



**AGENDA**  
**Rogue Valley Metropolitan Planning Organization**  
**Policy Committee**

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**Date: Tuesday, June 24, 2025**

**Time: 2:00 p.m.**

**Join In-Person**

**Location:** Lewis Conference Room  
RVCOG, 155 N 1<sup>st</sup> Street,  
Central Point  
**Transit:** Served by RVTB Route #40  
**Contact:** RVCOG: 541-423-1375  
**Website:** [www.rvmopd.org](http://www.rvmopd.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.

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**1. Call to Order / Introductions / Review Agenda**

**Chair**

**Consent Agenda**

**2. Review / Approve Minutes**

**Chair**

Attachment: [#1 RVMPO Policy Meeting Draft Minutes 05/27/2025](#)

**Action Items**

**3. Policy Regarding Awards of Discretionary and Carry Over Funds**

**Ryan MacLaren/  
Dan Moore**

**Background:** At their June 11, 2025, meeting, the TAC discussed Central Point's and Medford's request for additional funding based on the Policy Committee's policy regarding awards of discretionary funding. The TAC had several questions regarding how to interpret the policy. The TAC made a motion seeking the Policy Committee direction regarding the funding policy.

**Attachment:** [#2 Current Policy](#)  
[#3 Staff Memo with Background and Potential Motions \(To Be Sent Later\)](#)  
[#4 Staff Memo: Questions and Answers for Projects](#)

**Action Requested:** *The questions raised by the TAC entail resolution of these questions:*

- 1. Determine the intent and scope of the policy in the context of a jurisdiction's invocation of paragraph 6's direction to provided priority for "available" funds to "funded projects" that need additional funding for completion.*
- 2. Reply to the TAC's questions regarding the funding policy - whether the roll-over CMAQ funds from prior solicitations – \$5 million (or \$6.5 million) – may be allocated to funded projects needing additional funding and/or whether the current solicitation funds may also be allocated to funded projects – for a total of \$10 million.*



## Presentations

### 4. CMAQ Project Presentations

TAC Members

Background: Presentations on all projects submitted for the 2027-2030 CMAQ funds.

Link to Website: [#5 Memo: 2027-30 TIP CMAQ Funding Presentations](#)

/Attachment: [All Applications Received](#)

## Public Hearing

*Chair will read the public hearing procedures*

### 5. Amendment 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. Cancel Project in TIP: Enhanced *Mobility E&D (5310)* - RVTD FY25 (KN23004)

The 21-day public comment period and public hearing was advertised on or before Wednesday, June 4, 2025, in the *Rogue Valley Times*, and information is currently available on the RVMPO website.

Attachment: [#6 Memo: TIP Amendments](#)

*Action Requested: Approval of the TIP Amendment(s)*

## Action Items Continued

### 6. 2025-2050 Regional Transportation Plan Chapter 5

Yazeed Alrashdi

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

Chapter 5 – Regional Transportation System (Broken in 8 sections)

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

*Action Requested: Comments and Approval of the Chapter*



**AGENDA**  
**Rogue Valley Metropolitan Planning Organization**  
**Policy Committee**

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**7. New PAC Application**

**Ryan MacLaren**

Background: The RVMPO PAC has received a new membership application from Jay O'Neil from Eagle Point.

Attachments: [#7 Application](#)

Action Requested: *Approval of new member*

### Discussion Items

**8. Public Comment**

**Chair**

### Regular Updates

**9. RVMPO Update**

**Ryan MacLaren**

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**10. Other Business / Local Business**

**Chair**

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

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**11. Adjournment**

**Chair**

#### Scheduled Meetings

RVMPO TAC	July 9, 2025	1:30 p.m.
RVMPO PAC	July 15, 2025	5:30 p.m.
RVMPO Policy Meeting	July 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

**Beginning of Attachment #1**

**Date: Tuesday, May 27, 2025**

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Mike Quilty	Central Point	621-4853
Nick Card	Medford	944-3530
Eleanor Ponomareff, Chair	Talent	535-1566
Rick Dyer	Jackson County	774-6117
Elijah Oberlander	ODOT	774-6353
Tonia Moro, Vice Chair	RVTD	973-2063
<b>Alternate Members</b>	<b>Organization</b>	<b>Phone Number</b>
John Vial	Medford	
Steve Lambert	Jackson County	
Mike Baker	ODOT	
Paige West	RVTD	
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Yazeed Alrashdi	RVCOG	423-1378
Dan Moore	RVCOG	423-1393
Jeff Stump	RVCOG	423-1367
<b>Interested Parties</b>	<b>Organization</b>	
Thomas Guevara	ODOT	
Mike Montero	RVMPO PAC	
Dan Robers	ODOT	
Kelly Madding	RVTD	

**RVMPO Policy Minutes – Tuesday, May 27, 2025**

[Agenda Packet](#)

[Meeting Audio](#)

Due to lack of quorum in the beginning, the beginning of recording jumps to Item 5.

**1. Call to Order at 2:07 p.m. / Introductions / Review Agenda 00:00 – 00:29, 05:20 – 08:20**

Quorum: Six jurisdictions represented.



## SUMMARY MINUTES

### Rogue Valley Metropolitan Planning Organization

#### Policy Committee

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#### 2. Review / Approve Minutes 08:20 – 09:01

- 08:40** Rick Dyer moved to approve the April 1, 2025, RVMPD Policy Committee Meeting Minutes as presented. Seconded by Mike Quilty.  
No further discussion.  
Motion passed unanimously by voice vote.

### Action Items

#### 3. Revised 2025-2050 RTP Financial Forecast and Tier 1 Project List 09:01 – 19:04

No action was taken.

#### 4. 2025-2050 Region Transportation Plan Chapters 4 and 7 10:14 – 27:00

- 25:50** Mike Quilty moved to approve the 2025-2050 RTP Chapters 4 and 7 as presented.  
Seconded by Tonia Moro  
No further discussion.  
Motion passed unanimously by roll call vote

### Discussion Items

#### 5. 2025-2050 Region Transportation Plan Chapter 8 00:29 – 05:20

#### 6. Public Comment 27:00 – 27:14

*No comments provided.*

### Regular Updates

#### 7. MPO Planning Update 27:14 – 54:13

*Updates from Ryan MacLaren and Tonia Moro regarding the Subcommittee on RVTB funding source, and a discussion on the current Policy on Project Funding.*

#### 8. Other Business / Local Business 54:13– 52:43

*Updates from Jackson County, Medford, and ODOT.*



**9. Adjournment**

3:12 p.m.

Scheduled Meetings		
RVMPO TAC	June 11, 2025	1:30 p.m.
RVMPO PAC	June 17, 2025	5:30 p.m.
RVMPO Policy Meeting	June 24, 2025	2:00 p.m.

DRAFT



**Rogue Valley  
Metropolitan Planning Organization**

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**Regional Transportation Planning**

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July 23, 2024

**RVMPO Policy Regarding Awards of Discretionary Federal Transportation Funds (Surface Transportation Block Grant and Congestion Mitigation and Air Quality Program) and/or State Gas Tax Funds passed through the MPO hereafter collectively called “funds”.<sup>1</sup>**

This Policy addresses the allocation of funds awarded to the RVMPO planning area for projects. Projects receive funds through the RVMPO by way of listing in the current RVMPO Transportation Improvement Program. Final approval for federal transportation funds projects is made by Federal Highway Administration and Federal Transit Administration through the funding obligation process, which occurs subsequent to publication in the TIP.

1. RVMPO Policy Committee makes all final planning and programming decisions regarding program awards.
2. All awards are specific to a project and must be spent on that project.
  - a. When jurisdictions are awarded funds, they will have up to 24 months to begin the project. “Begin the project” is defined as follows:
    - For recipients of state gas tax funds “begin the project” is defined as commencing Preliminary Engineering (PE), unless a direct allocation is provided, then no further action is required.
    - For recipients of federal transportation funds (CMAQ or STBG) “begin a project” is defined as having signed an Inter-governmental Agreement (IGA) with the Oregon Department of Transportation (ODOT) for surface transportation projects or having signed a contract with a consulting firm, contractor, and/or manufacturer for transit projects.
3. When funds are not fully expended, unused funds go back to the RVMPO for re- allocation according to the relevant allocation policy.
4. Should a jurisdiction which is a recipient of state gas tax funds fail to begin a funded project within 24 months of authorization by the RVMPO, then it is incumbent upon that jurisdiction to refund the funds in full, back to the RVMPO. Failure to do so will result in that jurisdiction being ineligible for project funding application through the RVMPO process until such times as the full amount of funds are reimbursed.
5. When a project cannot be implemented for reasons beyond the recipient jurisdiction’s control (generally but not limited to when Federal Highway Administration or Federal Transit Administration finds an awarded project in-eligible), as determined by the Policy Committee, the recipient jurisdiction will have 90 days from the date of final determination of the Policy

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<sup>1</sup> At the time this policy was amended in July 2024, ORS 367.095(4)(b), directed the substitution of STBG funds with state gas tax funds to pass through the MPOs.

Committee to submit a substitute project for consideration. To facilitate the Policy Committee's decision on whether the failure to implement was for reasons beyond the control of the jurisdiction, the jurisdiction should submit a report advocating its position to the TAC and the TAC may issue a response or otherwise make a recommendation for the Policy Committee. Those reports/comments and minutes of TAC proceedings shall be forwarded to the Policy Committee for its determination. If the Policy Committee determines the failure was beyond the jurisdiction's control, the TAC shall consider the jurisdiction's substitute project and make a recommendation to the Policy Committee by scoring both the currently programmed and the substitute project according to current RVMPO evaluation process against all submitted projects during that funding round. The recommendation shall be based upon the evaluation of substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. After receiving the TAC's recommendation, the Policy Committee will decide whether:

- a. Funds should be awarded to the substitute project; or
  - b. Funds should go back to the RVMPO for re-allocation.
  - c. For recipients that are not RVMPO members, all federal funds not used as described at the time of the award will go back to the RVMPO for re-allocation.
6. Priority for available funds will be given to funded projects that need additional funding for completion. Should funding still be available and if all programmed projects have been fully funded, then prioritization may be given to those projects that were submitted through the application process but were not selected for funding.





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**DATE:** June 18, 2025  
**TO:** Policy Committee  
**FROM:** Jeffrey Stump, Associate Transportation Planner  
**SUBJECT:** RE: Factual Questions: Projects Requesting CMAQ Funding

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***Project Information***

Applicant: City of Central Point  
Project: West Pine Reconstruction  
Project Key Number: 21017

***Policy Committee Questions***

***1. Policy Committee Chair Eleanor Ponomareff, received via email  
Tuesday 5/27/2025***

Matt Samitore response, received via email Thursday 5/29/2025, shown in red below.

***How has the project changed (in terms of scope, costs)?***

- What was the original scope of the project, vs now?

The project hasn't changed. The only change was reducing the cost, so we have eliminated the landscape row. It is now a Curb, gutter, and sidewalk.

- What portion of the project was eligible for CMAQ, vs now?

Dan (Roberts – ODOT) can clarify, but it is 100% eligible.

***What progress has been made?***

- What was the timeline proposed with the original project submission/approval

The project got delayed because of the Twin Creeks Rail Crossing project. If you don't know about that project, the city hired TYLIN through ODOT's approved engineering firms. A week before bid, TYLIN closed all their Oregon offices and every person except for one was fired. The plans were all wrong, and it took ODOT and the City 2 years longer than usual to

finish the project. In 2022, we rescoped W. Pine Street. In 2023, we signed the IGA with ODOT so that they could do the PE on this project.

- Was the project "begun" according to the definition. (If an IGA with ODOT defines beginning the project, is the IGA still in effect?)

Preliminary Engineering started in 2024, they are currently working on the Environmental. Approximately 250k has been spent so far.

- What portion of the CMAQ funds have been used, and when?

See answer above.

- What progress has been made on the project?

See answer above.

### ***Other funding sources?***

- What other sources of funding have been applied for, and/or will be applied for; please include the amounts applied for and whether they were received?

Other than local match, no other funds are currently available. We are applying for Safe Routes to School for some of the project, but the grant cycle doesn't open until this fall.

## ***Policy Committee Questions***

### ***2. Steve Lambert, received via email Friday 5/30/2025***

Per our discussion at the Policy Committee this week, I would like to know answers to the following questions to better inform me of the status of any projects that are currently not fully funded and may be requesting additional CMAQ funds.

Matt Samitore response, received via email Friday 5/30/2025, shown in red.

Justin Shoemaker response, received via email Friday 5/30/2025, shown in blue.

Please add these comments to existing City responses. Dan can attend the TAC and Policy meeting to discuss the project progression in detail. ODOT has also provided the PCR to the MPO and City. The PCR has some of the information that was requested here.

1. Date original grant was awarded

Originally awarded in 2015, we asked for it to be in the 2018 start year for budgeting purposes.

2. Date an IGA with ODOT was fully executed, if any delays why?

Yes, the City had a significant issue with the Twin Creeks Rail Crossing. When the project went to be bid for construction, TYLIN, Inc, (one of the engineers on ODOTs approved list) closed all of their Oregon offices. The plans were inaccurate and almost every design sheet had to be redone. A project that was supposed to be a 1.5-year construction project lasted nearly 3 years. Additionally, the City sued TYLIN with ODOT to recover some of the funds spent. We could not start the W. Pine Project until that was done, which it finalized in late 2020. In 2022, we rescoped the project with ODOT and in 2023, an IGA was signed.

In addition to the City comment provided. The Application was not scoped by ODOT for Federal delivery. There was not enough funding to Design or R/W for even ODOT to design/deliver the project let alone consultant delivery as these projects are supposed to be set up for. ODOT does not enter an IGA or start a procurement process until STIP and ODOT cost estimate align. We required by PCR that the City move funding from the construction phase to match out minimum estimates for PE and R/W. The construction phase had to be backfilled with Local funding to meet STIP requirements. This allows the local to start the design when looking for additional fund for the construction phase

3. Have there been any significant changes in the scope of work? If so, why?

No, the project has been simplified. We have eliminated the landscape rows, and they are now curb, gutter, sidewalk, grind, and inlay. The city has also done all the water work for the pre-project.

In ODOT opinion yes – this was originally proposed as a continuous 3 lane section. As this was laid out to fit AASHTO standards it would have created significant R/W Takes, including a lot of person property (sheds, carports, etc.). Project was adjusted for minimized R/W impacts, and to stay within the R/W estimate.

4. What are the other currently obligated funding sources?

The only source is CMAQ. The project has used approximately 250k of the 1.5 million for PE.

The only source is CMAQ, and local match, \*\*\* Construction phase will have Local overmatch - due to required STIP adjustment to move project forward.

5. Have all other sources of funding been fully utilized? Is there any capacity to add other funding?

We are applying for Safe Routes to School in the fall of 2025.

6. Has work on the project already begun? If so, what has been completed to date?

An IGA was signed in 2023 for ODOT to do the design in-house, and ODOT will need to inform us of the percentage of projects designed. As stated earlier, we have signed an IGA and PE is underway. Approximately 250k has been spent.

Yes – PE if fully obligated – we are pre-DAP – Survey Complete, 2D set, 3D modeled, API locked, and NEPA beginning (in heavy negotiations with regulators). This is about 20%. – We are looking late 2027 Bid date.

7. Is ODOT delivering all aspects of the project, or are contractors (ie. is this ODOT design ad inspected, or subcontractors)?

This is currently inhouse ODOT full service delivery, depending if we have reduction to ODOT staffing – we may need to acquire consultant inspection / QA/QC depending our resources in 2028.

8. What is ODOT doing to control costs, including their project delivery costs?

ODOT uses value engineering processes and is efficient in delivering the requirements of FHWA projects. <https://www.oregon.gov/odot/Engineering/Pages/Manuals.aspx>

9. What is driving the rise in cost? I am looking for specifics, not just “inflation.” If rising costs match inflation rates per the National Highway Construction Cost Index (NHCCI), then fine, but if increasing costs are in excess of the NHCCI, I would like to know what is driving those increases.

As stated above in #2 – Scoping of this project has been extremely underestimated. MPO applications were not using updated cost data. MPO applications use generalized bid items and have had high usage of Lump Sum estimation that did/do not meet real world delivery. R/W cost has been drastically overlooked by all local agencies in the past application processes. Under scoped projects have be a discussion at the MPO for years – Examples of projects that come to mind with similar issues (scoping) of delivery cost vs application: Foothills / Clay Street / Crews Road / Ashland Chip seal.

10. Has the jurisdiction looked at any other alternatives, such as reducing project scope to achieve similar results if possible?

If need be and allowed, we could do a half street improvement from Griffin Creek to Bandon on the South side of the street, eliminating a large portion of sidewalk and curb and gutter. In 2021 this was scoped for a price of 6.2 million, best estimates are that it'd be 7.5-8 million.

Reduction in project will require new CMAQ application and eligibility review. Project will need to use updated tool and calculators for Program and FHWA assessment. CMAQ minimum requirement will still have to be met.



## **Rogue Valley Metropolitan Planning Organization**

### **Regional Transportation Planning**

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Date: June 17, 2025  
To: RVMPO Policy Committee (PC)  
From: Dan Moore, Senior Planner  
Subject: 2027-30 TIP CMAQ Funding Presentations

This memo provides some background for the 2027-2030 TIP projects of current applications for the region's Congestion Mitigation and Air Quality (CMAQ) program funds. The presentation session is an opportunity for the Policy Committee to learn about and comment on each of the jurisdiction applications. First, the RVMPO anticipates the following funds will be available for the 2028, 2029 and 2030 Federal Fiscal Years (beginning Oct. 1, 2027, Oct. 1, 2028, and Oct. 1, 2029):

*Table 1: 2027-2030 RVMPO Funds*

<b>RVMPO Funds</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
Congestion Mitigation and Air Quality Program	\$6,479,442*	\$1,195,140	\$1,195,140	\$1,195,140
State Gas Tax Funds	NA	NA	NA	NA

\*Carryover funds

A total of five jurisdictions that have submitted their applications for the 2027-2030 TIP solicitation, [see here](#) for the submitted applications. Table 2 showcase an overview of the submitted projects. Applicants will present their projects based on the order listed in the table below.

*Table 2: 2027-2030 TIP Applications*

	<b>Key #</b>	<b>Project Status</b>	<b>Agency</b>	<b>Project Description</b>	<b>Phase</b>	<b>CMAQ Fund Request</b>
1	<a href="#">21017</a>	CARRIED OVER	Central Point <sup>2</sup>	West Pine Street Reconstruction	PE, ROW, CONS	\$7,000,000
2	<a href="#">23303</a>	CARRIED OVER	Medford <sup>2</sup>	Table Rock Road - Merriman to I-5	PE, ROW	\$1,884,330

3	-	NEW	Medford	Table Rock Road - Merriman to I-5	CONS	\$17,766,540
4	-	NEW	Medford	Main & Highland Intersection Improvement	PE, ROW, CONS	\$2,243,250
5	-	NEW	ODOT	OR99: Matt Loop - Garfield	PE	\$500,000.00
6	-	NEW	RVTD <sup>4</sup>	Transit Operations	-	\$4,000,000
7	<a href="#">21197</a>	NEW	Talent	OR99: Creel to Bear Creek Greenway Connector	ROW, CONS	\$773,900.00

The first two projects are asking for additional CMAQ fundings and they are within the current TIP cycle, 2024-2027, and they are not competing with the other submitted projects. Please note, Medford's Table Rock Project is split into two and that is because (1) PE & ROW phases of it are within the current TIP and the city is asking for additional funding to finish those two phases. (2) The construction phase of the project is the new addition to the project and is competing with the other submitted projects.

Table 3 shows the total CMAQ funding available, additional funding requested, Net CMAQ funding available, new project funding requests and the difference between the available and needed amounts for the region projects.

*Table 3: CMAQ Funding Breakdown*

Total CMAQ Funds Available 2027-2030 <sup>1</sup>	\$10,064,862
Total Additional Funding Requests <sup>2</sup>	\$8,884,330
Total Net CMAQ Funding Available <sup>3</sup>	\$1,180,532
Total New Projects Funding Requests	\$25,283,690
Total Funding Requests	\$34,168,020
Funding Shortfall	<b>\$(24,103,158)</b>

<sup>1</sup> Includes 2027 carryover funds

<sup>2</sup> These projects request additional CMAQ funding under the underfunded projects policy. They **ARE NOT** competing for this round of funding.

<sup>3</sup> (Total CMAQ Funds - Total Additional Funding)

<sup>4</sup> RVTD proposes to exchange \$3,098,720 in 2026 to 2030 gas tax funds for \$4M in CMAQ funds. RVTD estimates the gas tax multiplier effect is 1.29% which makes the exchange worth \$3,997,348

All in all, applicants will have until July 1, 2025, to revise their applications based on the committee's comments. At the July meeting, the TAC will score, finalize, and forward funding recommendations to the Policy Committee.



## Rogue Valley Metropolitan Planning Organization

### Regional Transportation Planning

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DATE: June 4, 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 2021-2024 Transportation Improvement Program.

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

#### A. Cancel Project in TIP: *Enhanced Mobility E&D (5310) - RVTD FY25 (KN23004)*

Description: Cancel project, duplicate of K23723. Approved March 2025 OTC.

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														
Enhanced Mobility E&D (5310) - RVTD FY25	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					\$ -			\$ -
				23004	2025	Other				\$ -			\$ -	
					Total FFY 24-27		\$ -		\$ -		\$ -	\$ -		\$ -

	<b>Office Use Only</b>	
	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.rvmppo.org](http://www.rvmppo.org)

Email return to: [KSharp@rvcog.org](mailto:KSharp@rvcog.org)

*For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council, please visit our website: [www.rvmppo.org](http://www.rvmppo.org)*

PLEASE PRINT

**Personal Information:**

Name: Jay O'Neil

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 am the V.P. of the Eagle Point & Upper Rogue Chamber of Commerce and a Commissioner on the Eagle Point Planning Commission. I am also the Emeritus Senior Agricultural Economist at the International Grains Program at Kansas State University. And I issue a weekly Transportation & Export Report for USDA and my international customers as part of my consulting business. I believe strongly in community involvement and in working to improve the quality of life in the Rogue Valley.

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

My wife and I moved to Eagle Point from Kansas 6 years ago because of the Valley's beauty and quality of life. I believe in the duty of community service and in being an advocate for all in the community.

I also believe in strong connected communities that work together to maintain and improve the livability of our Valley. We need to preserve the beauty and quality of life in our Valley while planning properly for the future growth that will naturally come.

Signature:

Jay O'Neil

Date:

28 May 2025

**Thank You!**