



AGENDA
Rogue Valley Metropolitan Planning Organization
Policy Committee

Date: Wednesday, February 28, 2023 Time: 2:00 p.m.

Join In-Person

Location: Jefferson Conference Room
RVCOG, 155 N 1st Street,
Central Point

Transit: Served by RVTD Route #40

Contact: RVCOG: 541-423-1375

Website: www.rvmopo.org

Or via Zoom

Meeting ID: 854 1780 5063

Passcode: 827019

Phone #: +1 408 638 0968

Zoom Link:

<https://us06web.zoom.us/j/85417805063?pwd=VHl5cGI1TDNGR2wyZnhoaUZZRFVydz09>

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

1. Call to Order / Introductions / Review Agenda

Chair

Consent Agenda

2. Review / Approve Minute

Chair

Attachment: [#1 RVMPO Policy Meeting Draft Minutes 01/24/2023](#)

Action Items

3. Election of Officers

Karl Welzenbach

Background: Each year the Policy Committee selects a new Chair and Vice-Chair. They will serve a term of one year.

Attachments: [#2 Bylaws](#)

Action Requested: *Election of new officers*

Public Hearing

Chair will read the Public Hearing Procedures

4. Amendment to the 2021-2024 TIP

Ryan MacLaren

Background: The Policy Committee is being requested to make a recommendation on the proposed amendments to the 2021-24 TIP.

- Add Project to TIP: NB Highland Dr to Barnett Rd (KN 23416)

The 21-day public comment period and public hearing was sent on or before Monday, February 6, 2023, in the *Rogue River Press* and the *Grants Pass Courier* and information is currently available on the RVMPO website.



AGENDA
Rogue Valley Metropolitan Planning Organization
Policy Committee

Attachments: [#3 TIP Amendment Memo](#) [#4 Letter with Background](#)
[#5 New Project CMR](#)

Action Requested: *Consideration of the amendment.*

Action Items Continued

5. RAISE Grant Letter of Support

Karl Welzenbach

Background: ODOT is asking for a letter of support for the next federal RAISE Grant to extend the existing OR99 Glenwood to Coleman Project, scheduled for construction in 2024. The goal is to extend it farther north of the expected terminus of Matt Loop, just across from Harry and David's facilities.

Attachments: [#6 Letter of Support](#) [#7 Map](#)

Action Requested: *Approval of the signing of the letter.*

6. RVTB Earmark Request Letter of Support

Karl Welzenbach

Background: RVTB will be working with their public affairs team, CFM, to request an earmark through the 2023 congressional direct spending process. The process requires 3 letters of support, and one is being requested from the MPO Policy Committee. The application is due March 3rd. The request is to purchase 2 Hybrid Renewable Diesel buses for ongoing response and recovery in the event of a community emergency.

Attachments: [#8 Letter of Support](#)

Action Requested: *Approval of the signing of the letter.*

7. Sponsoring Ride the Rogue

Karl Welzenbach

Background: RVMPO has sponsored Ride the Rogue the last few years. This year a Gold Level Sponsorship is \$2,500.

Attachments: [#9 Ride the Rogue Website](#)

Action Requested: *Approval of cutting a cheque*

8. OMPOC Legislative Priorities

Mike Quilty

Background: On a regular basis the Oregon MPO Consortium (OMPOC) of which the RVMPO is a member, reviews its legislative priorities. OMPOC is seeking input from each of its member MPOs as to which priorities should remain, which should be removed, and any new suggestions from its members. Enclosed with this agenda is the current proposed list of Legislative Priorities.

Attachments: [#10 Preliminary list of OMPOC priority legislation](#)

Action Requested: *Authorize the chair to speak on behalf of the RVMPO regarding the OMPOC Legislative Priorities*



Discussion Items

9. Carbon Reduction Program Funding

Karl Welzenbach

Background: Included in the recently passed federal transportation bill, the Infrastructure, Investment and Jobs Act (IIJA) is a new program fund called the Carbon Reduction Program Fund. These funds, although allocated to the urbanized areas, will be administered by the Oregon DOT. Included for your information with this agenda packet are the final project selection criteria and the draft application form. The annual available amount for the Medford Urbanized area is \$414,000.

For those interest in pursuing a project: Please have information ready to be discussed

10. Public Comment

Chair

Regular Updates

11. RVMPO Update

Karl Welzenbach

12. Other Business / Local Business

Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

13. Adjournment

Chair

Scheduled Meetings

RVMPO TAC	March 08, 2023	1:30 p.m.
RVMPO PAC	March 21, 2023	5:30 p.m.
RVMPO Policy Meeting	March 28, 2023	2:00 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



SUMMARY MINUTES

Rogue Valley Metropolitan Planning Organization

Policy Committee

Date: Tuesday, January 24, 2023

Voting Members	Organization	Phone Number
Mike Quilty, Chair	Central Point	664-7907
Kathy Sell	Eagle Point	826-4212
Tim D'Alessandro	Medford	944-3530
Eleanor Ponomareff	Talent	353-1566
Rick Dyer	Jackson County	774-6118
Jerry Marmon	ODOT	774-6353
Tonia Moro	RVTD	973-2063
Alternate Members	Organization	Phone Number
Scott Fleury	Ashland	
Steve Lambert	Jackson County	
Mike Baker	ODOT	
Paige West	RVTD	
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	
Sean Eisma	RVTD	
Alex Georgevitch	Medford	

RVMPO Policy Minutes – Tuesday, January 24, 2023

[Agenda Packet](#)

Meeting Audio- Currently Unavailable

1. Call to Order at 2:00 p.m. / Introductions / Review Agenda 00:00 – 01:34

Quorum: Ashland, Central Point, Eagle Point, Medford, Talent, Jackson County, ODOT, RVTD

2. Review / Approve Minutes 01:34 – 02:14

- 01:47** Scott Fleury moved to approve the November 22, 2022 RVMPO Policy Committee Meeting Minutes as presented. Seconded by Sean Eisma.
No further discussion.
Motion passed unanimously by voice vote.



Discussion Items

3. Carbon Reduction Program Funding **02:14 – 07:56**

4. Fund Exchange **07:56 – 18:36**

13:40 Question from Eleanor Ponomareff: *The TIP has amendments often, if a small jurisdiction comes up with a project, would it be possible to get that fund exchange?*

The fund exchange is for funding that is already programed in the TIP, and the MPO has already programed all the funds available. Most of the amendments to the TIP are changes to the phases of projects. The only funds that can be exchanged are if any jurisdiction wants to give up their STBG already funded.

5. Public Comment **18:36 – 18:47**

No Comments

Regular Updates

6. MPO Planning Update **18:47 – 24:07**

MPO update provided by Karl Welzenbach regarding Carbon Reduction Fund, Bike Map, and the Census.

7. Other Business / Local Business **24:07 – 28:55**

Updates from OMPOC, Jackson County, RVACT, and ODOT.

8. Adjournment

2:36 p.m.

Scheduled Meetings

RVMPO TAC	February 8, 2023	1:30 p.m.
RVMPO PAC	February 21, 2023	5:30 p.m.
RVMPO Policy Meeting	February 28, 2023	2:00 p.m.

B Y L A W S
ROGUE VALLEY COUNCIL OF GOVERNMENTS (RVCOG)
METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY COMMITTEE

Article I

Name

This committee, established pursuant to the Governor's MPO designation letter, dated July 26, 1982, shall function as the Metropolitan Planning Organization (MPO) for the Medford Urbanized Area.

Article II

Purpose

The purpose of the MPO Policy Committee is to identify transportation policies, issues, and needs which are area wide in scope and to plan and recommend actions in areas of intergovernmental concern. It is the MPO's responsibility to insure that transportation decisions are consistent with area wide goals and objectives.

The MPO Policy Committee will be supported by advisory committees as it deems appropriate.

The responsibilities of the MPO Policy Committee are to:

- a. Provide policy direction in the development of the area wide transportation plans and work programs.
- b. Recommend transportation plans, policies, programs and priorities to the participating units of government for their adoption as appropriate.
- c. Help member agencies coordinate their respective implementation programs.
- d. Serve as the forum for joint, cooperative discussion and decision-making.
- e. Prepare, update, and adopt the Regional Transportation Plan and Transportation Improvement Program.
- f. Annually prepare and adopt a Unified Planning Work Program.
- g. Prepare other administrative documents, which may be required to carry out the transportation planning process.
- h. Keep RVCOG Board of Directors apprised of activities of the MPO process.

Article III

Membership - Voting

Section 1. Membership of the Committee

- a. The MPO Policy Committee shall consist of ten (10) members appointed by their governmental unit. These are:
 - City of Medford
 - Rogue Valley Transportation District (RVTD)
 - City of Central Point
 - Jackson County
 - City of Phoenix
 - Oregon Department of Transportation (ODOT)
 - City of Ashland
 - City of Talent
 - City of Jacksonville
 - City of Eagle Point
- b. Each Policy Committee member may designate, in writing, an alternate representative to serve at meetings during said member's absence. The representative shall have full voting privileges in the member's absence.

Section 2. Appointment and Tenure of Committee Membership

- a. Each jurisdiction with membership on the committee shall appoint its representatives.
- b. Members shall serve until they are replaced by their jurisdictions.

Section 3. Voting Privileges

- a. Each member jurisdiction shall be entitled to one vote on all issues presented at regular and special meetings at which the jurisdiction is present.
- b. In an emergency, telephone polls/votes may be conducted in lieu of a meeting with approval of the chair. Votes will be formalized at the next meeting.

Article IV

Meetings

Section 1. Regular Meetings

- a. The committee shall hold its regular meeting on the fourth Tuesday of every month except as otherwise agreed.
- b. The local newspaper must receive notification of meetings at least 24 hours prior to any meeting.
- c. Written minutes will be taken at each meeting. The chair shall enter into discussions and vote, the same as any other voting member.

Section 2. Special Meetings

- a. Special meetings may be called by the chair, vice-chair or MPO transportation staff on two days notice.
- b. The person or persons calling such special meeting shall fix the time and place for holding of such meeting.

Section 3. Conduct of Meetings

- a. Official action may be taken by the committee when a quorum is present.
- b. A quorum shall consist of the majority of member jurisdictions.
- c. The voting on all questions coming before the MPO Policy Committee shall be by voice vote. Any member may ask for "Super Majority" (two thirds of voting members plus one) roll call vote if consensus (unanimity) cannot be reached on an MPO decision item/issue. The ayes and nays shall be entered in the minutes of such meeting.
- d. Parliamentary Procedure as defined in Robert's Rules of Order Newly Revised will be followed and the Oregon Open Meeting Law (ORS 192.610 to 192.690) requirements will be adhered to at all times.

Article V

Officers and Duties

Section 1. Officers

- a. The officers of the committee shall be a chair and vice-chair to be elected at the February meeting.
- b. The voting members of the committee shall nominate members for officer positions.
- c. Positions shall be filled by the person receiving a simple majority of the votes.

Section 2. Term of Office

- a. The officers shall hold office for a period of one year, beginning at the close of the February meeting.
- b. If the officer positions are vacant at the February meeting, the longest tenured committee member present shall serve as temporary chair of the meeting. The temporary chair will facilitate the meeting until a new chair/vice chair is elected.
- c. If both the Chair and Vice Chair are absent from a meeting, the longest tenured committee member present shall serve as temporary chair of the meeting. The temporary chair will have full authority of the Chair for the duration of the meeting, and including subsequent actions as directed by the committee.

Section 3. Duties

- a. The chair shall preside at all meetings and is entitled to vote on all issues.
- b. The chair shall appoint subcommittees as required and specify assignments and deadlines of subcommittee reports.
- c. The vice-chair shall conduct all meetings of the committee in the absence of the chair.

Section 4. Planning Program Manager

- a. The RVMCOG's Planning Program Manager shall be a non-voting member of the committee. The program manager shall be responsible for staff support of the committee, including minute taking and record keeping.

Article VI

Subcommittees

Section 1. Subcommittees

- a. Subcommittees as needed shall be appointed by the chair.
- b. The members of subcommittees shall serve until the work of the subcommittees is completed, or until their successors have been elected or appointed.
- c. Subcommittees must have at least one member who is a member of the Policy Committee.
- d. The Policy Committee Chair and the Planning Program Manager shall serve as non-voting members of all subcommittees.
- e. The committee, by a majority vote, may dissolve subcommittees or remove individual members with or without cause.

Section 2. Subcommittee Meetings

- a. Meetings of each subcommittee may be called by its chair, by the chair of the Technical Advisory Committee (TAC), by any two subcommittee members or by MPO transportation staff on two days notice. A majority of the members of each subcommittee shall constitute a quorum, and an act of the majority of the quorum present at the meeting shall constitute the act of the subcommittee.

Article VII

Amendments to the Bylaws

Section 1.

- a. These bylaws may be amended or repealed or new bylaws may be adopted by a Super Majority vote of two-thirds plus one of the members of the committee present at any regular or special meeting called for that purpose. This also includes amending the bylaws to include new members. Written notice of proposed amendments shall be given to the membership of the committee at least thirty (30) days prior to the date of the meeting at which the bylaws are to be considered.

Article VIII

Effective Date

Section 1.

- a. Any other rules, procedures, or Bylaws of the MPO Policy Committee previously adopted are repealed.
- b. These Bylaws shall be effective upon adoption. A certified copy shall be maintained by the Planning Program Manager.

Adopted by the MPO Policy Committee:


Michael G. Quilty, Chair

June 24, 2008

Date



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: February 23, 2023
TO: RVMPO Policy Committee
FROM: Ryan MacLaren, Senior Planner – MPO Planning Supervisor
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 February 6th to the Rogue River Press, Grants Pass Daily Courier, and information is currently available on the RVMPO website. The RVMPO TAC and 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. Add Project to TIP: NB Highland Dr to Barnett Rd (KN 23416)

Description: Design for a future Construction project to widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.

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														
NB Highland Dr to Barnett Rd	Design for a future Construction project to widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.	n/a	Exempt (40 CFR § 93.126 Table 2) - Hazard elimination program.			Planning					\$ -			\$ -
				23416	2023	Design	\$ 838,976	I/JA	\$ 96,024	ODOT	\$ 935,000			\$ 935,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
						Other					\$ -			\$ -
					Total FFY21-24		\$ 838,976		\$ 96,024		\$ 935,000	\$ -		\$ 935,000



Darrin Neavoll
Region Manager

3500 NW Stewart Parkway
Roseburg, OR 97470
Telephone (541) 957-3518

DATE: January 26, 2023

TO: McGregor “Mac” Lynde
Delivery & Operations Division Administrator

FROM: Darrin Neavoll
Region 3 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the NB Highland Dr. to EB Barnett Rd. Dual Right Turn Lane project.

Requested Action:

Request approval to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the NB Highland Dr. to EB Barnett Rd. Dual Right Turn Lane project, located in Jackson County.

The funding for this new project will come from Region 3 Fix-It savings.

Project to add:

NB Highland Dr. to Barnett Rd. Dual Right Turn Lane (K:TBD)			
Phase	Year	Cost	
		Current	Proposed
Preliminary Engineering	2023	\$0	\$935,000
Right of Way	NA	\$0	\$0
Utility Relocation	NA	\$0	\$0
Construction	NA	\$0	\$0
Other	NA	\$0	\$0
TOTAL		\$0	\$935,000

Background:

I-5 southbound exit 27 experiences heavy congestion on weekdays during peak travel times. This excess vehicle demand extends from the southbound exit onto northbound Highland Dr. and continues with eastbound turning traffic onto Barnett Road. The congestion is creating safety and vehicular flow problems on I-5. ODOT Region 3, in collaboration with the City of Medford, analyzed traffic operations to identify solutions within the Interstate 5 (“I-5”) Exit 27 (South Medford) Interchange Management Study Area supported by Alternative Mobility Targets for the South Medford Interchange. Adding a dual right turn lane from Highland to Barnett was the preferred option out of that analysis to reduce traffic queues and congestion.

The purpose of this project is to widen the existing single right turn lane on Highland NB to Barnett Road EB to add a dual right turn (two 12' lanes with 3' shoulder) and a 12' curb tight shared use path. The length of the dual right turn lane will match the length of the existing single

right turn. Widening for the dual right begins after the existing structure carrying Highland over Bear Creek and continues to the intersection of Barnett Road. The structure carrying Highland over Larson Creek will need to be widened approximately 13'. A triangular island will be added between the dual right and thru travel lanes on the SE Corner to shorten pedestrian crossing distance and provide an area for signs and signal poles.

Region 3 is requesting to fund a PE only (shelf) phase for the 2021 – 2024 STIP. Construction funding will be identified during the 2024 – 2027 STIP cycle.

Options:

With approval, ODOT will add this project to the 2021 – 2024 STIP and begin design work.

Without approval, ODOT will not add the project to the STIP and will continue to work with the city of Medford on adding the project.

Attachments:

Attachment 1 – Vicinity and Location Maps

Attachment 2 – Approved CMR

Copies to:

Darrin Neavoll
Eli Oberlander

Sarah Thompson

Naomi Birch

Jerry Marmon

New Project Request

Region 3 STIP Management Team – Updated 07/2022

Threshold: A New Project Request form must be submitted for R3 STIP Management Team (SMT) approval for a new project using previously allocated funds.

Instructions: Complete required information for new project. Submit a copy to the R3 Financial Plan Coordinator (Naomi Birch) and to Sarah Thompson at least one-week before the R3 SMT meeting each month.

Process: Requests will be reviewed and submitted to the SMT for approval. The Financial Plan Coordinator will update the Highway Program Office and PCS and retain the original forms. Copies of the approved request will be provided to the requester. Requester is responsible for updating project team, project file, and all other project tracking systems.

Project Name: NB Highland Dr to Barnett Rd Dual Right Turn Lane

Work Type: Operations

Request Date: 11/7/22

PL/PM: Elijah Oberlander

AM: Jerry Marmon

Let Date: 24'-27' STIP

MPO Project: RVMPO

Financial Coordinator Review: Naomi Birch needs to review all CMRs for additional funds before they are submitted for SMT review. Check the box below indicating that Naomi has reviewed your funding requests.



Naomi Has Reviewed Funding Requests

Naomi Comments: Funding will come from Region 3 fix-it savings

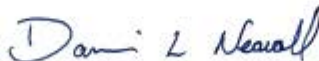
Funding Source	PE	ROW	Utilities	Construction	Other	Local	Total
Region 3 Fix-It	935000						935000
							0
							0
Project Budget	935000	0	0	0	0	0	935000
Program Year	2023						

Project Description including MP and Hwy:

This request is to fund a PE only (Shelf) project for the 21'-24' STIP. This project proposes widening the existing single right turn lane on Highland NB to Barnett Road EB to a dual right turn (two 12' lanes with 3' shoulder) and a 12' curb tight shared use path.


Jerry MARMON (Nov 16, 2022 15:37 PST)

11/16/2022



11/17/2022

Area Manager (signature/date)

Region Manager (signature/date)

Planning Manager (signature/date)



***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*

February 28, 2023

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write today to support the Oregon Department of Transportation's (ODOT) application for RAISE 2023 funding for the OR99: Glenwood to Matt Loop project (or termini beyond).

Between Glenwood and Matt Loop, OR99 is an urban corridor with high volumes of vehicular, pedestrian, bicycle, and transit traffic. This urban section of OR99 features non-existent bike lanes, nearly non-existent sidewalks, and is adjacent to economically distressed residential neighborhoods.

There is a clear need on this section of OR99 to reduce barriers to opportunity by providing better connections for nearby residents to employment centers, essential services, and other key community facilities. Unfortunately, a number of pedestrians have been killed in this area in the last several years, and this section of OR99 was in the path of the September 2020 Almeda Fire, which destroyed entire blocks of homes.

ODOT is requesting RAISE grant funding to expand an existing project on OR99 that will improve the roadway, add sidewalks, add bike lanes, improve drainage, and provide for continuous two way left turn lane and pedestrian beacons. ODOT's proposed improvements for OR99 will provide safer connections for residents to the greater Rogue Valley region to bike, walk, roll, or take transit. Investing in this project is an investment in promoting equity, increasing safety, and aiding in disaster recovery.

I am pleased to support this grant application consistent with all applicable rules and regulations. Thank you for your consideration.

Sincerely,

Mike Quilty, Chairman
Rogue Valley MPO

Oregon 99: Proposed 2023 RAISE Grant Extension





Rogue Valley Metropolitan Planning Organization

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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

February 28, 2023

Senator Ron Wyden
221 Dirksen Senate Office Building
Washington, DC 20002

Senator Jeff Merkley
531 Hart Senate Office Building
Washington, DC 20002

Dear Senator Wyden and Senator Merkley:

I am writing on behalf of the Rogue Valley MPO to extend strong support for the Rogue Valley Transportation District's (RVTD) Renewable Resiliency project. This initiative will enhance RVTD's resiliency to wildfire, earthquakes, and other natural disasters due to hybrid diesel buses having the ability to still operate during power disruptions.

RVTD provides daily public transportation for residents in eight communities throughout the greater Rogue Valley MPO area. During an emergency event, RVTD is expected by regional emergency response organizations to play a critical role as a transporter during evacuation and during the recovery phase. Surrounded by forestlands, the Rogue Valley faces a growing frequency and severity of wildfires from climate change and a looming earthquake event from the Cascadia subduction zone. Disruptions to the electrical grid have been projected to last several months after a major seismic event and would jeopardize RVTD's ability to respond to emergencies and assist during the recovery.

The importance of maintaining RVTD's services during emergency events was underscored in September of 2020, when the Almeda and Obenchain fires – the most destructive fire event in Oregon history – swept through the Rogue Valley destroying more than 2,600 homes in Ashland, Talent, Phoenix, Medford, and Eagle Point. RVTD's buses were critical in evacuating residents during the fires and then served as a critical transportation link for survivors housed at the County Expo for several weeks.

RVTD's Renewable Resiliency project will acquire two hybrid transit buses that will meet fleet resiliency needs with the cleanest technology available. These hybrid buses will feature an electric motor as well as an internal combustion engine that RVTD will power exclusively through Renewable Diesel stored onsite at RVTD's main campus. These hybrid diesel buses will provide RVTD with the resiliency it needs to operate during power disruptions.

We respectfully ask for your support for this request and assistance in securing the benefits it will bring to the community. Thank you for consideration and your continued work on behalf of southern Oregon.

Sincerely,

Mike Quilty, Chairman
Rogue Valley MPO

Preliminary list of OMPOC priority legislation discussed at the February 3, 2023 OMPOC meeting.

Intent: Each OMPOC member will review this list with their MPO boards for feedback and direction.

Legislation	Description and Summary of OMPOC Discussion
<p>HB 2102 Directs Department of Transportation to establish local transportation program to provide state funding in exchange for federal surface transportation funding available to cities and counties.</p>	<p>Establishes/continues ODOT fund exchange program. The fund exchange provides an important mechanism for local jurisdictions to effectively deliver projects with de-federalized funds. It allows for autonomy at the local level.</p> <p>Must be balanced with ODOT’s budget needs to fund operations and maintenance.</p> <p>Should also consider funding local match grant program to provide the ability for small jurisdictions to apply for federal funds when they don’t have their own source of local matching funds.</p>
<p>HB 2677 Requires Department of Transportation to provide funding plan for highway maintenance when transportation project that adds lane miles is added to STIP.</p>	<p>Support to require a funding plan for highway maintenance when a transportation project that adds lane miles is added to the STIP. Addresses funding both for ongoing maintenance of the new capacity as well as maintaining existing maintenance levels on the system as a whole.</p> <p>OMPOC also supports enhancing ODOT’s budget for operations and maintenance of the existing system.</p>
<p>HB 2095 Authorizes all cities to elect to operate photo radar if city pays costs of operating photo radar.</p>	<p>League of Oregon Cities requested this bill.</p> <p>The process to identify LOC’s Transportation priority was through tallying votes from each member City. Photo radar is LOC’s transportation priority.</p> <p>The intent of this bill is to eliminate the 10 cities currently allowed to use photo radar and make it effective statewide. Mobile photo radar would be available for use for all jurisdictions. Additional notes:</p> <ul style="list-style-type: none"> • Currently, mobile or fixed photo radar is only allowed on high <u>crash</u> corridors. This Bill would expand, or lower, the threshold to allow photo radar in high <u>speed</u> corridors so that the corridor does not become a high crash corridor. • Mobile photo radar can be moved around to specific locations. Staff determines if a ticket can be issued. They cost a lot to use. No one wants them to be used as a money maker. • Equity concerns – need to make sure placement of these systems is for safety only and not placed in

	<p>minority or disadvantaged areas. Will need to do reports in communities that take this on.</p> <ul style="list-style-type: none"> • OMPOC stressed that an equity component should also be included in the legislation. • The focus is on speed. Do not want over representation of underrepresented communities. • Also included in the bill is signage as an education component.
Local speed limit setting	The League of Oregon Cities is supporting this as a Bill or as a part of HB 2095. Current law allows for a process that local jurisdictions may go through to lower speed limits in 5 MPH increments. This proposed legislation would allow for lowering in 10 MPH increments.
HB 3113 Appropriates moneys from General Fund to Department of Transportation, for biennium beginning July 1, 2023, for improving safety and increasing access to walking, biking and transit on state highways that serve as community main streets.	<p>ODOT's Great Streets Program. Support for this will greatly help local jurisdictions improve walking, biking, and transit conditions where a community main street is also a state highway.</p> <p>OMPOC supports making Great Streets funding available not just for state highways but also local streets that serve as main streets in jurisdictions.</p>
Tolling	Support for keeping tolling as an option to fund mega projects. OMPOC supports the League of Oregon Cities' stance that tolling should pay for both the project and the impacts of tolling on the local neighborhoods.
HB 2619 Modifies membership of Oregon Transportation Commission.	OMPOC recognizes the challenges ODOT has in recruiting for OTC membership. OMPOC supports this with the caveat of wanting to better understand how recruiting for positions is accomplished now and wanting to see more outreach and transparency in filling future openings.
HB 2301 (and others such as HB 2658, HB 3131) Imposes tax on use of electricity to charge battery of electric vehicle at rate equivalent to rate of license tax imposed on first sale, use or distribution of motor vehicle fuel. (Other similar legislation is directed at collecting revenue from EVs equivalent to what is collected from ICE vehicles.)	OMPOC generally supports this effort to have EVs pay their share for their wear and tear and other impacts on the transportation system. OMPOC is aware of the state's efforts to shift to widespread electric vehicle adoption and government incentives available to purchase electric vehicles and supports this, but the burden of EVs use of the system should not fall on the other users.
SJR 2 Proposes amendment to Oregon Constitution to authorize use of motor vehicle-related tax revenue for infrastructure that reduces traffic burden of, or pollution from, motor vehicles on public roads in this state.	OMPOC supports expanding the use of state highway fuel tax and related revenue beyond the right-of-way in this manner.