



AGENDA

Middle Rogue Metropolitan Planning Organization
Policy Committee

Date: Thursday, August 21, 2025

Time: 2:30 p.m.

Join In-Person

Location: Ridge Room Conference Room,
Grants Pass City Hall, 101 NW A St,
Grants Pass, OR

Transit: Served by JCT Routes #10, 20, 35,
40, 50, 80 and 100. Paratransit
services are available for qualified
individuals.

Contact: RVCOG: 541-423-1375

Or via Zoom

Meeting ID: 845 5578 6528

Phone #: +1 669 444 9171

Zoom Link:

<https://us06web.zoom.us/j/84555786528>

Website: www.mrmppo.org

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 MRMPO Policy Meeting Draft Minutes 07/17/2025](#)

Presentation

3. What is an MPO?

Staff

Background: A presentation and discussion on what an MPO is, the structure of an MPO, and what the role as Policy Committee member is.

Link to Website/ [#2 AMPO MPO Brief](#)

Attachments: mrmppo.org/about



AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Public Hearing

Chair will Read Public Hearing Procedures

4. Amendment to the 2024-2027 TIP

Ryan MacLaren

Background: The Policy Committee is requested to consider the proposed amendments to the 2024-27 TIP.

- A. Adjust Project in TIP: Oregon *Transportation Network - Josephine County FFY27 (KN23032)*

The 21-day public comment period and public hearing was advertised on or before Thursday, June 25, 2025, in the *Rogue Valley Times*, the *Rogue River Press* and the *Grants Pass Courier* and information is currently available on the MRMPO website.

Attachments: [#3 TIP Amendment Memo](#)

Action Requested: Approval of the TIP amendment

Action Items

5. Letter to Oregon Legislature Regarding the Upcoming Special Session

Staff

Background: The Oregon Legislature will hold a special session on August 29th to consider state gas tax, registration and title fees, and a new Road Usage Charge program. Attached is a draft letter for CAC review and comment from the MRMPO Policy Committee to the Legislature urging swift action to address the current funding issues.

Attachments: [#4 Proposed Letter](#)

Action Requested: Approval of the Chair Signature

Discussion Items

6. Public Comment

Chair

Regular Updates

7. MRMPO Update

Ryan MacLaren

8. Other Business / Local Business

Chair

Opportunity for MRMPO member jurisdictions to talk about transportation planning projects

9. Adjournment

Chair



AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Scheduled Meetings

MRMPO TAC	September 4, 2025	1:30 p.m.
MRMPO CAC	September 11, 2025	1:30 p.m.
MRMPO Policy Meeting	September 18, 2025	2:30 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization

Policy Committee

Date: Thursday, July 17, 2025

Attendees:

Voting Members	Organization	Phone Number
Melia Biedscheid, Vice Chair	Gold Hill	855-1525
Bradley Clark	Grants Pass	450-6000
Wade Elliott	Grants Pass	450-6000
Pam VanArsdale, Chair	Rogue River	660-4414
Rick Dyer	Jackson County	774-6117
Andreas Blech	Josephine County	474-5460
Mike Baker	ODOT	957-3658

Alternate Members	Organization	Phone Number
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Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375

Interested Parties	Organization
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Thomas Guevara	ODOT
Scott Chancey	Josephine County Transit

MRMPO Policy Committee Minutes – Thursday, July 17, 2025

[Agenda Packet](#)

[Meeting Audio](#)

1. Call to Order at 2:31 P.M. / Introductions / Review Agenda 00:00 – 01:44

Quorum: 5 Members Present

2. Review / Approve Minutes 01:44 – 02:41

01:45 Ryan Nolan moved to approve the June 26, 2025, MRMPO Policy Committee Meeting Minutes as presented. Seconded by Bradley Clark.

No further discussion.

Motion passed unanimously by voice vote.

Presentations

3. 2027-2030 Transportation Improvement Program Project Presentation 02:41 – 30:05

03:29 Grants Pass Lincoln Rd Multimodal & Transit Enhancements Project presentation

18:26 ODOT Grant Pass Signal Upgrades presentation



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization

Policy Committee

Action Items

4. 2027-2030 Transportation Improvement Program Discretionary Fund Allocation 30:05 – 41:55

- 41:17** Ryan Nolan moved to allocate \$1,350,048 to Grants Pass' Lincoln Rd Multimodal & Transit Enhancements Project and \$94,141 to ODOT's Grant Pass Signal Upgrades for the 2027-2030 TIP funding. Seconded by Wade Elliot.
No further discussion.
Motion passed unanimously by voice vote.

Public Hearing

5. Amendments to the 2024-2027 Transportation Improvement Program 41:55 – 45:44

Chair Pam VanArsdale opened the Public Hearing.

No public comments received.

Chair Pam VanArsdale closed the Public Hearing.

- 45:18** Ryan Nolan 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.

Discussion Items

6. Public Comment 45:44 – 45:56

No comments received.

Regular Updates

7. MPO Planning Update 45:56 – 51:55

Provided by Ryan MacLaren regarding the OMPOC meeting upcoming.

8. Other Business / Local Business 51:55 – 01:04:47

Updates from Gold Hill, Grants Pass, and ODOT.

9. Adjournment

3:05 p.m.

Scheduled Meetings

MRMPO TAC	August 7, 2025	1:30 p.m.
MRMPO CAC	August 14, 2025	1:30 p.m.
MRMPO Policy Meeting	August 21, 2025	2:30 p.m.



AMPO

Association of Metropolitan Planning Organizations

METROPOLITAN PLANNING ORGANIZATIONS

What is a Metropolitan Planning Organization (MPO)?

Metropolitan Planning Organizations (MPOs) coordinate transportation planning for urban areas with populations over 50,000, ensuring that federal and state funds are effectively invested in local and regional projects. Operating under the Cooperative, Comprehensive, and Continuing (3C) process, MPOs play a critical role in determining how federal and state transportation funds are allocated, ensuring that projects reflect local priorities while addressing broader regional needs. By bringing together local governments, transit agencies, community groups, and state partners, MPOs develop long-term strategies to enhance mobility, improve safety, reduce congestion, and drive economic growth. Each MPO is unique, shaped by its regional context, population size, and specific challenges. This diversity requires MPOs to wear many hats—planners, problem-solvers, funders, and conveners—adapting to their communities' needs and delivering tailored solutions that work best for local priorities.

1973

Year Congress established MPOs via the Federal-Aid Highway Act

410 MPOs

Nationwide

80%

National population living in an urban area (2020 Census)






View your state's MPO map here:

hpggis.fhwa.dot.gov/fhwagis/

MPOs: Coordinating Federal Transportation Investments

Congress created MPOs to promote cooperation among state agencies, organizations, and local cities and towns involved in regional transportation planning. The elected MPO board is responsible for deciding how to allocate a portion of federal transportation funds within the region, directing these funds toward transportation studies conducted by MPO staff and a range of construction projects.

The board is also tasked with approving all federal transportation funds used in the region, including those supporting transit, roadway, bicycle, and pedestrian projects. MPO funding is established through federal transportation legislation, with the most recent being the Bipartisan Infrastructure Law (BIL)/the Infrastructure Investment and Jobs Act (IIJA). MPOs receive funding through several key federal programs that are vital to regional transportation planning and project delivery, including:

-  **Metropolitan Planning (PL/5303):** These formula funds support MPO planning activities and are allocated to all MPOs based on population and other factors. They fund transportation studies, staff, and long-range planning efforts.
-  **Surface Transportation Block Grant (STBG):** Funds support road, bridge, and multimodal projects. In areas with populations over 200,000 (i.e., Transportation Management Areas or **TMA**s), a portion is directly suballocated to MPOs. For smaller MPOs, the state determines the funding allocation.
-  **Congestion Mitigation and Air Quality Improvement (CMAQ):** This program funds projects aimed at reducing transportation-related emissions. CMAQ funds are suballocated to TMA's, while in smaller regions they are often administered by the state.
-  **Carbon Reduction Program (CRP):** funds projects that reduce greenhouse gas emissions from transportation. Like other programs, CRP is suballocated to TMA's, and is often state-administered in smaller areas.
-  **Transportation Alternatives (TA) Set-Aside:** Funds projects focused on improving non-motorized transportation options, such as bicycle and pedestrian infrastructure. TA funds are suballocated in TMA's, with administration varying in smaller regions.

In addition to these formula-based funds, MPOs are also eligible for various federal discretionary grant programs, such as USDOT's Safe Streets and Roads for All (SS4A) and RAISE (Rebuilding American Infrastructure with Sustainability and Equity).



AMPO

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METROPOLITAN PLANNING ORGANIZATIONS

TMA vs. Non-TMA MPOs

MPOs are federally designated by the Governor based on the population of urbanized areas they serve, with two primary types: Transportation Management Areas (TMAs) and non-TMAs. Each designation carries specific federal requirements and processes.



MPOs are designated for urbanized areas with a population **above 50,000**. MPOs must:

- Follow federal planning requirements such as the 3C process, Air Quality Conformity (for Nonattainment and Maintenance Areas), Intermodal and Multimodal Coordination, Cooperation and Consultation, Planning Emphasis Areas (PEAs), and Financial Planning and Fiscal Constraint.
- Produce core planning documents like the Unified Planning Work Program (UPWP), Metropolitan Transportation Plan (MTP) or Long-Range Transportation Plans (LRTPs), Transportation Improvement Program (TIP), and Public Participation Plan (PPP), with *all processes subject to periodic reviews*.



TMA MPOs are specifically designated for areas with a population of **200,000 or more**. In addition to all the federal planning requirements and core products required of MPOs, these MPOs must also:

- Undergo federal certification reviews every 5 years (every 4 years for nonattainment areas).
- A portion of STBG funds are automatically suballocated to TMAs based on population size.
- In addition to all MPO requirements, TMAs must implement a Congestion Management Process (CMP).

The Anatomy of an MPO

MPOs develop core documents that shape regional transportation planning. MPOs follow the 3Cs approach, which embeds stakeholder engagement in the process. These include the Unified Planning Work Program (UPWP), which outlines the MPO's planning activities and budget; the Metropolitan Transportation Plan (MTP), a long-term strategy for transportation investments over 20-25 years; the Transportation Improvement Program (TIP), detailing funded projects over the next four years; and the Public Participation Plan (PPP), which ensures community involvement in the decision-making process. These documents help guide transportation priorities and ensure compliance with federal requirements. The typical anatomy of an MPO may include:



Elected Board: Made up of local elected officials and key regional entities like transit authorities, this board oversees the programming of federal funds that sets the region's priorities.



MPO Staff: Oversees daily operations, develops core products, and coordinates with federal, state, and local partners.



Technical Advisory Committee (TAC): Made up of local engineers, planners, and other transportation professions, this committee provides expert advice to ensure planning meets all guidelines and regulations.



Subcommittees/Working Groups: Focus on specific transportation issues, bringing in experts to guide key projects (e.g., freight projects).



Citizens Advisory Committee (CAC): Involves the public in transportation planning to ensure transparency and community input.

These components work together to allocate federal transportation funds, develop core products, provide technical advice, and ensure community involvement in the process.



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METROPOLITAN PLANNING ORGANIZATIONS

The Importance of MPOs

MPOs ensure that transportation investment and planning is efficient, data-driven, reflective of local needs and national priorities, while addressing broader regional challenges. Their work ensures:

- ✓ **Local Control with Regional Reach:** MPOs ensure transportation decisions reflect local needs while delivering regional benefits, balancing priorities across rural, suburban, and urban areas to support strong communities.
- ✓ **Solving Regional Problems through Collaboration:** MPOs unite local, regional, and state leaders to address transportation challenges that cross jurisdictions, solving issues like traffic congestion and safety.
- ✓ **Responsible Use of Federal Funds:** As stewards of federal transportation dollars, MPOs ensure taxpayer money is invested wisely, delivering real results for communities.
- ✓ **Economic Development:** MPOs enhance transportation networks, driving economic growth by connecting people to jobs, schools, and essential services while supporting local industries and businesses.
- ✓ **Safety and Resiliency:** MPOs design transportation systems that prioritize safety for all users, prepare for emergencies, combat air pollution, and ensure long-term infrastructure durability.
- ✓ **Transparency and Public Input:** MPOs maintain open, transparent planning processes that engage community members, businesses, and stakeholders to shape the transportation future of their regions.
- ✓ **Adapting to the Future:** MPOs are at the forefront of innovation, integrating technologies like Intelligent Transportation Systems (ITS) to ensure transportation systems are prepared for future demands.

Key Priorities for MPOs

- 📍 **Increased Planning Funds:** More funding allows MPOs to tackle urgent issues like job access, congestion management, and safer transportation. With adequate resources, MPOs can plan for a future where communities thrive, and infrastructure supports everyone.
- 📍 **Reduced Local Match Requirements:** Lowering match requirements gives communities more flexibility to improve infrastructure without straining local budgets, allowing critical projects to move forward.
- 📍 **Shifting Certain Discretionary Programs to Formula Funding:** Formula-based funding provides predictable resources, helping communities confidently plan long-term projects and ensure lasting improvements that directly benefit residents.
- 📍 **Direct Recipient Status for Certain Federal Funds:** Streamlining the funding process and providing funds directly to MPOs allows MPOs to deliver projects faster, cutting through delays and getting transportation improvements to communities quickly.
- 📍 **Allowing the Carryover of Federal Funds:** Carrying over federal funds from one fiscal year to the next ensures long-term projects are completed without interruption, helping to avoid delays and see faster results on transportation infrastructure improvements.

**Learn More
About AMPO's
Legislative
Priorities**



amponet.org/policy/reauthorization/



Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

DATE: July 30, 2025
TO: MRMPO Policy Committee
FROM: Ryan MacLaren, Planning Program Director
SUBJECT: TIP Amendment(s)

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 July 31st in the Rogue Valley Times, Rogue River Press, Grants Pass Daily Courier, and information is currently available on the MRMPO website. The TAC and CAC recommended approval. Information on the new project is enumerated, below:

A. Adjust Project in TIP: Oregon Transportation Network - Josephine County FFY27 (KN23032)

Description: Update project name and reduce the project by \$201,395 to match the FTA grant.

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	
JCT														
Oregon Transportation Network - Josephine County FFY27	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	n/a	N/A			Planning					\$ -			\$ -
						Design					\$ -			\$ -
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
				23032	2027	Other	\$ 156,853	STBG IIA	\$ 17,953	Local	\$ 174,806			\$ 174,806
					Total FFY24-27		\$ 156,853		\$ 17,953		\$ 174,806	\$ -		\$ 174,806



Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

July 31, 2025

Oregon State Legislature
900 Court Street NE
Salem, OR 97301

Dear Members of the Oregon Legislature,

On behalf of the Middle Rogue Metropolitan Planning Organization (MRMPO) 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 the cities of Grants Pass, Rogue River, Gold Hill, and unincorporated areas in Josephine and Jackson counties. Our region's growing population and aging infrastructure require immediate investment.

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 needed monies to preserve and maintain the system.

Transit System

Josephine Community Transit (JCT) 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 MRMPO stands ready to collaborate on solutions. We urge swift action by the Legislature to pass a bipartisan transportation funding proposal in this special session to ensure that Oregon's transportation system remains safe and economically viable.

Sincerely,

Pam VanArsdale
Chair, MRMPO Policy Committee

CC: Governor's Office, ODOT Director