
AGENDA

Rogue Valley Metropolitan Planning Organization Policy Committee



Date: Tuesday, September 28, 2021

Time: 2:00 p.m.

Location: Join Zoom Meeting

<https://us02web.zoom.us/j/87952790288?pwd=R1RnNXBEQndjanlEZk9EUXdGa2hiQT09>

Meeting ID: 879 5279 0288

Passcode: 853555

Phone #: 253 215 8782

Contact: Office Specialist, RVCOG: 541-423-1375
RVMPO website: www.rvmopo.org

1	Call to Order / Introductions / Review Agenda	Chair
Consent Agenda		
2	Review / Approve Minutes	Chair
Attachment	#1 RVMPO Policy Committee Meeting Draft Minutes 08/24/2021	
PUBLIC HEARING		
Chair will read the public hearing procedures		
3	Amendments to the 2021–2024 Transportation Improvement Program (TIP)	Ryan MacLaren
Background	<p>The Policy Committee is being asked to review the adoption of amendments to the 2021–2024 Transportation Improvement Program (TIP) to include the following project(s):</p> <ul style="list-style-type: none">• OR 99/I-5 Curb Ramps <p>The 21-day public comment period and public hearing was advertised on or before Friday, September 3, 2021 in the <i>Medford Mail Tribune</i>, and information is currently available on the RVMPO website.</p>	
Attachment	#2 TIP Amendments #3 CMR Transaction for Curb Ramps	
Action Requested	Approval of the TIP Amendments	

4	RTP/AQCD	Karl Welzenbach
Background	For the past several months the MPO staff has been working on the update to the Regional Transportation Plan and its accompanying Air Quality Conformity Determination. The draft plan and AQCD have been available on the MPO’s website for several weeks now.	
Attachment	#4 Virtual Open House for the RTP with Chapters #5 Draft AQCD #6 Resolution 2021-03 #7 Resolution 2021-04 #8 Chapter 5.3 Revised	
Action Requested	Adoption by Resolutions 2021-03 and 2021-04	
Action Items		
5	Determination of portion of Covid-19 Relief Funding	Karl Welzenbach
Background	The RVMPO’s Technical Advisory Committee and Public Advisory Committee held a joint meeting on September 8 to discuss the COVID relief funds which the MPO received. Although no complete resolution was reached as to recommendations on how to spend the entire \$2.5 million one issue did come to the fore due to its time sensitive nature – the City of Ashland’s chip-seal project. The city requested \$420,000 in COVID funds and would return the \$470,000 in CMAQ funding. After much discussion both committees recommended that the city receive \$250,000 in COVID relief funds for this project and that this amount would be deducted from any additional monies the city might receive.	
Attachment	#7 Letter form the City of Ashland #8 Resolution 2021-05 – Authorizing Disbursement of COVID relief funding	
Action Requested	Adoption of Resolution 2021-05 Authorizing the disbursement of \$250,000 in COVID relief funds to the City of Ashland	
6	Donation to the Greenway Foundation	Karl Welzenbach
Background	This MPO sponsored the Greenway Foundation’s “Ride the Rogue” event for this year. Unfortunately, due to COVID restrictions, this event has been cancelled for a second year in a row. Staff is proposing that the RVMPO allow the Greenway Foundation to keep the \$2,500 provided in sponsorship of the event as a charitable donation.	
Action Requested	Approval of the RVMPO Policy Committee for the Greenway Foundation to keep the \$2,500 sponsorship amount as a charitable donation	

Discussion Items		
7	Public Comment	Chair
Regular Updates		
8	RVMPO Planning Update	Karl Welzenbach
9	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
10	Adjournment	Chair

- The next RVMPO Policy Committee meeting will be **Tuesday, October 26, 2021, at 2:00 p.m.** Location to be determined
- The next RVMPO TAC meeting will be **Wednesday, October 13, 2021 at 1:30 p.m.** Location to be determined
- The next RVMPO PAC meeting is scheduled for **Tuesday, October 19, 2021, at 5:30 p.m.** Location to be determined

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

Summary Minutes
Rogue Valley MPO Policy Committee Meeting
August 24, 2021



The following attended:

Voting Members	Organization	Phone Number
Stephen Jensen	City of Ashland	488-6002
Mike Quilty, Vice Chair	City of Central Point	664-7907
Ruth Jenks	City of Eagle Point	941-8537
Jim Lewis, Chair	City of Jacksonville	899-7023
Kevin Stine	City of Medford	774-2000
Eleanor Ponomareff	City of Talent	535-1566
Dave Dotterrer	Jackson County	774-6118
Art Anderson	ODOT	774-6353
Tonia Moro	RVTD	973-2063
Alternate Voting Members Present	Organization	Phone Number
Alex Georgevitch	Medford	On File
Mike Kuntz	Jackson County	On File
Paige West	RVTD	On File
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	Phone Number
Darrin Neavoll	ODOT	
Mike Montero	RVMPO PAC	

RVMPO Policy Committee Meeting Agenda Packet: [August 24, 2021](#)

Full meeting recording: [2021-08-24 Audio Recording](#)

Due to technical difficulties recording starts during Item 3.

1. Call to Order / Introductions / Review Agenda

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

Item 5 was moved up after Item 2.

2. Review / Approve Minutes:

Mike Quilty moved to approve the July 27, 2021 Policy Committee meeting minutes as presented. Seconded by Dave Dotterer.

No further discussion.

Motion carried unanimously by voice vote.

Presentations

3. Presentation on Draft RTP and AQCD 00:00 – 17:58

16:05 | Question from Steven Jensen: *Does the particulate matter in this analysis include smoke?*

There is typically a waiver provided from USEPA because smoke is not produced by transportation. This analysis is focused on air quality emissions from transportation.

Action Items

4. PAC Membership Renewal 17:58 – 19:23

19:00 | *Mike Quilty moved to re-appoint Robin Lee Senior Citizens Rep to the PAC. Seconded by Dave Dotterer.*

No further discussion.

Motion passed unanimously by voice vote.

5. Changes to Amendment Matrix in the TIP

Dave Dotterer moved to approve the changes to the Amendment Matrix in the TIP as presented. Seconded by Art Anderson.

No further discussion.

Motion passed unanimously by voice vote.

Discussion Items

6. Public Comment | 19:23 – 19:51

No Comments.

Regular Updates

7. RVMPO Planning Update | 19:51 – 24:53

Provided by Karl Welzenbach regarding transportation bills, and the Census numbers for urbanized areas.

8. Other Business / Local Business 24:53 – 16:55

Updates.

9. Adjournment

2:34 p.m.

Scheduled Meetings

RVMPO Policy Committee | September 28, 2021 | 2:00 p.m.

RVMPO TAC | September 8, 2021 | 1:30 p.m.

RVMPO PAC | September 8, 2021 | 1:30 p.m.



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: September 21, 2021
TO: RVMPO Policy Committee
FROM: Ryan MacLaren, Senior Planner
SUBJECT: TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2021-2024 Transportation Improvement Program.

A press release for the 21-day public comment period and public hearing was sent on or before September 3rd to the Medford Tribune, and information is currently available on the RVMPO website. The RVMPO TAC & PAC have recommended approval of the amendment(s) listed. Information on the project(s) is listed, below: Information on the projects is enumerated, below:

A. Adjust Project in TIP: OR99/I-5 Curb Ramps (KN 22389)

Description: Increase the project estimate by \$1,062,500, moving funds from project keys 22390 and 21721, and adding funds from the city of Ashland. Update description. Slip the Utility Relocation phase to federal fiscal year 2022 for delivery.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
OR99/I-5 Curb Ramps	Construct curb ramps to meet compliance with the American with Disabilities ACT (ADA) standards.	n/a	Exempt 93.126 (Table 2) Safety & Bike and Pedestrian Facilities.			Planning								\$ -
						Design					\$ -			\$ -
				22389	2021	Land Purchase	\$ 969,084	SW ADA	\$ 110,916	ODOT	\$ 1,080,000			\$ 1,080,000
				22389	2022	Utility Relocate	\$ 89,730	SW ADA	\$ 10,270	ODOT	\$ 100,000			\$ 100,000
				22389	2021	Construction	\$ 4,569,500	SW ADA	\$ 523,000	ODOT	\$ 5,092,500	\$ 95,000	Ashland	\$ 5,187,500
						Other					\$ -	\$ 375,000	ODOT	\$ 375,000
					Total FFY21-24		\$ 5,628,314		\$ 644,186		\$ 6,272,500	\$ 470,000		\$ 6,742,500

Status: **Approved**

CMR Transaction

Request Date: 8/4/2021 CMR Number: 22389-01 Project Lead (TPM/RE-CP): Lonie, Josh

Project Name: OR99/I-5 curb ramps

KN: 22389 Region: 3 Area: Rogue Valley Project Delivery Phase: PS&E

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

Program 4: Program 5: Program 6:

STIP Amendment: Full Approval Authority: None MPO Amendment: ☒ Yes ☐ NoIGA Amendment: ☐ Yes ☒ No A & E Contract Amendment: ☐ Yes ☒ No Reset Baseline Project: ☐ Yes ☒ No

Change 1: Elective Reason 1: 304 Leveraged funds

Change 2: Unanticipated Reason 2: 303 Reallocation of budget authorization between work types

Change 3: Reason 3:

Current Scope: This project will construct ADA compliant ramps in southern Oregon in the communities of Medford, Talent and Ashland.

Describe Scope Change: The addition of SWIP funding into the project will allow infill sidewalk work to be performed at the intersections of Hwy 99 and Mary Jane Avenue, Harmony Lane and Park Avenue in Ashland. Also the city of Ashland has requested an RRFB at the intersection of Hwy 99 and Van Ness Ave and have agreed to pay the additional costs associated with that construction.

Justification for Scope Change: Adding SWIP funding will allow us to improve pedestrian facilities within the project area that the ADA program will not fund. This additional funding will result in a better overall project. Also adding the RRFB at the Van Ness Ave intersection will improve pedestrian safety which has been a priority of the city for quite a while.

Describe the Risk of not Approving the Scope Change: Not taking advantage of the ADA curb ramp project to improve pedestrian facilities within the project area and not providing key improvements requested by the City of Ashland.

	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open - 008	4/16/2020	4/16/2020	PS&E Submittal - 551	7/19/2021	10/18/2021
PDT Kick-off - 018	10/5/2020	10/5/2020	Bid Opening - 560	9/9/2021	12/9/2021
Project Initiation Phase Complete - 050	11/17/2020	11/17/2020	Forecasted 1st Note 735	10/21/2021	1/25/2022
DAP Phase Complete - 325	3/24/2021	3/24/2021	Forecasted 2nd Note 790	9/30/2022	10/12/2022
ROW EA Open - 470	3/31/2021	8/13/2021	Forecasted 3rd Note 796	3/28/2023	4/7/2023

Describe Schedule Change: The PS&E and Bid dates have to be pushed out. These date revisions will caused slight adjustments to the 1st, 2nd and 3rd note dates as well. The CN and UR phases of the project will also need to be slipped from FFY2021 to FFY 2022.

Justification for Schedule Change: The PS&E and Bid dates had to be pushed out due to unresolved survey issues as well as outstanding crosswalk closure and design exceptions that were not resolved in time for the previous PS&E date. The revised 2nd and 3rd note dates were updated based on the current construction time estimate developed at the Final plans stage of the project. The CN and UR phases will not obligate in time in FFY2021 so therefore they need to be slipped to FFY 2022.

Status: **Approved**

CMR Transaction

Request Date: 8/4/2021

CMR Number: 22389-01

Project Lead (TPM/RE-CP): Lonie, Josh

Project Name: OR99/I-5 curb ramps

KN: 22389

Region: 3

Area: Rogue Valley

Project Delivery Phase: PS&E

Describe the Risk of not Approving the Schedule Change:

Not approving this change will result in a baselined schedule that does not match the project specifications and was not delivered on time as well as having phases not obligate in the correct FFY.

	<u>Phase Total Estimated Cost</u>	<u>Requested Budget</u>	<u>Change</u>
Planning	\$0	\$0	\$0
Preliminary Engineering	\$0	\$0	\$0
Right of Way	\$1,080,000	\$1,080,000	\$0
Utility Relocation	\$80,000	\$100,000	\$20,000
Construction	\$4,520,000	\$5,562,500	\$1,042,500
Other	\$0	\$0	\$0
Total:	\$5,680,000	\$6,742,500	\$1,062,500

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

This CMR documents the addition of SWIP funding (\$375,000) to fund the infill sidewalk work at the intersections of Hwy 99 and Mary Jane Avenue and Hwy 99 and Harmony Lane as well as at the City of Ashland's contribution of funds for the RRFB (\$95,000). Overall \$470,000 of funding from other sources than ADA will be added into the project. The ADA program will need to add an additional \$592,500 into this project which was the reduction in funding on KN22390 the other child project associated with KN22208 which includes this project.

Justification for Budget Change:

The added work will improve the ADA facilities within the project limits. Sidewalk infill work is not funded through the ADA program. The City of Ashland agreed to add money into the project for the RRFB work at Van Ness which was a request by the city which beyond the minimum requirement to build compliant ramps which the ADA program will not cover. Money was reallocated between phases in order to fully fund all phases of this project which were savings associated with KN22390.

Describe the Risk of not Approving the Budget Change:

Not taking advantage of the ADA curb ramp project to improve pedestrian facility within the project area and certain phases being underfunded in the project.

	<u>Signatures</u>	<u>Dates</u>		<u>Signatures</u>	<u>Dates</u>
Funding Program Manager:	Snyder, Tony	8/5/2021	Additional Signator:	Horning, Jessica	6/29/2021
STIP Coordinator:	Birch, Naomi	7/2/2021	Additional Signator:		
Area Manager:	Anderson, Art	8/11/2021	Additional Signator:		
Project Sponsor:	Marmon, Jennifer	8/11/2021	Additional Signator:		
Tech Center Manager:	Thompson, Mark	8/11/2021	Additional Signator:		
Region Manager:	Neavoll, Darrin	8/11/2021	Additional Signator:		
Additional Signator:	Garcia, Gabriela	7/2/2021	Additional Signator:		

Resolution Number 2021 – 03
Rogue Valley Metropolitan Planning Organization - Policy Committee
Adoption of the RVMPO 2021-2045 Regional Transportation Plan

Whereas, the Rogue Valley Council of Governments (RVCOG) has been designated by the State of Oregon as the Metropolitan Planning Organization (MPO) for the greater Medford Urban Area; and

Whereas, the RVCOG has delegated responsibility for MPO policy functions to the RVMPO Policy Committee, a committee of elected officials from Ashland, Eagle Point, Central Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, the Rogue Valley Transportation District and the Oregon Department of Transportation; and

Whereas, a project identification and selection process was carried out through the development of the 2021-2045 Regional Transportation Plan (RTP); and

Whereas, a public involvement process was developed and implemented consistent with the RVMPO Public Participation Plan throughout the development of the RTP and Air Quality Conformity Determination (AQCD); and

Whereas, the MPO, as required by law, held a 30-day public comment period to secure input and comment on the proposed conformity determination and the comments received were explicitly considered; and

Whereas, the 2021-2045 RTP has been shown through this document to meet state and federal air quality requirements; and

Whereas, the improvements contained in the 2021-2045 RTP demonstrate fiscal constraint;

NOW THEREFORE, the Metropolitan Planning Organization Policy Committee approves and adopts the attached 2021-2045 Update for the Regional Transportation Plan

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 28th day of September, 2021.

Jim Lewis,
MPO Policy Committee Chair

Resolution Number 2021 – 04
Rogue Valley Metropolitan Planning Organization - Policy Committee
Adoption of Air Quality Conformity Determination for the RVMPO 2021-2045 Regional
Transportation Plan

Whereas, the Rogue Valley Council of Governments (RVCOG) has been designated by the State of Oregon as the Metropolitan Planning Organization (MPO) for the greater Medford Urban Area; and

Whereas, the RVCOG has delegated responsibility for MPO policy functions to the RVMPO Policy Committee, a committee of elected officials from Ashland, Eagle Point, Central Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, the Rogue Valley Transportation District and the Oregon Department of Transportation; and

Whereas, a project identification and selection process was carried out through the development of the 2021-2045 Regional Transportation Plan (RTP); and

Whereas, a public involvement process was developed and implemented consistent with the RVMPO Public Participation Plan throughout the development of the RTP and Air Quality Conformity Determination (AQCD); and

Whereas, the MPO, as required by law, held a 30-day public comment period to secure input and comment on the proposed conformity determination and the comments received were explicitly considered; and

Whereas, the 2021-2045 RTP has been shown through this document to meet state and federal air quality requirements; and

Whereas, the demonstration of air quality conformity was based on inputs that produced conservative (high) emissions; and

Whereas, the improvements contained in the 2021-2045 RTP demonstrate fiscal constraint;

NOW THEREFORE, the Metropolitan Planning Organization Policy Committee approves and adopts the attached Air Quality Conformity Determination for the Regional Transportation Plan.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 28th day of September 2021.

Jim Lewis,
MPO Policy Committee Chair

- **Mobile fare or e-fare-** Allows passengers to purchase and load fare onto mobile ticketing apps or a plastic RFID cards providing convenience and flexibility for passengers and drivers. Additionally, with the COVID pandemic cashless systems were highly encouraged; passengers use of RVTD's cashless fare products are approximately 65% of all fare transactions.

BUS RAPID TRANSIT (BRT)

BRT is an intermediate transit technology now being developed in a number of locations including Eugene. It consists of high capacity, low-floor buses often using a special dedicated lane on the roadway. Locations where a BRT system may someday work well in the Rogue Valley include the Hwy. 62, Hwy. 99 between Ashland and Central Point, Barnett Rd. and W. Main St. in Medford. Other programs that may help reduce reliance on single-occupant vehicles include:

Vanpools – The employer or the transit agency leases or purchases a ten or more-seat van and makes it available for commuting to the worksite. Employees using the van are responsible for everything from driving to fuel and seeing to maintenance. The transit agency or employer pays for the initial capital cost of the vehicle and provides work place assistance in finding riders and supporting the program. The precise array of operating costs covered may vary – just fuel, oil and washing, or also insurance and maintenance. Vanpool programs work best when a number of workers are going to the same or nearby sites, yet there is not enough demand to run a fixed route bus to that location. Examples in the Rogue Valley include various major employers in White City, Harry and David, Amy's Kitchen, Tolo and some employers in Medford.

PTASP TARGETS

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires covered public transportation providers and States to establish Safety Performance Targets (SPTs) to address the Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan (NSP) (49 CFR § 673.11(a)(3)).

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE TARGETS					
Mode of Transit Service	Fatalities	Injuries	Safety Events	System Reliability	Mileage Increment
Fixed Route Bus	0.00	0.528	0.528	7,200	100,000
Demand Response	0.00	0.00	0.00	63,000	50,000

TAM PLAN TARGETS

The Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule was published July 26, 2016 in the Federal Register and became effective October 1, 2016. The final rule defines the term state of good repair and establishes minimum Federal requirements for transit asset management. This applies to all recipients of Federal financial assistance under 49 U.S.C. Chapter 53 who own, operate, or manage public transportation capital assets. The TAM rule specifies that an asset is in a state of good repair if it is in a condition sufficient for it to operate at a full level of performance. The rule also provides state of good repair standards.

<https://www.oregon.gov/ODOT/RPTD/Pages/Transit-Asset-Management.aspx>

Current transit routes are mapped on the following page.

CITY OF ASHLAND

July 21, 2021

Karl D. Welzenbach
Planning and Program Manager
Rogue Valley Council of Governments
155 N. First St | PO Box 3275
Central Point, OR 97502

RE: COVID Relief Funding

Dear Karl,

The City of Ashland would like to seek approval of a proposal in that the City returns the current CMAQ distribution of \$468,244 for the Ashland Chip Seal Project (Key# 21016, RTP #166) and in return the City would ask for distribution of \$420,000 in COVID Relief Funding and take over and manage the chip seal project to completion. This proposal will assist a currently underfunded CMAQ project that can take advantage of the \$468,244 to help and expand the chip seal project to complete more streets as originally intended.

While working through the CMAQ Chip Seal project process with ODOT, we are both realizing the project is not panning out as we hoped. The cost/benefit with respect to the engineering and construction phases is skewed because of Federal requirements associated with the CMAQ program. Currently, preliminary engineering is projected to be approximately \$350,00 of the \$561,648 project total, leaving only \$210,000 for construction. Without the requirements tied to the CMAQ funding the City feels that all of the \$420,000 could be used on construction alone. After including the original City share, we are hoping to complete at least double the number of streets of what it appears would be able to be finished if it were to remain a CMAQ project. Completing this project is a priority for the City and meets the goals of the region through particulate reduction.

The City has discussed this proposal with ODOT, and they are in complete support of the proposal. In addition, it will free ODOT staff of their obligations of the local agency assistance requirement for the Chip Seal project and will provide more timely resources to other locally delivered federal aid projects managed by ODOT.

The City would welcome your feedback on this proposal and would appreciate hearing what our next steps should be in this process.

Sincerely,



Scott Fleury, PE
Public Works Director



Resolution Number 2021 – 05
Rogue Valley Metropolitan Planning Organization - Policy Committee
Authorization of Disbursement of \$250,000 in COVID Relief funds to the City of Ashland for their
Chip Seal Project

Whereas, the Rogue Valley Council of Governments (RVCOG) has been designated by the State of Oregon as the Metropolitan Planning Organization (MPO) for the greater Medford Urban Area; and

Whereas, the RVCOG has delegated responsibility for MPO policy functions to the RVMPO Policy Committee, a committee of elected officials from Ashland, Eagle Point, Central Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, the Rogue Valley Transportation District and the Oregon Department of Transportation; and

Whereas, The City of Ashland was the recipient of \$470,000 in CMAQ funds for the purposes of chip-sealing multiple roads to help reduce road dust; and

Whereas, due the federal requirements placed on the use of CMAQ funds the city would have to spend between \$250,000 and \$300,000 on design alone; and

Whereas, the MPO is the recipient of \$2.5 million in COVID Relief funds which come with no strings attached ; and

Whereas, the RVMPO's Technical Advisory Committee and Public Advisory Council (TAC and PAC) discussed this issue at length; and

Whereas, the TAC and PAC both recommended the disbursement of \$250,000 to the City of Ashland as a compromise with the stipulation that the City return the \$470,000 in CMAQ funds back to the MPO.

NOW THEREFORE, the Metropolitan Planning Organization Policy Committee approves and authorizes the disbursement of \$250,000 to the City of Ashland for its chip-seal project.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 28th day of September 2021.

Jim Lewis,
MPO Policy Committee Chair