

RVACT *Rogue Valley Area Commission on Transportation*

155 N. 1st Street • P.O. Box 3275 • Central Point, Oregon 97502 • 541-664-6674 • FAX 541-664-7927

DATE: Tuesday, November 14, 2023

Quorum = 14 members

TIME: 9:00 a.m. – 11:00 a.m.

LOCATION: Virtual Only

ZOOM LINK: <https://us06web.zoom.us/j/87594586056>

Meeting ID: 875 9458 6056

Phone #: +1 346 248 7799

CONTACT: Karl Welzenbach, RVCOG: 541-423-1360

RVACT website: http://www.oregon.gov/ODOT/COMM/pages/act_rvact.aspx

PURPOSE: *The Rogue Valley Area Commission on Transportation (RVACT) is an advisory committee to the Oregon Transportation Commission (OTC) representing the Rogue Valley area of Oregon (Jackson and Josephine Counties). RVACT was formed to strengthen the state/local partnership in transportation planning, programming, and development.*

1	Welcome / Roll Call / Confirm Quorum	Mike Montero, Chair
<i>Tasks Required</i>	1. Perform roll call and confirm quorum for today's meeting.	
<i>Attachment</i>	#1 ACT Voting Members and Alternates List	
2	Review Meeting Agenda	Chair
3	Public Input Items not on the agenda Limit of 5 minutes per person <i>Comments on agenda items allowed during discussion of each item</i>	Chair
Consent Calendar Items considered routine by RVACT; they will be executed in one action by consensus, with no separate discussion. <i>If discussion is desired, the item will be removed from the Consent Calendar and re-assigned as an action or discussion item.</i>		
4	Review/Approve Previous Meeting Minutes	Chair
<i>Attachment</i>	#2 ACT Draft Minutes July 11 (To Be Sent Under Separate Cover)	

THE MEETING LOCATION IS ACCESSIBLE TO PERSONS WITH DISABILITIES. A REQUEST FOR AN INTERPRETER FOR HEARING IMPAIRED OR FOR OTHER ACCOMMODATIONS FOR PERSONS WITH DISABILITIES SHOULD BE MADE AT LEAST 48 HOURS BEFORE THE MEETING TO 541-774-6299.

ACTION ITEM		
5 9:10 – 9:15	Josephine County Private Sector Vacancy (5 min.)	Chair
<i>Background</i>	Fill vacancy for the Josephine County Private Sector.	
DISCUSSION ITEM		
6 9:15- 9:25	Oregon Transportation Commission Letter (10 min)	Darrin Neavoll
<i>Background</i>	An update on the 2027-2030 Statewide Transportation Improvement Program (STIP)	
<i>Attachment</i>	#3 OTC Letter follows the agenda	
7 9:25- 9:45	Maintenance Budget (20 min)	Jeremiah Griffin
<i>Background</i>	An update of the current ODOT maintenance and future budget possibilities.	
8 9:45 – 10:05	Review of the draft ACT Workplan (20 min)	Chair
<i>Background</i>	The RVACT is required to develop a Workplan every two years. Attached is the current draft Areas of Interest and associated Goals.	
<i>Attachment</i>	#5 Topics of Interest and Goals	
9 10:05 – 10:25	Strategic Action Plan (SAP) (20 min)	Mary McGowan
<i>Background</i>	An update to the Draft SAP with ODOT’s priorities covering near term actions.	
<i>Attachment</i>	#4 SAP Update Slides	
11 10:25- 10:40	Local Construction Project Updates (15 Min)	Mary Dillinger
12 10:40- 10:50	Region and OTC Updates (10 Min)	Jerry Marmon/ Julie Brown
13 10:50-11:00	Agenda Build <u>Next Meeting Tuesday, September 12, 2023</u>	Chair
14 11:00	Adjournment	Chair

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Oregon

Tina Kotek, Governor

Department of Transportation
Office of the Director
355 Capitol St NE
Salem, OR 97301

October 25, 2023

Dear Area Commissions on Transportation and Modal Committee partners,

We are reaching out today to provide an update on the 2027-2030 Statewide Transportation Improvement Program (STIP). Compared to previous cycles, *the 2027-2030 STIP looks very different in many ways.*

There is less money, less flexibility, and growing debt to repay. As a result, the 2027-2030 STIP development and outreach process also looks different. Typically, the Oregon Transportation Commission (OTC) crafts different scenarios showing how unallocated funds could be spent and what outcomes these different mixes of spending could achieve. However, because the unallocated portion of funding for the 2027-2030 STIP is a small fraction of what was available in the 2024-2027 STIP cycle, the OTC asked ODOT to identify leveraging options for these limited dollars to advance key outcomes.

Such a focus means that the OTC will not develop scenarios where funding is spread across existing programs. Due to this shift in approach, ODOT staff have not reached out to the ACTs and modal committees in the same way as past years. Once the OTC affirms the leverage and outcomes-based program, ODOT staff will engage with you on what that can look like on the ground. Below is a description of the program approach envisioned so far.

Background and Proposal

With the latest federal reauthorization sunseting in 2026, the 2027-2030 STIP funds are projected to be 7% lower than 2024-2027 STIP. To meet ODOT's commitment to build an accessible transportation system, a significant amount (\$625 million) is dedicated to ADA curb ramp projects, including re-paying bonds used for ADA projects in the 2024-2027 STIP. In preparation, program funding is set to the minimums required under state and federal law and our agreements with local governments. In the case of the Fix-It Program, this amounts to 40 percent less than the 2024-2027 STIP.

Previously, limited funding was reserved for discretionary programs like Transportation Options and Elderly and Disabled, while historic programs like Mass Transit and Enhance have been zeroed out to maximize the amount of unallocated funds. Even with these changes, of the \$2.94 billion STIP funding, only \$70 million remains unallocated.

With dramatically less unallocated funds, there will be marginal benefit to those limited dollars if they are spread across all the funding programs, such as Public and Active Transportation, Fix-It, Enhance, and Safety – as done in years past. Therefore, the OTC decided not to develop investment scenarios.

One option the OTC considered was to invest all \$70 million in one program area, like Fix-It because they recognize the significant under-funding for operations and maintenance activities. With federal dollars, the Fix-It program garners the most support and interest for additional investments. Yet, given the unit cost of Fix-It items such as interstate paving, that \$70 million would be consumed relatively quickly. Instead, those limited dollars could be stretched further to advance key outcomes, like safety, and take advantage of mobilization and other costs when paired or leveraged with other planned investments.

With this in mind, ODOT is aiming to establish a Strategic Outcomes Program that looks for project opportunities across the state (with funding from other programs), that can have expanded, and more impactful scopes of work focused on key outcomes and provide the highest benefit to the system and communities. In accordance with the recently adopted Oregon Transportation Plan, the top outcomes identified included safety, followed by equity and climate.

Utilizing lessons learned and the best elements from similar past programs, like *STIP Leverage* and *Great Streets*, the \$70 million for the Strategic Outcomes Program in the 2027-2030 STIP funds will be paired with other STIP investments to further safety, equity and climate outcomes. The OTC directed ODOT to identify projects where the top priorities of multiple programs intersect. We will seek a combination of investments that support advancements in safety, equity and climate as well as a balance of investments across urban and rural areas. Unfortunately, \$70 million is a relatively small amount and will not stretch far, so every region may not benefit from this funding.

To inform this work, we are combining multiple data layers into a ‘heat map’ to show where the top priorities for safety, biking and walking, climate adaptation, and asset preservation intersect. This mapping will help highlight potential strategic locations that are prime candidates for more holistic community and system investments, and to help further safer and more equitable and climate-friendly outcomes. We will also evaluate these potential projects to consider alignment with community interests, feasibility and readiness, scope, costs, and other factors.

Next Steps

In November the OTC will make a final decision on the 2027-2030 STIP funding allocations. Staff will reach out to the Area Commissions on Transportation, modal advisory committees, and others once we know more to help shape what this will mean on the ground.