



Agenda

Rogue Valley Metropolitan Planning Organization Public Advisory Council

Date: Tuesday, September 16, 2014
Time: 5:30 p.m.
Location: Rogue Valley Council of Governments
Jefferson Conference Room
155 N. First Street, Central Point
Transit: served by RVTB Route #40
Phone: 541-423-1360 (Sue Casavan, RVCOG)
RVMPO website: www.rvmppo.org

1. **Call to Order/Introductions/Review Agenda**Aaron Prunty, Chair
2. **Review/Approve Minutes (May and August Special Meeting – Attachment #1)**Chair
3. **Public Comment (3-minute limit for each speaker)**.....Chair

Action Item:

4. **RVMPO PAC Member Application**.....Jonathan David

Background: Mary Wooding, representing Ashland, submitted a new member application.

Attachment: #2 - PAC member application

Action Requested: Forward recommendation for approval to the Policy Committee.

Discussion Items:

5. **RVMPO Public Advisory Council Seats**..... Jonathan David

Background: At the May Policy Committee (PC) meeting PC members had asked about the possibility of revising PAC seats to include a Bike/Pedestrian category. Rather than add to the number of PAC seats, however, PC members suggested deleting one of the four (4) vacant Medford positions to make the accommodation. The PC would like to get the PAC's thoughts and/or recommendation in accommodating a Bike/Pedestrian category seat.

Attachment: #3 - PAC Bylaws, Membership chart and map

Action Requested: Discuss changing a Medford seat to a Bike/Ped seat

- 6. MPO Planning Update Jonathan David
- 7. Other Business.....Chair
- 8. Public Comment.....Chair
- 9. Next Meeting.....Chair

** The next Public Advisory Council meeting is scheduled for November 18, 2014,
at 5:30 p.m. at Rogue Valley Council of Governments, Jefferson Conference Room **

- 10. Adjourn..... Chair

***Other RVMPO
meetings***

Technical Advisory Committee: 1:30 p.m., Wednesday, October 8, 2014,
Rogue Valley Council of Governments, Jefferson Conference Room.

Policy Committee: 2:00 p.m., Tuesday, September 23, 2014, Rogue
Valley Council of Governments, Jefferson Conference Room.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CALL SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATIONS PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

Summary Minutes Rogue Valley MPO Public Advisory Council May 20, 2014



The following attended:

MPO Public Advisory Council

Aaron Prunty, Chairman	Eagle Point	864-9868
Al Willstatter	Mass Transit	482-2807
Brad Inman	East Medford	734-5409
David Chapman	Ashland	488-0152
Ed Danehy	Senior Citizens	858-0367
Eric Heesacker	Talent	455-7138
Glen Anderson	East Medford	770-6577
Kay Harrison	Central Point	664-1066
Mark Earnest	Jacksonville	899-8080
Mike Montero	Central Point	779-0771
Mike Stitt, Vice Chair	Phoenix	535-2504
Ron Holthusen	Jacksonville	878-3019
Thad Keays	Talent	774-8273

Staff

Jonathan David	RVCOG	423-1338
Sue Casavan	RVCOG	423-1360

Others Present

9 people from the public (Austin Cummings / Lokyee Au presenting the transit study)

1. Call to Order/Introductions/Review Agenda

Chairman Aaron Prunty called the meeting to order at 5:30 p.m.

2. Review/Approve Minutes

Chairman Prunty asked if there were any changes or additions to the March meeting minutes. Brad Inman noted that it looked like his name and Al Willstatter's name were interchanged in the attendance section.

On a motion by Kay Harrison and seconded by David Chapman the Council unanimously approved the minutes with subsequent changes.

3. Public Comment

None received.

4. Exploring Transit Alternatives in the Highway 99 Corridor

Paige Townsend, RVTB, introduced students from the University of Oregon who participated in the transit study. She noted that RVTB started public engagement work last fall on Hwy 99 transit improvements from Ashland to Central Point and a final report will be given to the Policy Committee in June. She briefly explained

the surveys that were used in the study and mentioned that the project looked at transit service on Hwy 99 to determine if RVTD should invest planning resources and grant resources to improve service. She hoped that with the public input from the study that RVTD could move forward in considering future Federal Transit Administration (FTA) funding and planning for transit improvements in the region. She indicated that transit improvements are probably 10-15 years down the road and that this is just the first step. If RVTD does decide to move forward with a major grant from FTA for the improvements it will require a vote from the RVMPO Policy Committee.

Glen Anderson asked if the service would still go to Front Station and if it would include new buses. Townsend responded that the corridor route has not been planned yet but it is anticipated that it will go to Front Street and the buses will be branded and have higher capacity.

Al Willstatter asked if RVTD was willing to support it financially and Townsend noted that the RVTD Board will be asked to determine the next steps.

Students, Austin Cummings and Lokyee Au, facilitated the transit discussion. Austin Cummings began the Power Point presentation and noted that they will discuss Bus Rapid Transit specifically and gather perceptions and opinions from council members. Cummings said that RVTD is currently experiencing overcrowding and frequent delays, especially along the Hwy 99 route. He informed members that ridership exceeded the FTA threshold for utilizing and developing High Capacity Transit (HCT) along Hwy 99. The study suggests that there will be projected population and employment growth leading to an increased demand for transit throughout the area. He reminded the group that this was a long-term planning process and the region is at the very beginning planning stage. Public perception is important as the process will require heavy investment in financial resources and involve a number of political processes. He emphasized that the public process will need to go on throughout the 10-20 year window it will take to implement.

Lokyee Au briefly discussed the different forms and benefits of HCT:

- Express Bus
- Bus Rapid Transit (BRT)
- Bus Rapid Transit Lite ((BRT)
- Light Rail and Commuter Rail

Au referred to a previous study that showed the Rogue Valley does not have the density required for light rail. She noted the following preliminary findings:

- Needs to be a strong case made for transit enhancements and it needs to be communicated well.
- Active and continuous engagement with various stakeholder groups (especially business community) is necessary.
- Riders are supportive of more reliable transit options but not as supportive of reducing stops for increased reliability and speed.
- RVMPO TAC favors improvement of transit services but suggested BRT system may not currently be in demand.

Au asked members what they thought transit in the Rogue Valley should look like in the future and what role should transit play in the valley:

Willstatter agreed that light rail was not viable for the region but noted that there are rails through the valley and asked if commuter rail with feeder buses was addressed. Au indicated the study had said that rail itself was not a viable option because the population density required to implement it was not in the Rogue Valley.

Ron Holthusen mentioned that perhaps the region should be looking at a longer transit planning horizon, instead of 20 years maybe 50 years.

Kay Harrison added that light rail is not feasible at this time but agreed if the planning horizon was longer that might change. She briefly discussed the current users and noted that transit should be incorporated into future long range planning efforts in the region.

Anderson suggested the region also plan further in to the future and include transit systems that would evolve with the population. He noted that the ridership changes with faster more efficient systems.

Mike Montero agreed that transportation investment planning should be tied to land use to make the best use of funding. He mentioned that the state is working on multi-modal performance standards and there might be an opportunity for this study to evaluate how strategic investments into transit could serve to meet other planning requirements.

Cummings asked members to comment on a regional scale how they would like transit to move and where should it go:

Ed Danehy suggested the Hwy 99 corridor and coordinate transit planning with regional land use planning.

Ian Horlacher discussed the fact that the regional plan assumptions done 10 years ago had a higher growth rate than what has actually occurred which resulted in lower traffic volumes than expected. He would suggest better efficiencies within the current transit system before a major funding investment. Members agreed but emphasized the need for regional planning to include transit in future planning efforts.

Jonathan David indicated that origins and destinations will be looked at concerning land use and densities and that will filter out and become apparent. As far as dedicated Right of Way for transit in regional planning he emphasized that it would have to be a policy / regional political decision.

Mark Earnest thought planning should take into account the geography of the valley with the corridor and the idea of a feeder service to the Hwy 99 main line should be considered.

Holthusen gave examples of transit and integrated bikeways to communities.

Willstatter noted the large population of elderly in the region and Montero added that demographics will be secondary to a mechanism for financial stability for transit. In order for the business community to provide commitments for the future he indicated that regional financial support for transit would be necessary.

Cummings asked how members thought BRT or HCT would be received in their communities and what concerns they had:

Anderson commented that the community was typical America; they would like it as long as someone else was paying for it. Biggest draw for population and public transit would be to have superb transit as a first option, people would like it and use it but he is aware that funding scenarios do not work that way.

Harrison mentioned that not everyone will see the need for it at this time. If it was connected to the economy / employment center she could see the BRT as the option to work.

Inman asked if the presenters had more information about capital costs and operating deficits. Cummings replied that this study did not address the financial aspects and was focused on gathering public perceptions about how palpable the transit options will be. Another student referred to a citation at the bottom of the Power Point presentation and said financial information could be found there. Inman felt that public response and acceptance to any proposed plan would have concern about costs as transit systems don't typically run at a profit.

Au asked if members saw a need for BRT or HCT and are they viable options to consider for transit concerns:

Earnest thought there would not be a need until the feeder bus strategy was worked out to the Hwy 99 corridor.

Prunty mentioned that he would like to see better piece connection (bike to bus) and then a very rapid corridor transit. He agreed that transit should definitely be included in long range planning.

David thought as fuel costs increased people transit might be a bigger priority. He felt there was a need in the region for park and rides to be more accessible.

Willstatter noted that there is a lot of duplication for transit (public, private) and felt that should be looked at.

Anderson indicated that it appeared that express bus service could start quickly without great expense.

Cummings asked, in moving forward how this group wants to be involved and interact with RVTD and what information will be needed to move this idea forward.

Montero suggested keeping it as a running agenda item for this council.

Holthusen asked if partnering with a similar region or city to see how they move forward and what the long range planning looks like and Cummings noted the comment and thought it an interesting idea.

Au asked if members had any suggestions for RVTD with moving this plan forward:

David Chapman suggested looking at the region as a travel shed, Grants Pass-Shady Cove / Medford to Ashland. With the rail running through the valley there would be very little infrastructure cost for commuter rail. He felt small changes implemented over much time will not get people out of their cars. Stitt agreed that it will take a better system to get people out of their cars and he noted that an education program on how to ride the bus would also be beneficial.

5. Strategic Assessment Discussion

Jonathan David informed the council that the Land Conservation and Development Commission (LCDC) would like to come back and make separate presentations to the TAC and the PAC at a later date.

Members discussed the statewide goals and mandates issued by the Oregon Legislature and noted that scenario planning for this region was not mandatory at this time. Some members were concerned that if implemented the assessment might lead to new requirements.

Some members agreed that the assessment should be seriously considered. Obtaining a baseline now could be beneficial and funding is provided. Chapman suggested getting in line for the assessment and if the region changes direction they could back out. There was discussion about making the modeling 'fit the region' and Eric Heesacker said that he had previously worked with the modelers and they were very sensitive to regional needs. Inman was in favor of waiting.

6. MPO Planning Update

David announced that RVACT had requested a Technical Advisory Committee to be formed from current MRMPO and RVMPPO TAC members.

Mike Montero requested to be moved to the Freight PAC position from the Central Point position.

7. Other Business

None.

8. Public Comment

There were no public comments.

9. Adjournment

The meeting was adjourned by Chairman Prunty at 7:10 PM.

Summary Minutes
Rogue Valley MPO Public Advisory Council
August 13, 2014
Special Meeting



The following attended:

MPO Public Advisory Council

Aaron Prunty, Chairman	Eagle Point	864-9868
Brad Inman	Mass Transit	482-2807
David Chapman	Ashland	
David Lewin	Phoenix	512-0436
Eric Heesacker	Talent	455-7138
Glen Anderson	East Medford	
Kay Harrison	Central Point	664-1066
Mark Earnest	Jacksonville	899-8080
Mike Montero	Freight	779-0771
Mike Stitt	Phoenix	
Ron Holthusen	Jacksonville	
Thad Keays	Talent	

Staff

Jonathan David	RVCOG	423-1338
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446

1. Call to Order/Introductions/Review Agenda -

Chairman Aaron Prunty called the meeting to order at 5:32 p.m.

2. Review/Approve Minutes -

Previous meeting minutes will be reviewed in September.

3. Public Comment -

None received.

4. Proposed Regional Significance Screening Criteria –

Jonathan David presented an update on the approved Project List, explaining the new modeling, and the fact that it was discovered that the region was over the allowed CO budget by 2-3X. The new modeling procedure demonstrated that erroneous info related to the omission of “cold starts”, in the ten year old data, had created the budget excesses when the new model was run. The FHWA, ODOT, DEQ, and EPA never caught this error until the MOVES model was completed, and have been extremely cooperative in resolving the issue.

The Policy Committee and TAC have also been privy to this information, with the Policy Committee voting to adopt the screening criteria.

Dan Moore went through the draft of the regionally significant screening criteria (related exclusively to CO compliance), explaining that Staff had researched similar criteria established by other MPOs around the nation. The interagency consultation group then reviewed the criteria and concurred that the four projects, (3) Medford and (1) Jackson County, could be redefined as not being regionally significant for the purposes of CO budget compliance. It was also found that the criteria met federal standards, and the EPA concurred.

Mike Montero spoke about the lack of “cold starts” evaluation in the old data collection process, and verified the process whereby the MPO was legally rectifying the situation. Adopting existing Federal criteria into the existing plan allows the MPO to use that criteria to establish that none of the projects are regionally significant from a CO standpoint. MPO adoption of the screening criteria is viewed as a short term fix, with the eventual solution being the creation and adoption of a Limited Maintenance Plan. The region is well under the PM10 budget.

Kay Harrison asked about the money that has been spent on the modeling, and asserted that the expense was warranted. Staff stated that the work and costs were necessary, and would help with the creation of the LMT. Some extra moneys may be needed to complete the anticipated LMT.

The whole process was exclusively related to the four (4), non-exempt transportation projects. All the other projects are exempt. Exempt projects do not add new travel lanes.

Members and Staff discussed the reasoning behind mandates for modeling and monitoring, and the fact that they are designed as an advance warning system for potential CO and PM10 pollution problems.

It is imperative to resolve this issue because of Medford’s current push to improve Foothills Road.

On a motion by Mike Montero, seconded by Kay Harrison, the Committee voted unanimously to recommend Policy Committee approval of the Regional Significance Screening Criteria.

The Committee held a brief discussion on CO Limited Maintenance Plans, the impending I-5 viaduct improvements, funding potentials, and the fact that implementing an adopted LMT would preclude the need for future modeling. Monitoring will remain as a requirement. Adopting a LMT will result in a new CO budget.

5. 2015-2018 Transportation Improvement Program (TIP), Regional Transportation Plan (RTP) and Air Quality Conformity Determination (AQCD) –

Dan Moore presented a highlighted overview of the TIP, RTP and AQCD packet information. The various affected jurisdictions identified projects for next four years. RVTD made several changes, adding the “E Fare” Project to the STP, and dropping the Job Access Reverse Commute. ODOT changed the Highway 99 project name to “Oregon 99 - Rapp Road to Talent city limits”.

ODOT Project #904 (I-5 to Kirkland Rd.) has been obligated and removed from the RTP Amendment List.

All the projects have been included in the emissions analysis. The 30-day interagency comment period began in July. Additions to strengthen the document were offered by the Seattle EPA staff, subsequently included by RVCOG Staff, and the revised draft will be reviewed by the interagency group before going on to the Policy Committee. The AQCD findings conform to federal regulations.

Based on comments by RVTD, Mr. Montero suggested that footnotes be added to clarify some of the transit analysis details and data. Staff follow up with consultants on the questions raised on this matter. Jonathan David shared that EPA was very pleased with the work done by the COG. CO challenges are not anticipated during the public hearing process.

Mike Stitt commented that Phoenix needed to be added to the AQCD on Synopsis page ii – Actions to be taken.

On a motion by Mike Montero, seconded by David Lewin, the Committee voted unanimously to

recommend Policy Committee approval of the 2015-2018 Transportation Improvement Program (TIP), Regional Transportation Plan (RTP) amendments and Air Quality Conformity Determination (AQCD).

6. MPO Planning Update –

- Josephine Transit Commuter Service from Grants Pass to Medford will begin on September 1st. A ribbon cutting will be held on September 23rd.
- The RVCOG Staff vehicle arrives at the end of the month.

7. Other Business –

There was no other business.

8. Public Comment -

There were no public comments.

9. Next Meeting -

The next meeting is scheduled for Sept. 16, 2014, in the RVCOG conference room, at 5:30 PM.

9. Adjournment -

The meeting was adjourned by Chairman Prunty at 6:40 PM



Office Use Only	
Committee:	_____
Date Received:	_____
Appointed:	Yes No
Appointment Date:	_____
Term Ended Date:	_____

**ROGUE VALLEY METROPOLITAN PLANNING
ORGANIZATION**

Public Advisory Council (PAC)

Membership Application

REC'D JUN 2 2014

Return Application to:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments
P.O. Box 3275
Central Point, OR 97502
541-664-6674 ext 360
www.rvmppo.org

Email return to: scasavan@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmppo.org

PLEASE PRINT

Personal Information: *Please circle one.* (Mr. / Mrs. / Ms.)

Name: Mary Ruth Wooding

Home address (include Zip code): 727 Park St

Ashland, OR 97520

Telephone: (home) 541-482-1066 (business) _____

Email maryrwooding@yahoo.com

About PAC membership...The Rogue Valley Metropolitan Planning Organization Public Advisory Council (PAC) makes recommendations on transportation planning issues to the RVMPO's Policy Committee. PAC members are appointed by the Policy Committee to two-year terms, representing one of the RVMPO's regional areas of interest. The PAC has positions for both geographic and issue-specific interests. Appointments are based on an applicant's ability to represent one of the Geographic or Issue-Specific interests.

- To represent one of the **Geographic Areas** listed below and illustrated on the attached RVMPO map, you must live, own property or operate a business within that area. You do not have to live within city limits. (Please refer to the RVMPO map, or call 664-6674 ext. 360, for clarification.)

- **Issue-Specific Positions** represent the freight industry, mass transit, low-income citizens, minorities, senior citizens, and public health. Low-income and minority representatives do not have to be low income, or a racial minority, but would advocate for the concerns of those communities. Special-interest representatives may live, own property, or operate a business anywhere within the RVMPO.

1. Please indicate below the Geographic Area, or special interest that you would represent. Select only one from the following list, section (A) or (B) below.

A. Geographic Area (see Citizen Involvement Area map on the last page):

<input checked="" type="checkbox"/> Ashland	<input type="checkbox"/> Central Point	<input type="checkbox"/> Eagle Point
<input type="checkbox"/> Jacksonville	<input type="checkbox"/> East Medford	<input type="checkbox"/> West Medford
<input type="checkbox"/> Phoenix	<input type="checkbox"/> Talent	<input type="checkbox"/> White City

B. Special Interest Area:

<input type="checkbox"/> Freight industry	<input checked="" type="checkbox"/> Mass Transit
<input type="checkbox"/> Low Income Citizens	<input type="checkbox"/> Minority
<input checked="" type="checkbox"/> Senior Citizens	<input type="checkbox"/> Public Health

(Continued on Next Page)

2. What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?

In the 60's I was on the Cleveland School Budget Committee. I have been involved with the RVTI since 1997 (8 years on a board member) and on the budget committee. Transportation has always been one of my interest along with financial matters.

3. Why do you want to become a member of the Public Advisory Council?

I have been attending Tredco meetings for 23 years and have always been interested in transportation issues and information about road projects and status of needs in general. Thank you for your consideration.

Signature Mary Ruth Gooding
Date 5-30-14

Thank You!

**BYLAWS
ROGUE VALLEY COUNCIL OF GOVERNMENTS (RVCOG)
METROPOLITAN PLANNING ORGANIZATION (MPO)
PUBLIC ADVISORY COUNCIL (PAC)**

Article I

Name

This council shall be known as the Public Advisory Council of the Rogue Valley Metropolitan Planning Organization (RVMPO).

Article II

Purpose

The Public Advisory Council serves as a community forum to exchange information, convey input from the public, and ascertain public opinion on transportation planning activities of the RVMPO.

Section 1. Duties of the Public Advisory Council

- a. Represent the interests of citizens within the respective Citizen Involvement Areas delineated in the Citizen Involvement Areas Map, or topical area of interest, as defined in the RVMPO Public Participation Plan.
- b. Serve as a communication link between the public and RVMPO regarding transportation planning activities.
- c. Provide feedback to RVMPO staff during the development and implementation of the Regional Transportation Plan, the Metropolitan Transportation Improvement Program and air quality conformity activities.
- d. Provide recommendations to the MPO Policy Committee.

Article III

Membership - Voting

Section 1. Membership of the Council

- a. The Council consists of representatives from Citizen Involvement Areas within the RVMPO and special interests as delineated in this section. There are nine (9) Citizen Involvement Areas with two (2) members possible from each area, representing a population of up to 25,000. When a Citizen Involvement Area population exceeds 25,000, an additional position shall be created with additional positions upon each incremental population increase of 25,000. Any area with more than the specified number of members as of the date these bylaws are adopted may retain those members until their terms are completed. Six (6) additional positions are available, one (1) for each of the following special interests: freight industry, mass transit, minority citizens, low-income citizens, senior citizens, and public health.
- b. Members of the Council must reside, own property or operate a business within the Citizen Involvement Area that they represent.
- c. Public Advisory Council members will be approved by the MPO Policy Committee.

Section 2. Appointment and Tenure of Council Membership

- a. Vacancies in an office shall be publicly announced. Potential members shall submit a statement of interest, and when more than one citizen applies to serve on the Council, the selection shall be based on maintaining a broad cross section of interests. MPO staff and PAC members may solicit to groups or individuals to fill membership vacancies. Prior to any public announcement of a vacancy, the Council can recommend reappointment of a sitting member.
- b. Selection of council members shall be conducted through RVMPO's established application process, meeting the nondiscrimination requirements of Title VI of the Civil Rights Act of 1964 and Executive Order 12898.
- c. The term of office on the Council shall begin the day the member is appointed and shall continue for two years, except that such term of office shall terminate immediately upon:
 - Relocation outside the RVMPO or outside the Citizen Involvement Area which the member represents; or,
 - Unexcused absence from three regularly scheduled, consecutive meetings.

Section 3. Voting Privileges

- a. Each member who is present at regular or special meetings shall be entitled to one vote on all issues presented.

Article IV

Meetings

Section 1. Regular Meetings

- a. The Council shall hold its regular meeting on the third Tuesday of alternating months. No meeting shall be held during the month of December.

Section 2. Special Meetings

- b. Special meetings may be called by RVMPO's Planning Program Manager's designated staff on seven (7) days notice.
- c. The person 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 Council when a quorum is present.
- b. A quorum shall exist when a majority of appointed members are present.
- c. The voting on all questions coming before the MPO Public Advisory Council shall be by voice vote and decided by a simple majority of members present. The ayes and nays shall be entered in the minutes of such meeting. If a motion on question fails, deliberation shall continue until a motion or definitive action is offered and passed.

Article V

Officers and Duties

Section 1. Officers

- a. The officers of the Council shall be a Chair and Vice-Chair to be elected by the Council at the first meeting of the calendar year.

Section 2. Term of Office

- a. The officers shall hold office for a period of one (1) year.

Section 3. Duties of Officers

- a. The Chair shall preside over the meeting.
- b. In the absence of the Chair, the Vice Chair shall perform all Chair duties.

Section 4. RVMPO Planning Program Manager

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

Article VI

Amendments to Bylaws

Section 1.

- a. These bylaws may be amended or repealed or new bylaws may be adopted by a supermajority vote of two thirds of the members of the Council present at any regular or special meeting called for that purpose. Written notice of proposed amendments shall be given to the membership of the Council at least thirty (30) days prior to the date of the meeting at which the bylaws are to be considered. Any objections to the proposed amendments shall be forwarded to RVMPO's Planning Program Manager.
- b. Amendments to the bylaws shall become effective upon approval by the MPO Policy Committee.

Approved by the RVMPO Policy Committee:


Mike Quilty, Chair

January 31, 2014
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*

**Public Advisory Council Membership
 May 2014**

Citizen Involvement Area	# PAC Positions	Appointee
Eagle Point	2	1) Aaron Prunty, Chair (Jan 2014-Jan 2016) 2)
White City	2	1) 2)
Central Point	2	1) Kay Harrison (April 2013-April 2015) 2)
Medford	6	
East Medford	3	1) Glen Anderson (Feb 2013-Feb 2015) 2) Brad Inman (Dec 2013-Dec 2015) 3)
West Medford	3	1) 2) 3)
Jacksonville	2	1) Mark Earnest (Feb 2013-Feb 2015) 2) Ron Holthusen (Jan 2014-Jan 2016)
Phoenix	2	1) Mike Stitt, Vice Chair (Jan 2014-Jan 2016) 2) David Lewin (Feb 2013-Feb 2015)
Talent	2	1) Thad Keays (Feb 2013- Feb 2015) 2) Eric Heesacker (April 2013-April 2015)
Ashland	2	1) David Chapman (Jan 2014-Jan 2016) 2)

Special Interest Positions	# PAC Positions	Appointee
Freight Industry	1	Mike Montero (Feb 2013-Feb 2015)
Mass Transit	1	Al Willstatter, Ashland (Dec 2013-Dec 2015)
Minority Community Interest	1	
Low Income Community Interest	1	
Public Health	1	
Senior	1	Ed Danehy, Jacksonville (Jan 2014-Jan 2016)

RVMPO Citizen Involvement Areas and Number of Public Advisory Council Positions

