

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 |
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| <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 |

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| | <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. |
| <p>Local speed limit setting</p> | <p>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.</p> |
| <p>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> | <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> |
| <p>Tolling</p> | <p>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.</p> |
| <p>HB 2619 Modifies membership of Oregon Transportation Commission.</p> | <p>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.</p> |
| <p>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.)</p> | <p>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.</p> |
| <p>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.</p> | <p>OMPOC supports expanding the use of state highway fuel tax and related revenue beyond the right-of-way in this manner.</p> |