



**Date: Thursday, March 27, 2025**

**Time: 2:00 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

**Website:** [www.mrmppo.org](http://www.mrmppo.org)

**Or via Zoom**

**Meeting ID:** 845 5578 6528

**Phone #:** +1 669 444 9171

**Zoom Link:**

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

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 02/20/2025](#)

**Public Hearing**  
*Chair will Read Public Hearing Procedures*

- 3. 2025-2026 Unified Planning Work Program Ryan MacLaren**

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

The review process through FHWA has changed and now the UPWP will need to be adopted by the MRMPO earlier than in past years.

Link to Website: [Draft UPWP](#)

Action Requested: Recommendation of approval



**Action Items**

**4. OMPCO Legislative Priorities** **Ryan MacLaren**

Background: On a regular basis the Oregon MPO Consortium (OMPOC) of which the MRMPO 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.

Attachment: [#2 List of OMPOC Legislative Priorities](#)

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

**Discussion Items**

**5. Public Comment** **Chair**

**Regular Updates**

**6. MRMPO Update** **Ryan MacLaren**

**7. Other Business / Local Business** **Chair**

Opportunity for MRMPO member jurisdictions to talk about transportation planning projects

**8. Adjournment** **Chair**

Scheduled Meetings		
MRMPO TAC	April 3, 2025	1:30 p.m.
MRMPO CAC	April 10, 2025	1:30 p.m.
MRMPO Policy Meeting	April 17, 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, February 20, 2025**

Attendees:

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

Alternate Members	Organization	Phone Number
Wade Elliott	Grants Pass	
Steve Lambert	Jackson County	

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

Interested Parties	Organization
Thomas Guevara	ODOT
Jerry Marmon	ODOT
Mallory Wright	Gold Hill

**MRMPO Policy Committee Minutes – Thursday, February 20, 2025**

[Agenda Packet](#)

[Meeting Audio](#)

**1. Call to Order at 2:32 P.M. / Introductions / Review Agenda 00:00 – 01:25**

Quorum: 5 Members Present

**2. Review / Approve Minutes 01:25 – 02:03**

- 01:30** Pam VanArsdale moved to approve the December 19, 2024, MRMPO Policy Committee Meeting Minutes as presented. Seconded by Eric Heesacker.  
 No further discussion.  
 Motion passed unanimously by voice vote.



## Action Item

### 3. Election of Officers 02:03 – 03:40

- 02:21** Melia Biedscheid elected Pam VanArsdale as Chair of the MRMPO Policy Committee.  
Seconded by Rob Brandes.  
No further elections.  
Motion passed unanimously by voice vote.
- 03:00** Pam VanArsdale elected Melia Biedscheid as Vice Chair of the MRMPO Policy Committee.  
Seconded by Eric Heesacker.  
No further elections.  
Motion passed unanimously by voice vote.

## Public Hearing

### 4. Amendment to the 2024-2027 Transportation Improvement Plan 03:40 – 13:37

- Chair Pam VanArsdale opened the Public Hearing.*  
*No public comments received.*  
*Chair Pam VanArsdale closed the Public Hearing.*
- 13:03** Melia Biedscheid moved to approve the amendments to the 2024-2027 TIP as presented.  
Seconded by Mike Baker.  
No further discussion.  
Motion passed unanimously by voice vote.

## Action Items Continued

### 5. MRMPO Dues 13:37 – 23:58

- 39:01** Rob Brandes moved to approve the raising of the Dues rate from \$0.16 per capita to \$0.25 per capita. Seconded by Melia Biedscheid.  
Further discussion on the Unified Planning Work Program (UPWP).  
Motion passed unanimously by voice vote.

## Discussion Items

### 6. Public Comment 42:25 – 42:30

*No comments received.*

## Regular Updates

### 7. MPO Planning Update 42:30 – 59:13

*Provided by Ryan MacLaren regarding the Unified Planning Work Program (UPWP) current call for projects and changes in the Federal requirements.*



**SUMMARY MINUTES**  
**Middle Rogue Metropolitan Planning Organization**  
**Policy Committee**

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**8. Other Business / Local Business 59:13 – 01:04:44**

*Updates from Gold Hill, Grants Pass, Josephine County, ODOT, and Rogue River.*

**9. Adjournment**

4:02 p.m.

Scheduled Meetings		
MRMPO TAC	March 6, 2025	1:30 p.m.
MRMPO CAC	March 13, 2025	1:30 p.m.
MRMPO Policy Meeting	March 27, 2025	2:00 p.m.

# 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.

<b>Core Operations and Maintenance</b>	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.
<b>Transportation Safety</b>	<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>
<b>Diversify and Index Full Range of Transportation Revenue Sources</b>	<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"><li>• Road user fee</li><li>• Electric Vehicle registration fee</li><li>• Studded tire fee</li><li>• City gas tax</li><li>• County registration fee at the cap</li><li>• Maintain current 50-30-20 funding distribution allocations</li><li>• Retail Delivery Fee</li></ul>

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<b>Additional Transit Funding</b>	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.
<b>Finish Projects in HB 2017 and of Statewide Significance</b>	<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>

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