



AGENDA
Rogue Valley Metropolitan Planning Organization
Policy Committee

Date: Tuesday, August 26, 2025

Time: 2:00 p.m.

Join In-Person

Location: Lewis Conference Room
RVCOG, 155 N 1st Street,
Central Point
Transit: Served by RVTB Route #40
Contact: RVCOG: 541-423-1375
Website: www.rvmopo.org

Or via Zoom

Meeting ID: 846 2782 3341
Phone #: +1 346 248 7799
Zoom Link:
<https://us06web.zoom.us/j/84627823341>

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 Minutes

Chair

Attachment: [#1 RVMPO Policy Meeting Draft Minutes 07/22/2025](#)

Public Hearing

Chair will read the public hearing procedures

3. Amendments to the 2024-2027 Transportation Improvement Program

Ryan MacLaren

Background: The Policy Committee is being asked to consider amendments to the 2024–2027 Transportation Improvement Program (TIP) to include the following project(s):

- A. Adjust Project in TIP: Oregon Transportation Network - RVTB FFY27 (KN23035)

The 21-day public comment period and public hearing was advertised on or before Tuesday August 26, 2025, in the *Rogue Valley Times*, and information is currently available on the RVMPO website.

Attachment: [#2 TIP Amendments](#)

Action Requested: *Approval of the TIP Amendments*



Action Items

4. Conceptual Plan for Phoenix PH-1/PH-1a

Joe Slaughter

Background: As part of the Regional Problem Solving (RPS) Agreement, modifications to concept plans for Urban Reserve Areas (URAs) must be presented to the RVMPO Technical Advisory Committee, Public Advisory Council, and Policy Committee for their review and comments.

The Policy Committee is being asked to review the Preferred Conceptual Transportation Plan submitted by Phoenix and approve the Chair signing the attached letter or recommend changes.

Attachments: [#3 Preferred Conceptual Transportation Plan](#)
[#4 Policy Committee Letter of Support](#)

Action Requested: *Review and approval of the Chair's signature*

5. Letter to Oregon Legislature Regarding their Special Session

Staff

Background: The Oregon Legislature will hold a special session on August 29th to consider Oregon transportation funding. Attached is a draft letter from the RVMPO Policy Committee to the Legislature urging swift action to pass the funding package.

Attachments: [#5 Proposed Letter](#)

Action Requested: *Approval of the Chair's Signature*

Discussion Items

6. Public Comment

Chair

Regular Updates

7. RVMPO Update

Ryan MacLaren

[2025-2050 RTP Open House Link](#)

8. Other Business / Local Business

Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

9. Adjournment

Chair

Scheduled Meetings

RVMPO TAC	September 10, 2025	1:30 p.m.
RVMPO PAC	September 16, 2025	5:30 p.m.
RVMPO Policy Meeting	September 23, 2025	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, July 22, 2025

Voting Members	Organization	Phone Number
Mike Quilty	Central Point	621-4853
Donna Bowen	Jacksonville	899-1231
Eleanor Ponomareff, Chair	Talent	535-1566
Rick Dyer	Jackson County	774-6117
Elijah Oberlander	ODOT	774-6353
Tonia Moro, Vice Chair	RVTD	973-2063
Alternate Members	Organization	Phone Number
Scott Fleury	Ashland	
Dan Worth	Medford	
Mike Baker	ODOT	
Paige West	RVTD	
Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Dan Moore	RVCOG	423-1393
Jeff Stump	RVCOG	423-1367
Anne Marie Alfrey	RVCOG	423-1375
Interested Parties	Organization	
Thomas Guevara	ODOT	
Mike Montero	RVMPO PAC	
Robin Lee	RVMPO PAC	

RVMPO Policy Minutes – Tuesday, July 22, 2025

[Agenda Packet](#)

[Meeting Audio](#)

1. Call to Order at 2:00 p.m. / Introductions / Review Agenda 00:00 – 02:04

Quorum: Six jurisdictions represented.



SUMMARY MINUTES

Rogue Valley Metropolitan Planning Organization

Policy Committee

Consent Agenda

2. Review / Approve Minutes 02:04 – 02:30

- 02:17** Donna Bowen moved to approve the June 24, 2025, RVMPO Policy Committee Meeting Minutes as presented. Seconded by Mike Quilty.
No further discussion.
Motion passed unanimously by voice vote.

Public Hearing

3. Amendment to the 2024-2027 Transportation Improvement Program 02:30 – 07:07

Chair Eleanor Ponomareff opened the public hearing.

No comments received.

Chair Eleanor Ponomareff closed the public hearing.

- 06:27** Mike Quilty moved to approve the amendment to the 2024-2027 TIP as presented.
Seconded by Rick Dyer.
No further discussion.
Motion passed unanimously by voice vote.

Action Items

4. 2027-2030 Transportation Improvement Program Discretionary Funding Allocations 07:07 – 14:54

- 13:10** Mike Quilty moved to approve the following 2027-2030 TIP Discretionary funding allocations: \$6,900,000 to Central Point's West Pine Street Reconstruction; \$1,884,330 to Medford's Table Rock Road - Merriman to I-5; \$773,900 to Talent's Creel to Bear Creek Greenway Connector; and \$500,000 to ODOT's OR99 Matt Loop – Garfield. Seconded by Donna Bowen.
No further discussion.
Motion passed by rollcall vote with Tonia Moro Abstaining, and all else voting Yes.

5. New RVMPO PAC Application 14:54 – 16:26

- 16:03** Elijah Oberlander moved to appoint Sarah Spansail to the RVMPO PAC representing East Medford. Seconded by Mike Quilty.
No further discussion.
Motion passed unanimously by voice vote.



Discussion Items

6. **2025-2050 Regional Transportation Plan and Air Quality Conformity Determination 16:26 – 22:15**

7. **Public Comment 22:15 – 22:25**

No comments provided.

Regular Updates

8. **MPO Planning Update 22:25 – 24:22**

Updates from Ryan MacLaren regarding the 2027-2033 TIP timeline and the Oregon Travel Survey

9. **Other Business / Local Business 24:22 – 53:00**

Updates from RVTB and ODOT.

10. **Adjournment**

2:53 p.m.

Scheduled Meetings

RVMPO TAC	August 13, 2025	1:30 p.m.
RVMPO PAC	August 19, 2025	5:30 p.m.
RVMPO Policy Meeting	August 26, 2025	2:00 p.m.



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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

DATE: July 30, 2025
TO: RVMPO Policy Committee
FROM: Ryan MacLaren, Planning Program Director
SUBJECT: TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2024-2027 Transportation Improvement Program.

A press release for the 21-day public comment period and public hearing was sent on or before August 4th to the Rogue Valley Times and information is currently available on the RVMPO website. The RVMPO TAC has recommended approval of the amendment(s) listed. Information on the projects is enumerated below:

A. Adjust Project in TIP: Oregon Transportation Network - RVTD FFY27 (KN23035)

Description: Update project name and reduce OT by \$453,741.

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	
RVTD														
Oregon Transportation Network - RVTD FFY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	n/a	Exempt (40 CFR § 93.126 Table 2) - Transit			Planning					\$ -			\$ -
						Design					\$ -			\$ -
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
				23035	2027	Other	\$ 270,083	STBG IJA	\$ 30,912	Local	\$ 300,995			\$ 300,995
					Total FFY24-27		\$ 270,083		\$ 30,912		\$ 300,995	\$ -		\$ 300,995



PREFERRED CONCEPTUAL TRANSPORTATION PLAN

Phoenix UGB
 Urban Reserves
 Taxlots

Map Features

Conceptual Transportation System Plan

 Collector
 Alignment to be refined
 Local Street
 Emergency Access Only/Possible Future Collector
 Potential Future Road
 Industrial Driveway

South Stage LLC

Data Source: City of Phoenix, Jackson County

Spatial Reference: NAD 1983 State Plane Oregon South FIPS 3602

Layout: CSA Planning, Ltd. 08/04/2025

0 1,000 Feet



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August 26, 2025

Eric Swanson, City Manager
City of Phoenix
112 W. 2nd Street
Phoenix, OR 97535

RE: RVMPO Comments on Future Growth Area PH-1 and PH-1A

Dear Eric,

Pursuant to the Regional Plan requirement that cities prepare conceptual plans in collaboration with the Rogue Valley Metropolitan Planning Organization (RVMPO), both the Technical Advisory Committee (TAC) and the Policy Committee reviewed conceptual plans prepared for Future Growth Area PH-1A, in association with PH-1. The scope of conceptual plan review is defined in Regional Plan Performance Indicators 2.7 (Conceptual Transportation Plans) and 2.8 (Conceptual Land Use Plans).

Performance Indicator 2.7 requires that transportation plans are prepared in collaboration with the RVMPO. Phoenix submitted its plans for review by the TAC at its meetings on July 9, 2025, and again on August 13, 2025. The Policy Committee reviewed the plans at its August 26, 2025 meeting and provides the following comments.

Performance Indicator 2.6 requires compliance with Regional Transportation Plan Alternative Measures to ensure walkable mixed-use neighborhoods that are anchored by activity centers. The proposed use of both PH-1 and PH-1A is employment land only. The railroad tracks separate this area from activity centers in the city, with a private crossing as the only connection, limiting any public walkable connections. Indicator 2.6 does not apply.

Performance Indicator 2.7.1 requires that plans identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the region. South Stage Road is an arterial, while Voorhies Road is a collector; no new arterials are proposed. The primary proposed north-south street is a collector, with local industrial street providing additional access. The Active Transportation Plan proposes bike paths on South Stage Road and Voorhies Road and the report prepared by CSA Planning indicates adequate right-of-way will be available to provide pedestrian and bicycle facilities. There are no planned transit projects in this area. The City of Medford recommends no direct access to South Stage Road because of proximity to South Pacific Highway. It further recommends that PH-1A access be restricted to Voorhies Road. Several

options for access to the south include connection to Houston Road, but this option would require a goal exception because the lands are outside the urban growth boundary.

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.8.1 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Because the proposed land use is entirely employment, residential density standards do not apply. Performance Indicator 2.8.2 requires that proposed land use distributions be consistent with the general distributions in the Regional Plan. Both the proposed distributions and the Regional Plan show all the land in employment use. Performance Indicator 2.8.3 requires consistency with transportation infrastructure standards of Section 2.7, which have already been addressed. Section 2.8.4 requires consideration of mixed use/pedestrian friendly areas. Because PH-1 and PH-1A are proposed exclusively for employment use, this performance indicator does not apply.

In addition to the above performance indicators, Performance Indicator 2.9.9 requires that, prior to expansion of the City of Phoenix Urban Growth Boundary (UGB) to accommodate employment land need, the region shall agree on a mechanism to assist the city in justifying the need for urban reserve PH-5. PH-5 is now included in the city limits, and the city is developing plans for its development, indicating that Performance Indicator 2.9.9 is satisfied.

Performance Indicator 2.10 requires agricultural buffering. One parcel between PH1-A and Voorhies Road is zoned Exclusive Farm Use; the conceptual plan assumes the widest buffer, presuming intensive agricultural use.

The Policy Committee notes that the conceptual plan for PH-1A and PH-1 creates no barrier to inter-jurisdictional connectivity and is consistent with other Regional Plan performance indicators. The Policy Committee further understands that revisions to the conceptual plans are possible, and even likely, until such as a UGB Amendment is drafted. Any future significant conceptual plan revisions will be made in collaboration with the RVMPO. These comments are provided to affirm that Phoenix followed the requirements of the Regional Plan to prepare its conceptual plans in collaboration with the RVMPO.

Sincerely,

Eleanor Ponomareff, Chair
RVMPO Policy Committee



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August 22, 2025

Oregon State Legislature
900 Court Street NE
Salem, OR 97301

Dear Members of the Oregon State Legislature,

On behalf of the Rogue Valley Metropolitan Planning Organization (RVMPO) Policy Committee, we write to emphasize the critical need for sufficient transportation funding to address the pressing challenges in our region. As a federally designated Metropolitan Planning Organization, we oversee regional transportation planning for ODOT and the cities of Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, Talent, and unincorporated Jackson County. Our region's growing population and aging infrastructure require immediate investment.

We face significant challenges, including cost inflation for transportation labor and construction materials. The National Highway Construction Cost Index currently shows inflation at 80%. The declining purchasing power of the gas tax, the state's primary revenue source overall, is eroding the scale of investments, hindering the ability of ODOT and local jurisdictions to deliver basic operations and maintenance services.

Oregonians across the state rely on a safe, well-functioning, and accessible transportation system. But our existing funding structure can no longer support the level of service and reliability Oregonians have experienced for decades, nor can it deliver the modern, safe transportation system Oregonians deserve. State funding is an essential component of the revenue that ODOT and communities across Oregon, both rural and urban, rely on to maintain and operate the transportation system. State transportation funding has not kept up with the costs of services.

ODOT

The Oregon Department of Transportation is experiencing a funding crisis driven by flattening and declining gas tax revenues, inflation and restrictions on available funding. This crisis could result in the largest layoff in Oregon state government history. Only new funding or having the flexibility to use existing funding in new ways can prevent layoffs and service reductions for travelers, freight haulers, and people waiting in line at DMV.

Delaying maintenance on highways may reduce spending in the short term, but it will lead to higher costs down the road. Routine work like repairing pavement, clearing drains and culverts and maintaining signs and guardrails prevents small issues from becoming major ones. When this work is reduced or deferred, roads and bridges deteriorate faster, leading to more frequent closures, more expensive fixes and greater risks for travelers.

The structural revenue issue impacting ODOT is not limited to state highways. As the state considers a path forward, we believe it is essential to consider the needs of the entire system and work together with cities, counties, public transit and other partners.

City and County Road Maintenance

Local roads across our region face deteriorating conditions due to deferred maintenance and insufficient state-shared revenue. Potholes, crumbling shoulders, and outdated drainage systems jeopardize safety and increase long-term repair costs. Funding for the preservation and maintenance of our regional transportation system is greatly needed. We continue to uphold the importance of maintaining the existing 50/30/20 split of the State Highway Fund to provide the money needed to preserve and maintain the system.

Transit System

The Rogue Valley Transportation District (RVTD) provides essential services to our communities, including seniors, low-income residents, students, and workers. However, any reductions in state funding will make it difficult to maintain service frequency, modernize fleets, or meet rising demand. Enhanced transit is vital to our economy and environment.

In conclusion, the RVMPO stands ready to collaborate on solutions. We urge swift action by the Legislature to pass a bipartisan transportation funding proposal, including accountability measures for ODOT in this special session, to ensure that Oregon's transportation system remains safe and economically reliable.

Sincerely,

Eleanor Ponomareff
Chair, RVMPO Policy Committee

CC: Governor's Office, ODOT Direct