	<p>The Middle Rogue Metropolitan Planning Organization (MRMPO) Policy Committee, Josephine County, State of Oregon, will hold a public hearing to review an amendment to the 2021–2024 Transportation Improvement Program (TIP) to include the following project:</p> <ul style="list-style-type: none"><li><b>Allen Creek Road Improvements (KN18235)</b></li></ul> <p>The 21-day public comment period and public hearing was advertised on or before June 23, 2021 in the <i>Medford Tribune</i>, the <i>Rogue River Press</i> and the <i>Grants Pass Courier</i> and information is currently available on the MRMPO website.</p>	
Attachment	#2   <a href="#">Amendment memo</a> #3   <a href="#">Project Change Request and Map</a>	
Action Requested	Approval of the TIP amendment.	

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 OMPOAC meeting to be held on July 30 <sup>th</sup> of this year. Staff is looking for direction on how to proceed.	
Attachment	#3   <a href="#">OMPOC Policy Paper</a>	
Action Requested	Discussion, clarification, and adoption of acceptable language.	
Discussion Items		
5	Public Comment	
Regular Updates		
6	MPO Planning Update	Karl Welzenbach
7	Other Business / Local Business Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.	Chair
8	Adjournment	Chair

- The next MRMPO Policy Committee meeting will be **Thursday, August 19, 2021 at 2:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
- The next MRMPO Technical Advisory Committee meeting will be **August 5, 2021 at 1:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
- The next MRMPO Citizens Advisory Committee meeting will be **August 12, 2021 at 2:00 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 Policy Committee

### June 17, 2021

The following attended:

Voting Members	Organization	Phone Number
Valerie Lovelace, <b>Chair</b>	Grants Pass	479-0952
Rick Riker	Grants Pass	479-7333
Pam VanArsdale, Vice Chair	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
Mike Baker	ODOT	957-3658
Alternate Voting Members Present	Organization	Phone Number
Wade Elliot	Grants Pass	
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	Phone Number
Lelsie Orr	Bike/Ped	
Darrin Neavoll	ODOT	
Ian Horlacher	ODOT	

- **Meeting recording:** [Mune 17, 2021 MRMPO Policy Committee Meeting Recording](#)
- [06/17/2021 MRMPO Policy Committee Agenda Packet](#)

**1. Call to Order / Introductions/ Review Agenda | 00:00 – 02:04**  
 2:32 p.m. | *Quorum:* 5 voting members, regardless of jurisdiction

**2. Review / Approve Minutes | 02:04 – 02:35**

**02:18** | *Rob Brandes moved that the Policy Committee approve the May 20, 2021 Meeting Minutes as presented. Seconded by Pam VanArsdale.*

*No further discussion.*

*Motion passed with none apposed.*

## ***Presentations***

### **3. 24-27 STIP Enhance Highway Program | 02:35 – 43:40**

**22:32** | *Question from Rick Riker: Will we get the total funding available and the costs of projects?*

There is no guarantee any region will get any funding. ODOT is not asking for a prioritized list, only recommendations.

*If a project meets multiple criteria at once, will that give the project more of a chance?*

Normally that is how it would work. However, for this selection process most of the consideration will be based on freight mobility and congestion relief.

**37:13** | *Question from Rob Brandes: What kind of timeline do we have for local jurisdictions?*

ODOT will contact as they are filling applications between middle July to August.

**38:02** | *Question from Rick Riker: Is there a way to “enhance” the application with reasons why it is believed to be a good project?*

On the application itself, probably not. However, if the jurisdictions would like to explain them, ODOT can give them to the OTC, and that could help with the submission.

**39:21** | *Discussion Wade Elliot on possible projects from Grants Pass.*

## ***Action Items***

### **4. Ride the Rogue Sponsorship | 43:40 – 50:07**

**47:45** | *Rob Brandes moved to approve sponsorship of the Ride the Rogue at the Gold Level. Seconded by Pam VanArsdale.*

*No further discussion.*

*Motion passed with none apposed.*

### **5. Discussion and Approval of OMPOC Policy Paper | 50:07 – 01:13:46**

**01:13:2** | *Pam VanArsdale moved to approve the Dues for FY 2021-2022. Seconded by Rick Riker.*

*No further discussion.*

*Motion passed with none apposed.*

## ***Discussion Items***

### **6. Public Comments | 01:13:46 – 01:18:56**

*Provided by Leslie Orr in regard to Ride the Rogue, and update from the Citizens Advisory Committee.*

## ***Regular Updates***

### **7. MPO Planning Update | 01:18:56 – 01:12:06**

*Provided by Karl Welzenbach. Discussion and update of multiple bills.*

### **8. Other Business / Local Business | 01:12:06 - 58:40**

*Update from Josephine County and Grants Pass.*

### **9. Adjournment | 58:40**

Valerie Lovelace, Chair, adjourned meeting at 4:05 p.m.

#### **Scheduled Meetings:**

MRMPO Policy Committee | June 17, 2021 | 2:30 p.m.

MRMPO Technical Advisory Committee | June 3, 2021 | 1:30 p.m.

MRMPO Citizen Advisory Committee | June 10, 2021 | 2:00 p.m.



**Middle Rogue**  
**Metropolitan Planning Organization**  
**Regional Transportation Planning**

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

**DATE:** June 24, 2021  
**TO:** MRMPO Technical Advisory Committee  
**FROM:** Ryan MacLaren, Senior Planner  
**SUBJECT:** TIP Amendment(s)

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 June 23<sup>rd</sup> in the Medford Tribune, Rogue River Press, Grants Pass Daily Courier, and information is currently available on the MRMPO website. Information on the new project is enumerated, below:

**A. Amend Project in TIP: *Allen Creek Road Improvements* (KN 18235)**

Description: Update project scope, increase project total by \$5,229,328, Slip Right of way phase to FFY22, increase estimate by \$800K, slip Utility Phase to FFY22, increase by \$100K, and slip the Construction Phase to FFY23 for delivery and increase by \$4,329,328.

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		
Grants Pass															
Allen Creek Road Improvements	Allen Creek Rd. From W. Harbeck to Denton will be Upgraded to City Arterial Standards Adding center turn lanes and sidewalk alks and bicycle lanes	201	Carried over from 2018-21 conforming TIP and the conforming 2015-2040 RTP (40 CFR § 93.126 Table 2) - safety and bicycle pedestrian	18235	FFY2013	Design	\$ 1,681,540	CMAQ	\$ 170,713	Local	\$ 1,852,253	\$ 21,747	Local	\$ 1,874,000	
				18235	FFY2013	Design	\$ 202,790	FIX-IT	\$ 23,210	ODOT	\$ 226,000			\$ 226,000	
				18235	FFY2022	Land Purchase	\$ 1,345,950	CMAQ	\$ 154,050	Local	\$ 1,500,000			\$ 1,500,000	
				18235	FFY2022	Utility Relocate	\$ 224,325	CMAQ	\$ 25,675	Local	\$ 250,000			\$ 250,000	
				18235	FFY2023	Construction	\$ 1,304,760	CMAQ	\$ 149,335	Local	\$ 1,454,095			\$ 1,454,095	
				18235	FFY2023	Construction	\$ 1,463,520	STBG	\$ 167,506	Local	\$ 1,631,026	\$ 3,315,207	Local	\$ 4,946,233	
				18235	FFY2023	Construction	\$ 649,645	FIX-IT	\$ 74,355	ODOT	\$ 724,000			\$ 724,000	
				Total FFY21-24			\$ 6,872,530		\$ 764,844		\$ 7,637,374	\$ 3,336,954		\$ 10,974,328	
Subtotal Talent Projects															\$ 10,974,328


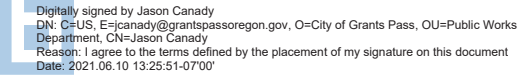


# REGION 3 PROJECT CHANGE REQUEST (PCR)

CLEAR

Submit this form to appropriate ODOT Transportation Project Manager (TPM) or ODOT State contact to request approval to change the scope of work, schedule, or budget as described in "Exhibit B" of the Intergovernmental Agreement (IGA) for the project.

## Project Details

PROJECT NAME <b>Allen Creek Road Improvements Project</b>		STIP KEY # <b>18235</b>	IGA # <b>28945</b>	PCR # <b>1</b>	
RECIPIENT AGENCY (APPLICANT/S) <b>City of Grants Pass</b>		BRIDGE #(S)			
LOCAL AGENCY PROJECT LEAD (REQUESTOR) NAME <b>Jason Canady</b>		TITLE <b>Public Works Director</b>			
		AGENCY/ORG. <b>City of Grants Pass</b>			
PHONE <b>(541) 450-6110</b>	FAX	E-MAIL <b>jcanady@grantspassoregon.gov</b>			
SIGNATURE 				DATE <b>06/04/21</b>	
MPO <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IGA AMEND. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	ADA CONST. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	SFLP <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	CERTIFIED AGENCY <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ODOT FACILITY <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

Send this completed form and any attachments by email to the ODOT contact and/or as indicated in the IGA.

## Funding Program *Please mark all that apply*

- |   |  |
|---|--|
| <input type="checkbox"/> Multimodal Transportation Enhance Program (MTEP)     | <input checked="" type="checkbox"/> Congestion Mitigation and Air Quality Program (CMAQ) |
| <input checked="" type="checkbox"/> Surface Transportation Block Grant (STBG) | <input type="checkbox"/> Transportation Alternatives Program Project (TAP)               |
| <input type="checkbox"/> Safety Program (ARTS, HSIP, etc..)                   | <input type="checkbox"/> Transportation Demand Management Program (TDMP)                 |
| <input type="checkbox"/> Fund Exchange (FEX - STP)                            | <input type="checkbox"/> Federal Transit Administration (FTA)                            |
| <input type="checkbox"/> Intelligent Transportation Systems (ITS)             | <input type="checkbox"/> Western Federal Lands Highway (W-FLH)                           |
| <input type="checkbox"/> Local Bridge Program (LBP)                           | <input type="checkbox"/> Emergency Relief Program (ERP)                                  |
|   | <input checked="" type="checkbox"/> Other: Modernization- FIT-IT                         |

## Type of Change *Please mark all that apply\**

- |                                       |   |   |   |
|---------------------------------------|---|---|---|
| <input type="checkbox"/> <b>Scope</b> | <input checked="" type="checkbox"/> <b>Schedule</b>             | <input checked="" type="checkbox"/> <b>Budget</b> | <input type="checkbox"/> <b>Other</b>             |
| <input type="checkbox"/> Reduce Scope | <input checked="" type="checkbox"/> Delay a Milestone > 90 Days | <input checked="" type="checkbox"/> Cost Increase | <input type="checkbox"/> Add project or phase     |
| <input type="checkbox"/> Expand Scope | <input type="checkbox"/> Delay the STIP Year (slip)             | <input type="checkbox"/> Cost Decrease            | <input type="checkbox"/> Remove project or phase  |
| <input type="checkbox"/> Change Scope | <input type="checkbox"/> Advance a Milestone or STIP Year       | <input type="checkbox"/> Changes in fund plan     | <input type="checkbox"/> Combine or split project |
| <input type="checkbox"/> Other:       | <input type="checkbox"/> Other:                                 | <input type="checkbox"/> Other:                   | <input type="checkbox"/> Other:                   |

\*For marked changes, please provide details in the applicable Change Justification section(s).



## REGION 3 PROJECT CHANGE REQUEST (PCR)

### Change Justification & Details

Does the STIP or MTIP need to be amended? ☒ YES\* ☐ NO \*If "YES", TPM to work with ODOT STIP Coordinator to provide information on STIP impacts worksheet.

**What is the change?** Please summarize the overall change request here; scope, schedule, and budget details can be captured in following sections.

The project needs to add additional funding to the R/W, UR and CON phases to reflect increases in property values, materials and construction

**Why does the project need to change?** Please provide as much detail as possible and use extra sheets if necessary.

Property prices have increased over the last decade and will need to be adjusted accordingly. Additionally, materials and construction costs have increased necessitating additional funds.

**What are the consequences if project is not changed?** Example: If this change is not approved, it will result in \_\_\_\_\_

If this change is not approved the project will not be able to continue, or may become stalled in one of the phases from a funding shortfall.

**SCOPE** – Is there a change to the scope of work? If so, please describe changes

There is not a substantial change to the scope of work.

- If the change in scope affects the original intent of the project, explain what the original considerations were and how they will differ with this change.
- If project extents or location changes are requested, please describe and provide map as attachment. If available, provide location information changes such as begin/end mile point or latitude and longitude.

**SCHEDULE** – If schedule change is requested, please provide details in the text below. Please attach schedule as needed.

- What efforts have been or will be made to keep the project on schedule?  
This project has been delayed on multiple occasions for various reasons. Originally the project had two approval agencies which made it difficult to make project decisions. Josephine County has given the City of Grants Pass jurisdiction of the roadway and sole decision making authority which should help maintain the schedule.

**BUDGET** - If there is an increase or decrease in project costs, please provide details in the Project Budget Table below.

- Does the change affect the amount of Local, State, or Federal funds in the project? If yes, please describe below and attach applicable supporting documentation.  
This project received additional Local State and Federal funding recently. The totals are as follows and reflect current and expected funding over the next 3 years: ODOT RVACT Modernization- \$950,000.00, CMAQ- \$4,556,575.00, Josephine County- \$120,000.00, STBG- \$2,047,753.00, Local resources-\$3,300,000.00. Total=\$10,974,328.00.
- What primary factor(s) changed the project cost?  
Increases in property values, material prices and construction prices over several years has increased the overall project cost.
- Are you requesting to move funds between phases? ☒ YES\* ☐ NO  
\*If "YES", revised estimates will be required (especially for CN) and documentation should be attached to this request.





## REGION 3 PROJECT CHANGE REQUEST (PCR)

### Project Budget Table

Actual expenditures should be entered in first column if available. The Budget Adj. (last) auto calculates; to avoid confusion, please enter 'Current STIP' and 'Current Estimate' numbers for all phases (even if they are the same) in both columns.

Budget Change Comments: The project was recently awarded additional CMAQ funding.					
Expended	Phase	FFY*	Current STIP Total	Current Est. Total	Budget Adj. (+/-)
	Planning (PL)				\$0.00
	Preliminary Engineering (PE)		\$2,100,000.00	\$2,100,000.00	\$0.00
	Right-of-Way (RW)		\$700,000.00	\$1,500,000.00	(\$800,000.00)
	Utility Relocation (UR)		\$150,000.00	\$250,000.00	(\$100,000.00)
	Construction (CN)		\$2,795,000.00	\$7,124,328.00	(\$4,329,328.00)
	Other (OT)				\$0.00

\*Federal Fiscal Year (FFY) is from Oct. 1 to Sept. 30 of each year. From Oct. 1 forward, the FFY is the following calendar year.

### Additional Information:

\*\*Budget table updated to match budget description.

#### ATTACHMENTS

- ☐ Map
- ☐ Cost estimate
- ☐ Other

### STIP/MTIP Review (Initials for concurrence)

ODOT Transportation Project Manager	Justin Shoemaker	INITIAL SHOEMAKER Justin D	DATE
MPO TIP Manager	Ryan MacLaren	INITIAL D. Ryan MacLaren	DATE
Region 3 STIP Coordinator	Naomi Birch	INITIAL	DATE
Other (if applicable)		INITIAL	DATE

### APPROVALS (Signature Confirms Approval)

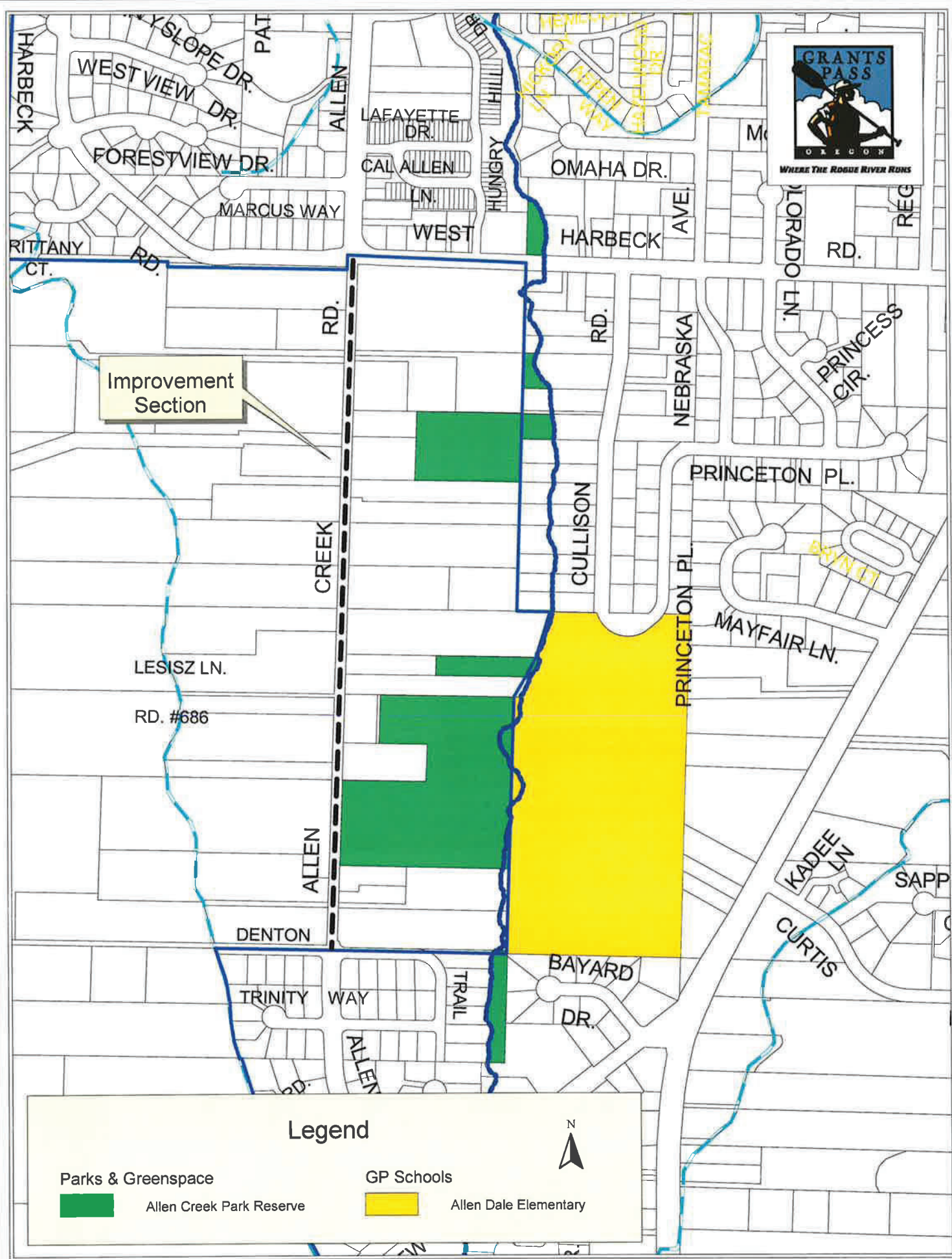
ODOT Region 3 Area Manager	SIGNATURE	DATE
Art Anderson	Art Anderson	06/16/2021
Funding Program Manager	SIGNATURE	DATE
Mike Baker	Michael Baker	
Other	SIGNATURE	DATE
Hope Derrickson	Hope Derrickson	06/15/2021



## REGION 3 PROJECT CHANGE REQUEST (PCR)

**Additional Information?** *Please provide any additional information from previous sections.*

**\*\*Budget table updated to match budget description.**



### Legend

#### Parks & Greenspace



Allen Creek Park Reserve

#### GP Schools



Allen Dale Elementary

**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 highways<sup>1</sup> 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

<sup>1</sup> “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:

**Commented [TD9]:** Delete these first 3 words?

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.