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


Date: *Tuesday, June 23, 2015*

Time: *2:00 p.m.*

Location: *Jefferson Conference Room, RVCOG 155 N. 1st Street, Central Point*

Transit: served by RVTB Route #40

Phone : *Sue Casavan, RVCOG, 541-423-1360*

RVMPO website : www.rvmpos.org

1. **Call to Order/Introductions/Review Agenda** **Mike Quilty, Chair**
2. **Review/Approve Minutes** (Attachment #1)..... **Chair**
3. **Public Comment**, Items not on the Agenda **Chair**
(Comments on Agenda Items allowed during discussion of each item)

Public Hearing:

- Chair will read the public hearing procedures

4. **Transportation Improvement Program (TIP) & Regional Plan Amendment** **Andrea Napoli**

Background: RVTB's Drive Less Connect Outreach Program proposes to organize and carry out a public outreach program to promote available transportation alternatives to the single occupant vehicle. The project will be using Transportation Options funds in FFY 2015. Total cost for the project is \$143,765 (\$129,000 + \$14,765 match).

Attachment: #2 – Memo, RTP / TIP Amendment

Action Requested: Approve Regional Transportation Plan (RTP) / TIP amendment.

Update Item:

5. **Regional Problem Solving (RPS) Concept Plan Process** **Dick Converse**

Background: Following the direction of the Policy Committee at its April 28, 2015 meeting, staff submitted a revised concept plan review process memorandum to the TAC at its May 13, 2015 meeting. While generally satisfied with the revisions, the TAC instructed staff to make several changes, which were endorsed by the TAC at its meeting on June 10, 2015. The modified memo is attached.

Attachment: #3 – Memo re RPS Growth Area Planning Coordination

Action Requested: Approve process outlined in attached memo.

Action Items:

6. Medford Conceptual Land Use & Transportation Plan.....John Adam

Background: City of Medford Staff will present its conceptual plan to the Policy Committee to fulfill RPS Plan requirements. Staff had previously presented it to the Technical Advisory Committee in May 2014.

Attachment: #4 – Memo

Action Requested: Review and comment on Medford’s conceptual plan. Direct staff to prepare a letter with the Policy Committee’s comments on Medford’s conceptual plan.

7. Central Point Conceptual Land Use & Transportation PlanDick Converse

Background: City of Central Point staff will present its conceptual plan for CP-1B to the Policy Committee to fulfill RPS Plan requirements. The conceptual plan was submitted to the Technical Advisory Committee in February 2015.

Attachment: #5 – Draft letter for Policy Committee Chair’s signature; #5B -CP-1B Concept Plan (attached separately in this email)

Action Requested: Review and comment on the CP-1B conceptual plan. Authorize Policy Committee Chair to sign attached letter.

8. Alternative Measures Final Report.....Dan Moore

Background: Staff prepared a draft Alternative Measures Report for TAC & PAC review and comment. Both committees recommend approval of the final report.

Attachments: #6 – Executive Summary

#6A – Draft Report / click on the following link for full report:

http://rvmpo.org/images/policy-committee/2015/agendas/Attach6A_Draft_Alt-M_Report3.pdf

#6B – Appendix A / click on the following link:

http://rvmpo.org/images/technical-advisory-committee/2015/meeting_materials/Attach2B_-Alt-M-Update-APPENDIX_A.pdf

Action Requested: Consider approval of the final report.

9. RVMPO Planning Update.....Dan Moore

10. Public Comment.....Chair

11. Other Business / Local BusinessChair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

12. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Tuesday, July 28 at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, July 21 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, July 8 at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**SUMMARY MINUTES
ROGUE VALLEY MPO POLICY COMMITTEE
APRIL 28, 2015**



The following attended:
MPO Policy Committee

Member	Organization	Phone Number
Bruce Sophie	City of Phoenix	535-1634
Colleen Roberts	Jackson County	535-1634
Jim Lewis	City of Jacksonville	899-7023
Julie Brown	RVTD	608-2413
Ruth Jenks	City of Eagle Point	941-8537
Mike Quilty, Chairman	City of Central Point	664-7907
Art Anderson	ODOT	774-6353
Rich Rosenthal	City of Ashland	941-1494
Michael Zarosinski	City of Medford	
Darby Strickler	City of Talent	535-1566
Staff -		
Dan Moore	RVCOG	423-1361
Andrea Napoli	RVCOG	423-1369
Bunny Lincoln	RVCOG	944-2446
Dick Converse	RVCOG	
Mike Cavallero	RVCOG	

Others Present -

Name	Organization	Phone Number
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Mike Baker	ODOT	957-3658
Mike Faught	Ashland	552-2411
Mike Kuntz	Jackson County	
Mike Montero	Montero & Assoc.	944-4376
Al Densmore	John Watt Assoc.	601-0704
Alex Georgevitch	Medford	
John Adam	Medford	
Josh Le Bombard	DLCD	
Kelly Madding	Jackson County	
Karen Jones	Phoenix	

1. Call to Order / Introductions/ Review Agenda -

Chairman Mike Quilty, called the meeting to order at 2:00 p.m. Committee began with introductions.

2. Review / Approve Minutes -

Item #6 was brought to the top of the agenda, and renumbered as **#4**.

The Chairman asked if there were any additions or corrections to the March 24th meeting minutes. Mike Faught stipulated that he was representing Ashland at that meeting.

On a motion by Jim Lewis, seconded by Colleen Roberts, the minutes were unanimously approved as amended.

3. Public Comment -

None.

4. Regional Problem Solving (RPS) Growth Areas.

Dick Converse gave a presentation on the May 15th modified memo outlining the MPO's role in collaborating with the various cities and reviewing Urban Reserve Land Use and Transportation connectivity conceptual plans as part of Regional Plan implementation and performance indicators. Concept plans must be adopted prior to Comp Plan amendments. Roads in growth areas (arterials) must be shown, and transportation connectivity, especially with other jurisdictional systems, is vital. The plans are only conceptual, and **not** comprehensive plans.

The anticipated process is that the TAC looks at the concept plan for compliance with the adopted Regional Plan, and then directs COG Staff to write a letter confirming that compliance. This is **not** an approval of the Plan, but, rather, a report on the Plan comments that would go back to the City. The TAC comments are then expected to be brought to the Policy Committee. The oversight focus for the Policy Committee is to determine that the TAC followed proper procedures in their review. To date, the Program Manager has been unable to bring reports to Policy Committee due to illness. After appropriate consideration, Central Point's letters regarding their concept plans have been prepared to outline the TAC's findings.

John Adam spoke about his previous involvement in the RPS process, and the drafting of the Performance Measures and concurred with the contents of the Staff memo. Colleen Roberts expressed that the review might be too broad, and that a smaller, subcommittee process might be better, with fewer, non-affected jurisdictions/agencies weighing in at the initial level. Mr. Converse also mentioned a smaller, less formal review oversight body, but with transparency reporting being a high priority. Josh Le Bombard reminded the Committee that the plans were conceptual only, without a Plan in process. The actual UGB amendment process will be subject to a much more strenuous approval process with a full review. Land need tests will need to be met, with some candidate lands possibly having to wait longer to be considered for UGB inclusion.

Chairman Quilty voiced his concern that the process was just asking for a "sign off" from the Policy Committee and the MPO. He felt the final decision should come from the Policy Committee, and the technical review body (the TAC). Art Anderson, ODOT, agreed. The political aspects, in addition to the technical ones, need to be reviewed on a broader scale. System connectivity is essential. He said ODOT would be uncomfortable without more involvement in the political discussions.

Mike Baker stated that he trusted the TAC review, and Dick Converse pointed out that there review criteria clearly spelled out in the Regional Plan.

The discussion continued among the members, and included:

- The weight of the TAC comments, and the fact that they were not an approval"
- "Collaboration" with the County and MPO is required to meet the Plan performance measures
- The potential importance of running the TAC findings/recommendations by the Policy Committee as an agenda item, with any compliance letter being signed by the Policy Committee
- The importance of the fact that the MPO is a funding mechanism for transportation expansion, and the need to have adequate information/discussion opportunities before making any compliance determinations
- The various cities do a lot of the actual technical work, providing same to the TAC
- The TAC needs to be kept as a body to review the Conceptual Plans – Mike Cavallero
- Due transportation funding involvement, the MPO and Policy Committee need to be fully informed on what various jurisdictions are planning for future major transportation projects
- The Policy Committee needs to be the entity sending any conceptual plan comment

letters

- A concept plan executive summary and connectivity maps need to be part of the information provided to the Policy Committee
- A Policy Committee cost effectiveness review could be warranted with respect to right of way acquisitions
- Staff should be present to answer any Policy Committee technical questions when the concept plans are presented
- Regional support is essential to minimize the potential of future third party litigation when candidate lands are not chosen for UGB inclusion
- Answers on future available funding are important factors
- Updated TSPs are just plans, but do not necessarily speak about funding mechanisms

The Committee asked Staff to bring the matter back to the next meeting, showing a level of examination of the areas in question, and a review of TAC comments. The Committee wants to be the entity endorsing the comments on a particular URA. If felt to be warranted, the Committee might also provide constructive comments back to a jurisdiction.

The final letter/comments will come from the Policy Committee. It will not constitute an “approval”.

Public Hearing #1:

5. RVMPO Unified Planning Work Program (UPWP) 2015-16

The Chair read the public hearing procedure.

Dan Moore presented an overview of the 2015-16 UPWP. The budget and dues schedule was approved in February. The RVMPO self-certification that activities fulfill federal requirements for metropolitan planning is included.

Various State/local entities are working out new funding formulas for allocations of MPO planning funds. The RVMPO had a reduction of \$14,000 in funds. \$84,000 were carried over. An Associate Planner is being sought by the COG to cover additional Staff workloads. Some costs will be split with MRMPO. Matching funds for FTA are coming from “in kind” contributions.

Items specifically noted included:

- Update of the next RTP (2017-42)
- Update Public Participation Plan.
- Environmental Justice Assessment
- Updating the ITS Plan

The TAC and PAC reviewed the Program and recommended approval. Cost breakdowns are separated for the RVMPO and MRMPO, including five (5) FT COG employees. Staff time is tracked, and split accordingly, with the MRMPO. The MRMPO budget is \$270,000+/-

Jonathan David is not returning to as Program Manager. Dan Moore will be assuming that position. The COG is fully staffed for the upcoming fiscal year.

The Chair opened public testimony.

In support: None received

In opposition: None received

The Chair closed the public hearing.

Julie Brown spoke about the importance of IT to RVTD.

Jim Lewis made a motion to adopt the 2015-16 Unified Planning Work Plan (Resolutions 2015-1 and 2015-2). The motion was seconded by Julie Brown, and passed unanimously by voice vote.

Public Hearing #2

6. Transportation Improvement Program (TIP) & Regional Plan Amendment (RTP)

The Chair read the public hearing procedures

Andrea Napoli presented ODOT's proposal to amend the Antelope Road Compressed Natural Gas (CNG) Fueling Station into the RTP Project List and TIP. A vicinity map was included in the documentation.

The TAC recommended Policy committee approval of the amendment at their April 8th meeting.

The Chair opened public testimony.

In support: Mike Montero spoke in support of the amendment.

In opposition: None received

The Chair closed the public hearing.

Jim Lewis made a motion to adopt the Transportation Improvement Program (TIP) & Regional Plan Amendment (RTP). Seconded by Ruth Jenks. Motion passed unanimously by voice vote.

Action Item:

7. RVMPO Planning Update

- Dan Moore is taking Jonathan David's place as RVCOG Program Manager.
- RVMPO evaluations are currently underway, including the Alternative Measures Final Report and Strategic Assessment (SA) looking at the region's transportation plans, and inputting them into a model providing information on strategies for GHG reductions. An on-line survey is a part of the Assessment. The SA is a voluntary process.
- The RTP update is ongoing.

8. Public Comment

None received.

9. Other Business / Local Business**10. Adjournment**

The meeting was adjourned at 3:18 p.m.

DRAFT



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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DATE: June 16, 2015
 TO: RVMPO Policy Committee
 FROM: Andrea Napoli, AICP, Senior Planner
 SUBJECT: RTP/TIP Amendment

The Policy Committee is being asked to consider approval of the proposed RTP/TIP amendment described below.

The 21-day public comment period and public hearing was advertised on June 1 in the Medford Tribune, and similar information has been available on the RVMPO website.

RVTD – Drive Less Connect (DLC) Outreach Program

The project proposes to organize and carry out a public outreach program to promote available transportation alternatives to the single occupant vehicle.

Specifically, these DLC Funds are for the 2015-2017 biennium and will be used primarily to promote the Drive Less Connect software to increase the number of people registered into the system. Funds will also be used to contract with SOU and Central Point Elementary to promote alternative transportation activities. RVTD will also use funds to coordinate a Business Commute Challenge.

The project will be using federal Transportation Options (TO) funds in FFY 2015. Total cost for the project is \$143,765 (\$129,000 TO funds + \$14,765 RVTD match).

The RTP and TIP amendments can be found on the following pages.

2013-2038 RTP Amendment #2013-38_09, Add New RVTD Project

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Conformity Status
RVTD					
1077	RVTD	Drive Less Connect Outreach Program	Short	\$149,000	Exempt-Table 2

2015-2018 RVMPO TIP Amendment #2012-15_04, Add New RVTD Project

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														
Drive Less Connect Outreach Program	Promote available transportation options to SOV	1077	Exempt (Table 2)			Planning					\$ -			
						Design					\$ -			\$ -
						Land Purchase					\$ -			
						Utility Relocate					\$ -			
						Construction					\$ -			\$ -
				NEW	FFY2015	Other	\$ 129,000	Transpo Options	\$ 14,765	RVTD	\$ 143,765			
					Total FFY15-18		\$ 129,000		\$ 14,765		\$ 143,765			\$ 143,765



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DATE: May 14, 2015
TO: RVMPO Policy Committee
FROM: Dick Converse, Principal Planner
SUBJECT: RPS Growth Areas Planning Coordination

The adopted Greater Bear Creek Regional Plan includes a chapter requiring monitoring and implementation of the Plan. Section 2 of the chapter establishes Performance Indicators, mandated by ORS 197.656(2)(b)(C) to ensure that the objectives of the Plan are met. Three of the performance indicators specify participation by the MPO in reviewing conceptual plans that must be prepared before an urban reserve area may be added to an urban growth boundary.

- 2.6 **Mixed-Use/Pedestrian-Friendly Areas.** For land within a URA and for land currently within a UGB but outside of the existing City Limit, each city shall achieve the 2020 benchmark targets for the number of dwelling units (Alternative Measure #5) and employment (Alternative Measure #6) in mixed-use/pedestrian-friendly areas as established in the 2009 Regional Transportation Plan (RTP) or most recently adopted RTP. Beyond the year 2020, cities shall continue to achieve the 2020 benchmark targets, or if additional benchmark years are established, cities shall achieve the targets corresponding with the applicable benchmarks. Measurement and definition of qualified development shall be in accordance with adopted RTP methodology. The requirement is considered met if the city or the region overall is achieving the targets or minimum qualifications, whichever is greater. This requirement can be offset by increasing the percentage of dwelling units and/or employment in the City Limit. This requirement is applicable to all participating cities.
- 2.7 **Conceptual Transportation Plans.** Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that the identified regionally significant transportation corridors within each of the URAs can be protected as cost-effectively as possible by available strategies and funding. A Conceptual Transportation Plan for a URA or appropriate portion of a URA shall be prepared by the City **in collaboration with the Rogue Valley Metropolitan Planning Organization**, applicable irrigation districts, Jackson County, and other affected agencies, and shall be adopted by Jackson County and the respective city prior to or in conjunction with a UGB amendment within that URA.
 - 2.7.1 **Transportation Infrastructure.** The Conceptual Transportation Plan shall 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 (including intracity and intercity, if applicable).
- 2.8 **Conceptual Land Use Plans.** A proposal for a UGB Amendment into a designated URA shall

include a Conceptual Land Use Plan prepared by the City **in collaboration with the Rogue Valley Metropolitan Planning Organization**, applicable irrigation districts, Jackson County, and other affected agencies for the area proposed to be added to the UGB as follows:

- 2.8.1 Target Residential Density. The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 2.5 above [not included in this memo] will be met at full build-out of the area added through the UGB amendment.
- 2.8.2 Land Use Distribution. The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land which was determined by the Resource Lands Review Committee to be commercial agricultural land as part of a URA, which applies to the following URAs: CP-1 B, CP1C, CP-4D, CP-6A, CP-2B, MD-4, MD-6, MD-7mid, MD-7n, PH-2, TA-2, TA-4.
- 2.8.3 Transportation Infrastructure. The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 2.7 above.
- 2.8.4 Mixed Use/Pedestrian Friendly Areas. The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of Section 2.6 above will be met at full build-out of the area added through the UGB amendment.

These conceptual plans must be in place before the County may review an amendment to any participating jurisdiction's urban growth boundary. County and City planners representing each jurisdiction have continued to meet since the Plan was adopted to discuss items of general interest, but also to review implementation of the Plan as issues arise. Among the first issues after Plan adoption was review of conceptual plans. As noted in the Performance Indicators, cities adopt the conceptual plans before or in conjunction with the UGB amendment process. During the review of a UGB amendment, both the City and the County will ensure that the land use allocation percentages, density requirements, transportation connectivity, and other performance indicators such as agricultural buffering established in the Regional Plan are met.

Cities will submit conceptual plans for Technical Advisory Committee review. The primary focus of the review is to determine how the plans address inter-jurisdictional connectivity and other Regional Plan performance indicators. The TAC will review the conceptual plan(s) and prepare a draft letter to the city outlining its review. The letter will be forwarded to the Policy Committee for final review and signature. This review accomplishes compliance with Regional Plan Performance Indicators 2.7 and 2.8.



Planning Department

Working with the community to shape a vibrant and exceptional city

MEMORANDUM

Subject Medford urban reserve conceptual plan
To RVMPO Policy Committee
From John Adam, Senior Planner
Date June 11, 2015 *for 6/23/2015 meeting*

BACKGROUND

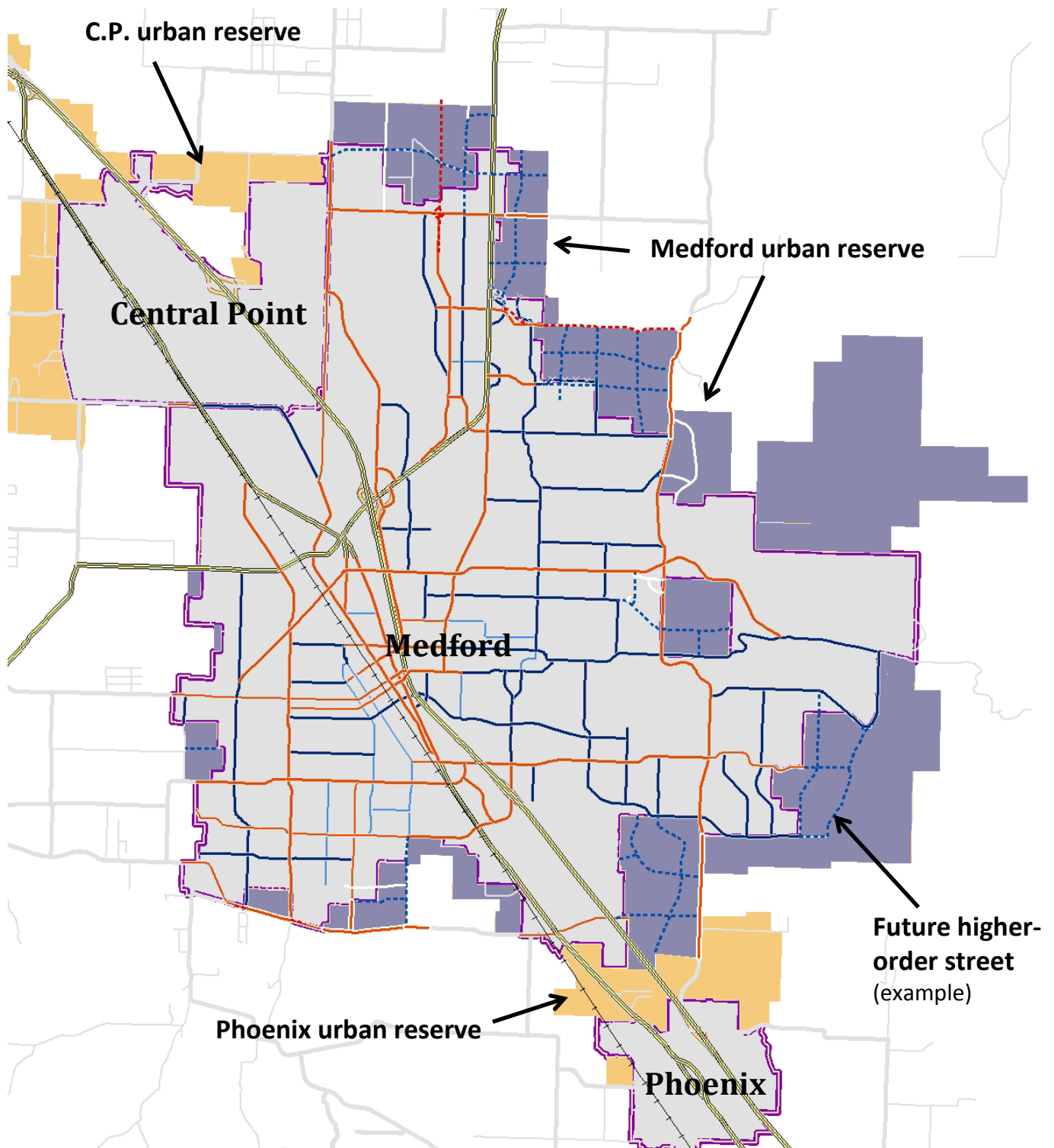
The Regional Plan established urban reserves for all the participating cities when it was adopted in 2012. Those reserves theoretically provide 50 years' worth of growth for the region. The Plan contains a set of "performance indicators" (*viz*, "conditions of approval") that requires collaboration with the MPO on the development of conceptual transportation plans and conceptual land-use plans. Medford's presentation of its conceptual plan at the MPO Policy Committee meeting is intended to fulfill that requirement. Staff had previously presented it to the Technical Advisory Committee in May 2014.

Public Works and Planning staff developed a land-use plan in conjunction with a transportation plan. It was truly an iterative process: a basic framework of streets drove placement of uses and densities, which in turn influenced street connections and locations. Another factor staff took into account were connections with other cities' street systems.

Medford staff have been using the conceptual plan for the past year as a framework for analyses and further planning. Staff used it to develop its UGB Amendment recommendation, which the Planning Commission considered in March.

A detailed map will be presented at the MPO TAC meeting, but an orientation map showing the urban growth boundaries, urban reserves, and higher-order street extensions into Medford's reserve may be found on the last page of this memo.

Medford urban reserve conceptual plan coordination with MPO policy committee
June 11, 2015



Map of Central Point, Medford, and Phoenix UGBs and urban reserves



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June 23, 2015

Chris Clayton, City Manager
City of Central Point
140 s. 3rd Street
Central Point, OR 97502

RE: RVMPO Comments on Future Growth Area CP-1B

Dear Chris,

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 the conceptual plan Central Point prepared for Future Growth Area CP-1B. The scope of conceptual plan review is defined in Regional Plan Performance Indicators 2.7 and 2.8.

Performance Indicator 2.7 requires that transportation plans be prepared in collaboration with the RVMPO. Central Point presented its plan to the TAC for review at its February 11, 2015 meeting. The Policy Committee reviewed the plans at its June 23, 2015 meeting, and provides the following comments.

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. Highway 140 is the primary access to CP-1B, connecting I-5 and Brownsboro-Eagle Point Road. The plan generally represents an enhanced local street network and access management improvements that are proposed in the OR 140 Corridor Plan and in the Interchange Area Management Plan for Exit 35 (IAMP-35). By policy, all new collectors will require bike lanes and sidewalks, and will be designed to enhance connectivity with the nearby Bear Creek Greenway as recommended by Jackson County Road and Parks. The transportation plans appear to have no significant impact on the regional transportation system.

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.8.2 requires consistency with the land use distribution outlined in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land that the Resource Lands Review Committee determined to be commercial agricultural land. CP-1B is included in this category. The Regional Land distribution mandates an Employment designation for all of CP-1B. Central Point intends to apply Business Park, Commercial, Light Industrial, and Heavy Industrial designations on 496.16 acres, while reserving 44.92 acres of Public/Open Space along Bear Creek that cannot otherwise be developed.

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Performance Indicator 2.8.2 requires the conceptual plan to include the transportation infrastructure required in 2.7. In addition to the infrastructure described in 2.7, the CORP rail line bisects CP-1B, providing an opportunity for transporting industrial products to and from the area.

Performance Indicator 2.9.1 states that the IAMP-35 must be adopted by ODOT, Jackson County, and Central Point prior to expansion of the Urban Growth Boundary into CP-1B. All three jurisdictions adopted the IAMP.

Performance Indicator 2.9.5 requires that Central Point and Jackson County adopt a management agreement for the Gibbons/Forest Acres Unincorporated Containment Boundary. The City and County have jointly established this area as an Area of Mutual Planning Concern.

Performance Indicator 2.10 requires buffering of Exclusive Farm Use lands from incompatible development. The City will implement buffering standards when properties are developed adjacent to EFU land.

The Policy Committee finds that the conceptual plans create no barriers to inter-jurisdictional connectivity and are consistent with other Regional Plan performance indicators. These comments are provided to affirm that Central Point followed the requirements of the Regional Plan to prepare its conceptual plans in collaboration with the RVMPO.

Sincerely,

Michael G. Quilty, Chair
RVMPO Policy Committee



Rogue Valley Metropolitan Planning Organization

Alternative Measures Update

Executive Summary

May 2015



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

Introduction

The Transportation Planning Rule (TPR) (OAR 660-012) requires that cities and counties prepare and adopt transportation system plans (TSPs). These plans identify transportation facilities and services to support future planned land uses. In metropolitan areas, TSPs are required to accomplish a significant reduction in reliance on automobiles. Local governments in Metropolitan Planning Organization (MPO) areas of less than 1 million population can meet this requirement by showing that per capita vehicle miles traveled (VMT) will be reduced by 5 percent over the 20-year planning period. The TPR also allows for local governments to propose “alternative standards” to be used in place of the VMT reduction requirement. The TPR established a five-part test for approval of such alternative standards. The purpose of this test is to assure that the alternative standard accomplishes the goal in the TPR for a significant reduction in reliance on the automobile.

1. Achieving the targets for the proposed alternative measures will result in a reduction in reliance on automobiles.
2. Achieving the targets for the proposed alternative measures will accomplish a significant increase in the availability and convenience of alternative modes of transportation.
3. Achieving the targets for the proposed alternative measures is likely to result in a significant increase in the share of trips made by alternative modes, including walking, bicycling, and transit.
4. VMT per capita is unlikely to increase by more than 5%.
5. The proposed alternative measures are reasonably related to achieving the goal of reduced reliance on the automobile as described in OAR 660-012-0000.

On April 3, 2002, the Land Conservation and Development Commission approved seven Alternative Measures adopted by the RVMPO in place of the Vehicle Miles Traveled (VMT) reduction standard contained in the state Transportation Planning Rule (TPR). The Alternative Measures meet requirements for an alternative measure of reduced reliance on the automobile as specified in OAR 660-012-0035(5).

The seven Alternative Measures include:

1. Measure 1 - Transit and Bike/Pedestrian (Ped) Mode Share
2. Measure 2 - % Dwelling Units (DUs) within ¼ mile walk to 30 minute Transit Service
3. Measure 3 - % Collectors/Arterials with Bike Facilities
4. Measure 4 - % Collectors/ Arterials in Transit Oriented Development (TOD) areas with Sidewalks
5. Measure 5 - % Mixed-Use Dwelling Units (DUs) in New Development
6. Measure 6 - % Mixed-Use Employment in New Development
7. Measure 7 - Alternative Transportation Funding

Table 1 below depicts the RVMPO Alternative Measures, five-year benchmarks and 2020 target.

Table 1 – RVMPO Alternative Measures, Benchmarks and 20-Year Target

<i>Measure</i>	<i>Current 2000</i>	<i>Benchmark 2005</i>	<i>Benchmark 2010</i>	<i>Benchmark 2015</i>	<i>Target 2020</i>
<i>Measure 1:</i> Transit and bicycle/pedestrian mode share	% daily trips transit: 1.0 bike/ped: 8.2	% daily trips transit: 1.2 bike/ped: 8.4	% daily trips transit: 1.6 bike/ped: 8.8	% daily trips transit: 2.2 bike/ped: 9.8	% daily trips transit: 3.0 bike/ped: 11
<i>Measure 2:</i> % Dwelling Units (DU's) w/in ¼ mile walk to 30-min. transit service	12%	20%	30%	40%	50%
<i>Measure 3:</i> % Collectors and arterials w/ bicycle facilities	21%	28%	37%	48%	60%
<i>Measure 4:</i> % Collectors and arterials in TOD areas w/ sidewalks	47%	50%	56%	64%	75%
<i>Measure 5:</i> % Mixed-use DUs in new development	0%	9%	26%	41%	49%
<i>Measure 6:</i> % Mixed-use employment in new development	0%	9%	23%	36%	44%
<i>Measure 7:</i> Alternative Transportation Funding	N/A	\$950,000	\$2.5 Million	\$4.3 Million	\$6.4 Million

Background

The RVMPO completed a 2005 Alternative Measures benchmark analysis as part of the 2009 – 2034 RVMPO Regional Transportation Plan (RTP) update. The 2013 – 2038 RTP update did not include a 2010 benchmark analysis due to a misunderstanding on behalf of the RVMPO that the Transportation Planning Rule (TPR) had been amended to remove the Alternative Measures requirement. The Department of Land Conservation and Development (DLCD) provided a letter to the RVMPO Policy Committee during the 2013-38 RTP adoption hearing that clarified the Alternative Measures TPR requirements. Below is an excerpt of that letter.

“Until such a time as Alternative Measures are amended by the Land Conservation and Development Commission (LCDC), the Department of Land Conservation and Development (DLCD) assumes that the benchmarks and targets of the acknowledged Alternative Measures will be extended on subsequent updates of the Regional Transportation Plan (RTP) and Regional Transportation System Plan to correspond with the timeframe of each update, unless the RVCOG can show that there will be a 5% decline in Vehicle Miles Traveled per capita over the planning period. Additionally, it is assumed that an analysis of the RVCOG’s performance regarding each of the Alternative Measures be conducted during subsequent RTP updates. The current RTP does not comply with this requirement.”

The RVMPO Policy Committee concurred with DLCD’s comments and recommended that staff identify funding to conduct an analysis of the seven (7) adopted Alternative Measures. In 2013, RVCOG applied for a Transportation Growth Management (TGM) grant to complete the work. RVCOG was awarded a TGM grant in January 2014 to analyze Alternative Measure performance and, if necessary, modify existing or develop new Alternative Measures that comply with the TPR, meet local needs, and are consistent with local objectives.

Staff prepared a series of technical memoranda for the Alternative Measures update that included;

1. Alternative Measures Analysis Methodologies,
2. Data Collection, and
3. Alternative Measures Analysis.

The RVMPO Technical Advisory Committee (TAC) reviewed and commented on each of the technical memos, which were revised by staff. ODOT’s Transportation Planning Analysis Unit (TPAU) provided technical assistance and comment throughout the process. The technical memoranda are included in Appendix A. The Findings & Conclusions section of the final report includes a description of the measure, results of the analysis, observations, and recommendations for changing specific elements of each Alternative Measure.

Executive Summary

The Executive Summary focuses on the findings and recommendations from the 2010 benchmark analysis conducted in 2014. More details on each measure are included in the Findings, Conclusions and Recommendations section of the report. Table 2 below depicts the 2007 & 2014 Alternative Measures benchmark analysis results. The 2005 benchmark was measured in 2007 and the 2010 benchmark was measured in 2014.

Table 2 – Alternative Measures 2007 & 2014 Benchmark Analysis Results

Measure	How Measured	2000	Benchmark 2005	Measured 2007	Benchmark 2010	Measured 2014	Benchmark 2015	Target 2020
Measure 1: Transit and Bicycle/Pedestrian Mode Share	The percent of total daily trips taken by transit and combination of bicycle and walking (non-motorized) modes. Determined from best available data (e.g., model output and/or transportation survey data).	% Daily Trips	% Daily Trips	% Daily Trips	% Daily Trips	% Daily Trips	% Daily Trips	% Daily Trips
		Transit: 1.0 Bike/Ped: 8.2	Transit: 1.0 Bike/Ped: 8.2	Transit: 0.9 Bike/Ped: 7.3	Transit: 1.6 Bike/Ped: 8.4	Transit: 1.45 Bike/Ped: 8.20	Transit: 2.2 Bike/Ped: 9.8	Transit: 3.0 Bike/Ped: 11
Measure 2: % Dwelling Units (DUs) w/in 1/4 Mile Walk to 30-Min. Transit Service	Determined through GIS mapping.	12%	20%	34%	30%	36%	40%	50%
Measure 3: % Collectors and arterials w/bicycle facilities	Determined through GIS mapping.	21%	28%	37%	37%	54%	48%	60%
Measure 4: % Collectors and Arterials in TOD Areas w/Sidewalks	Determined through GIS mapping.	47%	50%	55%	56%	30%	64%	75%
Measure 5: % Mixed-Use DUs in new development	Determined by tracking building permits - the ratio between new DUs in TODs and total new DUs in the region.	0%	9%	10%	26%	22%	41%	49%
Measure 6: % Mixed-use employment in new development	Estimated from annual employment files from State - represents the ratio of new development in TODs over total regional employment	0%	9%	17%	23%	12%	36%	44%
Measure 7: Alternative Transportation Funding	Funding Committed to transit or bicycle/pedestrian/TOD projects. Amounts shown represent 1/2 of the MPO's estimated accumulation of discretionary funding (STP).	NA	\$950,000	\$1.4 Million	\$2.5 Million	\$3.1 Million	\$4.3 Million	\$6.4 Million

Findings - Measure 1 – Mode Share 2010 Benchmark Analysis

The analysis shows that the transit, bike and pedestrian mode share percent of daily trips decreased from 2006 to 2010, and fell short of the 2010 benchmarks. Data shows that transit makes up 1.45% of the mode share, which is 0.15 percentage points below the 2010 benchmark of 1.6%. The 2010 Bike/Walk data shows 8.20% mode share which is 0.20 percentage points below the 8.4% benchmark.

Recommendations – Mode Share 2010 Benchmark Analysis

The TAC determined that the model used to estimate mode share may not be the best tool to use, and recommend that “observed data” be used to measure mode share. Observed data is regional data such as bicycle and pedestrian counts and transit ridership numbers. This type of analysis would not provide mode share data, but actual numbers that could be tracked over time to demonstrate increases (or decreases) in transit ridership, biking and walking. This would achieve the policy outcome of tracking increases/decreases in transit, biking and walking

Findings - Measure 2 – Transit Accessibility 2010 Benchmark Analysis

Based on the GIS analysis, thirty-six percent (36%) of dwelling units in the RVMPO are located within ¼ mile walking distance of 30-minute RVTB bus routes, which is 6 percentage points above the 2010 benchmark of 30%.

Recommendations – Transit Accessibility 2010 Benchmark Analysis

Continue using the methodology approved by the TAC to measure transit accessibility

Findings – Measure 3 - Bicycle Facilities 2010 Benchmark Analysis

There is a total of 4,640,107 linear feet of arterials and collectors within the RVMPO planning area (both directions). The jurisdictions in the RVMPO reported a total of 2,507,130 linear feet of bicycle facilities on arterials and collectors. The percentage of bike facilities is 54% within the RVMPO, which is 17 percentage points greater than the 2010 benchmark of 37%.

Recommendations – Bicycle Facilities 2010 Benchmark Analysis

Continue to use the methodology approved by the TAC.

Findings – Measure 4 - Sidewalks 2010 Benchmark Analysis

There is a total of 1,512,648 lane feet of arterials and collectors (both directions) and 461,445 linear feet of sidewalks in Activity Centers located in the RVMPO. The 2014 analysis shows that 30% of arterials and collectors within RVMPO Activity Centers have sidewalks, which falls below the 2010 benchmark of 56% by 26 percentage points.

Recommendations – Sidewalks 2010 Benchmark Analysis

The TAC recommends changing the name of Measure 4 to, “Measure 4 - Percentage of Collectors and Arterials in *Activity Centers* with Sidewalks.” The TAC also recommends revising the benchmarks and target to reflect the larger geographic Activity Center areas.

Findings – Measure 5 - Dwelling Unit 2010 Benchmark Analysis

Staff found a total of 12,530 units constructed since 2000 throughout the MPO, of which 2,785 units met the benchmark requirements. This represents 22.2 percent of the total. The number of units built in activity centers since 2000 is significantly higher, but the methodology requires that only those developments meeting the target density of ten units per acre may be counted.

Recommendations – Dwelling Unit 2010 Benchmark Analysis

The TAC recommends changing the measure description to, “Measure 5 – Percentage of New Dwelling Units in *Activity Centers*.” Another recommendation is to revise the “How Measured” description to read, “Determined by reviewing assessor’s data to determine the ratio between new DUs in Activity Centers and total new DUs in the region.” The evaluation criteria for this measure needs to be revised to avoid confusion on what dwelling units should count towards the benchmarks and target. In addition, a new way of measuring density may need to be developed in order to ensure that proper credit is given to new development within Activity Centers. Another suggested option is to establish the existing density for residential development in all identified activity centers and then document the increase in density from one benchmark to the next.

Because some of the newly identified activity centers do not have commercial uses at their hub, consideration should be given to amending or eliminating the requirement that the dwellings be within ¼ mile of a commercial center having a minimum of 20,000 square feet.

Findings – Measure 6 - Mixed-Use Employment 2010 Benchmark Analysis

Using formulas that calculate the number of employees based on the size of the structure, staff estimated that 209 employees work in the qualifying businesses, which is only 12 percent of the estimated total of 1,740 employed in businesses constructed since 2000.

Recommendations – Mixed-Use Employment 2010 Benchmark Analysis

The TAC recommends changing the measure description to, “Measure 6 – Percentage of New Employment in *Activity Centers*.” Another recommendation is to revise the “How Measured” description to read, “Determined by reviewing assessor’s data to determine the number of jobs per square footage of new commercial/industrial development in Activity Center to number of jobs per square footage of new commercial/industrial development in the region.” The evaluation criteria for this measure needs to be revised to remove obstacles to counting new employment, particularly regarding building entrances and parking between the building and the street.

Findings - Measure 7 - Alternative Transportation Funding 2010 Benchmark Analysis

The analysis showed a total of \$1,184,079 for 2002 – 2004 (\$234,079 more than the 2005 benchmark of \$950,000); \$3,128,147 for 2005 – 2009 (\$628,147 more than the 2010 benchmark of \$2.5M); and \$3,889,112 for 2010 – 2014 (\$410,888 less than the 2015 benchmark of \$4.3M). The net difference between the 3 benchmarks is \$451,338 additional funds.

Recommendations – Alternative Transportation Funding 2010 Benchmark Analysis

The TAC did not have any recommendations for Measure 7.