
AGENDA
**Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee**


Date: Wednesday, June 10, 2015

Time: 1:30 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.rvmopo.org

- 1. Call to Order/Introductions/Review AgendaMike Kuntz, Chair**
- 2. Review/Approve Summary Minutes (Attachment #1).....Chair**
- 3. Public Comment (Items not on the Agenda).....Chair**

Action Items:

- 4. Regional Plan / Transportation Improvement Program (TIP) Amendment Dan Moore**

Background: The TAC is being asked to make a recommendation to the Policy Committee on the proposed RTP/TIP amendment to add RVTB's Drive Less Connect Outreach Program. The project 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 Federal + \$14,765 match). The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, June 23, 2015 to consider adoption of the proposed TIP and RTP amendment.

Attachments: #2 – Memo, RTP/TIP Amendment

Action Requested: Forward recommendation to Policy Committee.

- 5. Talent Regional Problem Solving (RPS) Growth AreasDick Converse**

Background: The TAC reviewed concept plans for TA-4 and TA-5 at its March meeting, finding them to be consistent with the Regional Plan performance indicators. Based on recent Policy Committee direction, however, the TAC needs to review and comment on a letter prepared for the Policy Committee Chair's signature. The Talent project is scheduled to be complete by the end of June, requiring Policy Committee review at their June meeting.

Attachments: #3 – Comment letter

#3A – TA-4 Draft Concept Plan (Attached separately in this email)

#3B – TA-5 Draft Concept Plan (Attached separately in this email)

Action Requested: Forward comment letter to Policy Committee.

Discussion / Update Item:

6. 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, with input from Kelly Madding and Josh LeBombard. The modified memo is attached.

Attachment: #4 – Memo, RPS Growth Area Planning Coordination

Action Requested: Review and comment

7. MPO Planning Update Dan Moore

8. Public Comment Chair

9. Other Business / Local Business Chair

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

10. Adjournment Chair

- The next regularly scheduled RVMPO TAC Committee meeting: Wednesday, July 8, at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting is scheduled for June 23, at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for Tuesday, July 21, at 5:30 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 Metropolitan Planning Organization
Technical Advisory Committee*

May 13, 2015

The following people were in attendance:

RVMPO Technical Advisory Committee

Voting Members in Attendance:

Alex Georgevitch	City of Medford
Ian Horlacher (by phone)	ODOT
John Adam	City of Medford
Jon Sullivan, Vice Chairman	RVTD
Josh LeBombard	DLCD
Kelly Madding	Jackson County
Matt Brinkley	City of Phoenix
Matt Samitore	City of Central Point
Mike Kuntz, Chairman	Jackson County
Mike Upston	City of Eagle Point
Paige Townsend	RVTD
Tom Humphrey	City of Central Point

Others Present:

RVCOG Staff

Dan Moore, Dick Converse, Bunny Lincoln,

1. Call to Order / Introductions

The Chairman called the meeting to order at 1:38 p.m. Those present introduced themselves.

2. Review / Approve Minutes

Chairman Kuntz asked committee members if there were any additions or corrections to the March meeting minutes.

- ❖ Tom Humphrey did not attend the previous meeting.
- ❖ Pg.3 Item #5 final bullet was edited to read "... promote **compact land use**"

On a motion by Mike Upston, seconded by Alex Georgevitch, the minutes were approved, as amended, by voice vote. Paige Townsend abstained.

3. Public Comment

No public comment was forthcoming.

*Action Item:***4. Alternative Measures Final Report**

Dan Moore summarized the **Alternative Measures Final Report** and requested a TAC recommendation for approval to the Policy Committee. The Executive Summary focuses on the Findings and Recommendations from the 2010 benchmark analysis conducted in 2014. A suggestion was made by Bob Cortright that the Report benchmark conclusions should include an expanded explanation of their various meanings.

The Committee members engaged in a broad discussion on the merits of the modeling data accuracy Vs the results that might have been obtained with the use of observed data to depict more accurate conditions on the actual mode share. The reasons for the share decline are difficult to determine. The mode share decrease shown in the statistics may mean vehicles are a higher percentage of “share” because more people are driving. While transit ridership is actually going up, that might not necessarily mean additional users. There has been a 16% transit use increase over the past three years, although this may be reflective of the same people simply using the system more often. RVTG agreed that the model data results might not have been completely accurate. The census was suggested as a good source for observed data. The COG is applying for a TGM grant, which will help to determine the best data to use in future analysis. Continuity of data remains a concern. TPAU also felt that data might not be totally reliable. The Report is the best look right now.

Tom Humphrey spoke to the mixed use in Measure 6, and getting credits for new employment in activity centers. The definitions for Measures #5 and #6 should be adjusted to account for the expanding home occupation trend as mixed use development increases in activity centers. A paragraph providing meaning for each measure’s data was felt to be warranted. MPO review/input on future site plan proposals, as related to design standards for transit and bike/ped access, was mentioned as being a potential benefit. A natural next step would be to carry the alternative measures concepts over into city codes.

The Report will be reviewed every four years on a macro level. The City codes could be reviewed for consistency with the alternative measure benchmarks, and receiving credits for same.

Mike Kuntz pointed out that page 4, the 3rd paragraph of the Executive Summary should reference that the DLCD’s comments had been “accepted” Vs “concurred with” by the MPO. Dan Moore will edit that phrase.

On a motion by Upston, seconded by Townsend, the Alternative Measures Final Report was recommended, as revised, to the Policy Committee for approval by unanimous voice vote.

*Discussion/Update Item:***5. Regional Problem Solving (RPS) Concept Plan Process**

Dick Converse presented a (revised) TAC memo, dated May 6, 2015, on RPS conceptual planning coordination. The Policy Committee is the final voice for the MPO when making the determination that a conceptual plan is in conformance with the Regional Plan’s performance measures. The determination is not a decision, but a collaborative review of a City’s UR Concept Plan. The TAC will review the conceptual plan(s) and prepare a draft letter to the City outlining the results of said review. The letter will then be forwarded to the Policy Committee, accompanied by the TAC report, for final review and signature.

This collaborative process on transportation is a performance measure, not a land use decision. Ultimately, any Policy Committee comments, or those from others, would be addressed by the jurisdiction in UGB expansion findings.

Dick Converse will revise the memo to reflect the fact that the review constitutes compliance with the performance measure 2.7. In the final paragraph of the memo, the reference to alternative measures was found to be redundant, and was removed. Section 2.5, and “transportation connectivity” (as a performance indicator) will be added to the second to the last paragraph on the memo.

The revisions will go to the Policy Committee on May 28th.

6. MPO Planning Update

- Thanks were offered to various jurisdictions for Strategic Assessment survey response
- The survey response period still open
- ODOT will finalize model for creation of final Plan
- What should Strategic Assessment emphasize?
- Associate Planner recruitment is still under way to work on MPO projects, and another position is being considered. The TAC was asked if they had any specific requests for a traffic engineer or other specialized area to assist the member jurisdictions. Paige Townsend suggested a transit planner.

7. Public Comment

8. Other Business / Local Business

- John Adam shared that Medford is meeting tomorrow night to go over UGB expansion alternatives. He asked what to do next with respect Medford’s Urban Reserve concept plan that was presented in April, 2014. After a brief discussion among the membership, Kelly Madding said it was probably a good idea to get some sort of input from the MPO.
- RVTD is implementing its last service cut (Route #10) on June 1st.

9. Adjournment

The meeting was adjourned at 3:25 p.m.



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

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DATE: May 26, 2015
TO: RVMPO Technical Advisory Committee
FROM: Andrea Napoli, Associate Planner
SUBJECT: RTP/TIP Amendment

The TAC is being asked to make a recommendation to the Policy Committee on the proposed RTP/TIP amendment described below. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, June 23, 2015 to consider adoption of the proposed TIP and RTP amendment. The 21-day public comment period and public hearing will be advertised on June 1 in the Medford Tribune, and similar information is available on the RVMPO website.

RVTD – Drive Less Connect Outreach Program

The project 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 Federal + \$14,765 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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June 23, 2015

Tom Corrigan, City Manager
City of Talent
P.O. Box 445
Talent, OR 97540

RE: RVMPO Comments on Future Growth Areas TA-4 and T-5

Dear Tom,

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 conceptual plans prepared for Future Growth Areas TA-4 and TA-5. 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 are prepared in collaboration with the RVMPO. Talent submitted its plans to the TAC for review at its March 11, 2015, and June 10, 2015 meetings. 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. South Pacific Highway (OR 99) separates TA-4 from TA-5 and is the only arterial in the study area. No arterials are proposed in either growth area, and no County projects are proposed in the area that will affect, or be affected by, location of streets in the growth areas. By policy, all new collectors will require bike lanes and sidewalks, and will be designed to enhance connectivity with the adjacent Bear Creek Greenway as recommended by Jackson County Road and Parks. An RVTB transit stop is proposed in TA-5 on South Pacific Highway. 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 2.8.1 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Talent's target density is 6.6 units per gross acre through 2035, increasing to 7.6 units per acre thereafter. Using a mix of low-, medium-, and high-density zoning, the targets will be met. The city's high density designation permits up to 22 units per acres, which will balance the lower densities proposed at the northeastern portion of TA-5 to easily achieve the 6.6 units per acre standard.

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. TA-4 is included in this category, and is limited to industrial use as a result. The concept plan for TA-4 acknowledges this limitation, but proposes an overlay near

the intersection of the highway and Colver Road where buildings will be designed to soften the appearance of industrial buildings on the remainder of TA-4, and will permit retail sales of goods produced in TA-4. General retail sales will not be permitted because of the performance indicator limitation.

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 serves as the western boundary of TA-4, which will permit rail transport of industrial products when train service is reestablished in the future.

Performance Indicator 2.8.4 requires mixed use/pedestrian friendly areas, which are described in Section 2.6 of the Regional Plan. Section 6 requires compliance with two of the 2020 benchmarks in the Regional Transportation Plan; Alternative Measure 5 targets residential densities and Alternative Measure 6 establishes standards for mixed-use employment. Because of the small amount of residential land designated for Talent, the 2020 Regional Transportation Plan Alternative Measures that require 49 percent of new residential development to be at a density of 10 or more units per acre will be feasibly met through development in the proposed residential zones in TA-5. The significant retail center proposed in the employment portion of TA-5 will be within 1/4 of a mile of the majority of homes in TA-5. Alternative Measure 6 establishes a 2020 benchmark of 44 percent of new commercial and industrial development either including a vertical mix of uses (e.g., residential uses on upper floors with employment uses on the first floors) or being located within 1/4 mile of residential area having a density of 10 or more units per acre.

The Policy Committee finds that the conceptual plans create no barrier to inter-jurisdictional connectivity and are consistent with other Regional Plan performance indicators. These comments are provided to affirm that Talent 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

Regional Transportation Planning

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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.