



Date: Tuesday, April 1, 2025

Time: 2:00 p.m.

Join In-Person

Location: Lewis 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: 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 02/20/2025](#)

Action Items

- | | |
|----------------|----------------------|
| 3. Dues | Ryan MacLaren |
|----------------|----------------------|

Background: Staff proposes an increase in the dues rate from **\$0.16 per capita** to **\$0.25 per capita**. As directed by the Policy Committee, the attached memo contains projected scenarios for upcoming years.

Attachments: [# 2 Dues Memo](#)

Action Requested: *Review and Recommendation of the Dues*



Public Hearing

Chair will read the public hearing procedures

4. 2025-2026 Unified Planning Work Program

Ryan MacLaren

Background: The Unified Planning Work Program (UPWP) is a plan developed annually by the RVMPO to describe its proposed work activities for the fiscal year, beginning July 1st. The program describes how RVMPO uses federal, state and local planning funds to fulfill federal and state metropolitan planning requirements.

Link to Website: [Draft UPWP](#)

Action Requested: *Review and Approval of the UPWP*

Action Items

5. RVTD Discussion on Exchanging Gas Tax for CMAQ Funds

Ryan MacLaren

Background: Since 2002, RVTD has received a share of RVMPO's discretionary funding (STBG & Gas Tax) as part of the RVMPO Alternative Measures. Presently, RVTD receives approximately \$566K of RVMPO gas tax funds per year. RVTD is interested in exchanging the gas tax funds for CMAQ funds.

Action Requested: *Discuss and consider approval of RVTD's request*

6. OMPCO Legislative Priorities

Ryan MacLaren

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: [#3 List of OMPOC Legislative Priorities](#)

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

7. New PAC Application

Ryan MacLaren

Background: The RVMPO PAC has received a new membership application from Kevin Walruff from Eagle Point.

Attachments: [#4 Application](#)

Action Requested: *Approval of new member*



Discussion Items

8. 2025-2025 Regional Transportation Plan Chapters 4, 7, and 8 **Yazeed Alrashdi**

Background: The Policy Committee is being asked to review and provide any comments or recommendations on the following RTP Chapters. PLEASE NOTE: While SharePoint is being used, the formatting may be inconsistent. This will be fixed before final approval of the full document.

Chapter 4 – Planning Area Characteristics
 Chapter 7 – Environmental Considerations
 Chapter 8 – Plan Implementation (This chapter is broken into three separate sections)

Link to Website: [Draft RTP Chapters](#)

9. Public Comment **Chair**

Regular Updates

10. RVMPO Update **Ryan MacLaren**

11. Other Business / Local Business **Chair**

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

12. Adjournment **Chair**

Scheduled Meetings		
RVMPO TAC	April 9, 2025	1:30 p.m.
RVMPO PAC	April 15, 2025	5:30 p.m.
RVMPO Policy Meeting	April 22, 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, February 20, 2025

Voting Members	Organization	Phone Number
Mike Quilty	Central Point	621-4853
Donna Bowen	Jacksonville	899-1231
Eleanor Ponomareff, Vice Chair	Talent	535-1566
Jerry Marmon	ODOT	774-6353
Tonia Moro	RVTD	973-2063

Alternate Members	Organization	Phone Number
John Vial	Medford	
Steve Lambert	Jackson County	
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

Interested Parties	Organization
Thomas Guevara	ODOT
Mike Montero	RVMPO PAC
Christine VanAken	Citizens for a Safer Jacksonville

RVMPO Policy Minutes – Tuesday, February 20, 2025

[Agenda Packet](#)

[Meeting Audio](#)

1. Call to Order at 2:04 p.m. / Introductions / Review Agenda 00:00 – 01:24

Quorum: Six jurisdictions represented.

2. Review / Approve Minutes 01:24 – 01:51

01:36 John Vial moved to approve the December 17, 2024, RVMPO Policy Committee Meeting Minutes as presented. Seconded by Eleanor Ponomareff.

No further discussion.

Motion passed unanimously by voice vote.



Action Items

3. Election of Officers 05:51 – 04:20

02:17 Tonia Moro nominated Eleanor Ponomareff as Chair of the RVMPO Policy Committee. Seconded by John Vial.
No further nominations.
Motion Passed unanimously by voice vote.

03:27 Eleanor Ponomareff nominated Tonia Moro as Vice Chair of the RVMPO Policy Committee. Seconded by Mike Quilty.
No further nominations.
Motion Passed unanimously by voice vote.

Public Hearing

4. Amendments to the 2024-2027 Transportation Improvement Program 04:20 – 09:16

Chair Jerry Marmon opened the Public Hearing.

No comments received.

Chair Jerry Marmon closed the Public Hearing.

08:51 John Vial moved to approve the amendment to the 2024-2027 TIP as presented. Seconded by Mike Quilty.
No further discussion.
Motion passed unanimously by voice vote.

Action Items Continued

5. Dues 09:16 – 44:10

A request was made for a 10-year projection on possible scenarios with the changes to funding, and a comparison of the different due rates.

34:00 Mike Quilty moved to approve raising the Dues from \$0.16 to \$0.25 per capita. Seconded by Eleanor Ponomareff.
No further discussion.
Motion failed: Mike Quilty and Eleanor Ponomareff voting Yes; Donna Bowen, John Vial, and Steve Lambert voting No; and Tonia Moro Abstaining.



- 36:55** John Vial moved for staff to complete the 2025-2026 Unified Planning Work Program with the dues at their current rate and bring the requested items for Policy Committee’s review to the next RVMPO Policy Committee meeting. Seconded by Donna Bowen.
 No further discussion.
 Motion passed by voice vote with Tonia Moro Abstaining.

Discussion Items

- 6. Public Comment 44:10 – 44:24**
Comments provided by Mike Montero.

Regular Updates

- 7. MPO Planning Update**
Item skipped due to time.
- 8. Other Business / Local Business 44:24– 52:43**
Updates from Medford, RVTD, and Jackson County.
- 9. Adjournment**
 2:54p.m.

Scheduled Meetings		
RVMPO TAC	March 12, 2025	1:30 p.m.
RVMPO PAC	March 18, 2025	5:30 p.m.
RVMPO Policy Meeting	April 1, 2025	2:00 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: March 25, 2025
 TO: RVMPO Policy Committee (PC)
 FROM: Yazeed Alrashdi, Associate Transportation Planner
 SUBJECT: RVMPO Dues Projection & Recommendation

This memo addresses the motion from the Policy Committee meeting on February 25, 2025, regarding the dues action item. Staff is seeking a recommendation on the dues for fiscal year (FY) 2025-2026.

The dues are an unrestricted funding source for the MPO. They are spent in a variety of ways. Dues support work tasks in the Unified Planning Work Program (UPWP), lobbying activities, local match, and are especially important as the MPO’s contingency fund.

Staff proposes an increase of the dues rates from **\$0.16 per capita** to **\$0.25 per capita** that would generate a total of **\$48,051** which is an increase of **\$17,299**, from the current rates, for the FY 2025-2026. Increasing dues will help address the rising costs of RVMPO operations. Also, the increase in dues can help offset the cost for future FHWA Planning Law (PL) MPO matching funds requirements.

The Policy Committee directed staff to create projections of the current and proposed dues rates in parallel with the anticipated amount to match for PL funds for the upcoming years. Staff prepared two scenarios, the first uses the current dues rate (\$ 0.16) staying the same and comparing that with the anticipated PL match. The second, takes the proposed dues rate (\$ 0.25) and compares it with the anticipated PL match. Please note, the anticipated PL match is **\$46,767.92**. However, for FY 2025-2026 ODOT is providing 50% of the PL match and the RVMPO pay the remaining 50%, **\$23,383.96**, using gas tax funds. In FY 2026-2027, the MPO will use gas tax funds for the total amount of the PL match. With that being said, the continuation of gas tax funds in the future is uncertain and unknown.

First Scenario:

Table 1 shows the first scenario and the anticipated PL match.

Table 1: Using Annual Dues (current rate \$0.16)										
	Projections									
	FY 25-26*	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35
Dues	\$ 7,368	(\$ 16,016)	(\$ 16,016)	(\$ 16,016)	(\$ 16,016)	(\$ 16,016)	(\$ 16,016)	(\$ 16,016)	(\$ 16,016)	(\$ 16,016)
PL Match	\$ 23,384	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768

* ODOT is providing 50% of the PL match for this fiscal year

** Please note that the numbers are rounded to the nearest whole number

As is shown in table 1, the dues at the current rate will cover the upcoming FY 2025-2026 and that is solely because ODOT will provide 50% of the match. However, in the following fiscal years the MPO will have a deficit of **\$16,016** that will need to be covered.

Second Scenario:

Table 2 showcases the proposed dues amount and compares it to the anticipated PL match.

Table 2: Using Annual Dues (proposed rate \$0.25)										
	Projections									
	FY 25-26*	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32	FY 32-33	FY 33-34	FY 34-35
Dues	\$24,667	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283	\$ 1,283
PL Match	\$ 23,384	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768	\$ 46,768

* ODOT is providing 50% of the PL match for this fiscal year

** Please note that the numbers are rounded to the nearest whole number

Table 2 showcases how the proposed dues will not have a deficit, unlike the first scenario, if used to match the PL fund.

Overall, the first scenario leaves the MPO with a deficit of **\$16,016** each fiscal year and the current dues rate is not adequate to cover the anticipated PL match. On the other hand, the second scenario offers more adequate results where the MPO will not have to anticipate any deficits in the case it was required to cover 100% of the PL match.

Dues Proposal

Table 3, below, summarizes population and proposed dues for each jurisdiction. Population estimates are from the [December 15, 2024 Certified Population Estimates](#) from Portland State University.

Table 3: RVMPO Proposed Dues

Member Jurisdictions	Population ¹	Dues Rate per Capita	Proposed Dues ²	Previous FY Dues	Dues Difference
Eagle Point	9,866	\$ 0 25	\$ 2,467	\$ 1,593	\$872
Central Point	19,363	\$ 0 25	\$ 4,841	\$ 3,147	\$1,694
Jacksonville	3,066	\$ 0 25	\$ 767	\$ 512	\$255
Medford	88,352	\$ 0 25	\$ 22,088	\$ 14,542	\$7,546
Phoenix	4,413	\$ 0 25	\$ 1,103	\$ 604	\$499
Talent	6,411	\$ 0 25	\$ 1,603	\$ 836	\$767
Ashland	21,579	\$ 0 25	\$ 5,395	\$ 3,433	\$1,962
Jackson County*	39,153	\$ 0 25	\$ 9,788	\$ 6,215	\$3,573
<i>Total</i>	192,203		\$ 48,051	\$30,881	\$ 17,170

¹RVCOG staff utilized the latest Certified Portland State University population estimates. [2024 Certified Population Estimates](#).

²Proposed dues = (Population estimates * dues rate) *For unincorporated population estimates they are derived from Southern Oregon ABM Model data.

Oregon Metropolitan Planning Organization Consortium (OMPOC)

2025 Legislative Priorities

OMPOC is a partnership of Oregon’s eight Metropolitan Planning Organizations working together on matters of mutual interest and statewide significance and representing approximately 70% of Oregon’s population. OMPOC has long advocated for increased investment in active transportation and transit; a safe transportation system for all Oregonians; and sustainable transportation funding.

OMPOC presents the following priorities for a 2025 State Transportation Package.

Core Operations and Maintenance	Oregon’s transportation system is underfunded. If this continues, existing local and state infrastructure will fail, requiring more expensive repairs or even more expensive rebuilds. We must invest in the system we have to ensure it is safe, resilient, and reliable. A stable, significant investment in state and local transportation facilities will help address this situation.
Transportation Safety	<p>Traffic fatalities and serious injuries have continued to rise in the last few years. Increasing investments in safety improvements that minimize conflicts between transportation modes, such as ADA compliant pedestrian crossings and adequate bike infrastructure, are necessary to make Oregon communities safer.</p> <p>Over the last five years, some areas in Oregon have been facing significant increases in the loss of life along roadways. These include fatal vehicular crashes, bike crashes, and those involving pedestrians. From our view, more funding available for investment in safety projects will make a difference.</p>
Diversify and Index Full Range of Transportation Revenue Sources	<p>The gas tax buying power has been significantly reduced. We must stop this continued erosion and stabilize revenue for transportation investments. This should include establishing a fee structure based on the true impact of vehicles on Oregon's transportation infrastructure. We support a discussion of both state and local revenue sources including, but not limited to, those listed below. All must be indexed to inflation and all state roadway revenues should be shared with Counties and Cities.</p> <ul style="list-style-type: none">• Road user fee• Electric Vehicle registration fee• Studded tire fee• City gas tax• County registration fee at the cap• Maintain current 50-30-20 funding distribution allocations• Retail Delivery Fee

Additional Transit Funding	Transit is critical to connecting communities. One of the most significant investments made in HB 2017 was an annual infusion of transit funding to build capacity and create inter-community connections. We must continue this investment with a focus on underserved communities, and inter-community transit investment. Funding to support core transit operations and maintenance is critical to maintaining a complete and safe system that is compelling and efficient for people to use.
Finish Projects in HB 2017 and of Statewide Significance	<p>There are 43 projects across Oregon that were part of the commitments made in 2017. The scale of these investments was historic in scope and resulted from a significant bipartisan effort, but not all have been completed. These projects must be completed because they remain critical for all communities in Oregon; particularly the Interstate Bridge, and I-5 Rose Quarter.</p> <p>If these projects are not completed, bottlenecks and economic impacts will only worsen; other projects are needed to maintain a resilient transportation system that is jeopardized by future earthquakes. We also risk losing the public's confidence in the legislature's ability to deliver on commitments.</p>



Office Use Only

Committee: _____

Date Rec'd: _____

Appointed: Yes No

Appointment Date: _____

Term Ended Date: _____

**ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION
(RVMPO)**

**Public Advisory Council (PAC)
Membership Application**

Return Application to:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments
P.O Box 3275 Central Point, OR 97502
541-423-1338 | www.rvmpo.org

Email return to: rmaclaren@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council, please visit our website: www.rvmpo.org

PLEASE PRINT

Personal Information:

Name: Kevin Walruff

Home address (include Zip code): _____

Telephone: (home) _____ **(business)** _____

Email: _____

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 special interest areas. Appointments are based on an applicant's ability to represent one of the geographic or special interest areas.

- 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 Ryan MacLaren at 423-1338 for clarification.
- **Special Interest Areas** represent the freight industry, mass transit, low-income citizens, minority citizens, senior citizens, public health, and bicycle/pedestrian. 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.

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 type="checkbox"/> Ashland | <input type="checkbox"/> Central Point | <input checked="" 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:** Freight industry Mass Transit Minority Citizens
- Low Income Citizens Senior Citizens Bicycle/Pedestrian
- Public Health

(Continued on Next Page)

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

I have over 30 years of public service in law enforcement, 4 years on the Eagle Point planning commission and 6 years Eagle Point city council. I have limited experience specifically with transportation. As a member of the Eagle Point City Council I have a vested interest in this area.

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

As a member of the Eagle Point City Council, I would like to represent our area of the valley and support the PAC.

Signature: Kevin G. Walruff

Date: 02/21/2025

Thank You!