
AGENDA

Rogue Valley Metropolitan Planning Organization

Technical Advisory Committee



Date: Wednesday, February 14, 2018

Time: 1:30 p.m.

Location: Jefferson Conference Room
 RVCOG, 155 N. 1st Street, Central Point
Transit: served by RVTD Route #40

Contact: Stephanie Thune, RVCOG: 541-423-1368
 RVMPO website: www.rvmpos.org

1	Call to Order / Introductions / Review Agenda	Mike Kuntz, Chair
2	Review / Approve Minutes	Chair
<i>Attachment</i>	#1 RVMPO TAC Draft Minutes 180110	
3	Public Comment Items not on the agenda <i>Comments on agenda items allowed during discussion of each item</i>	Chair
Action Items		
4	Election of RVMPO TAC Chair and Vice Chair	Chair
<i>Background</i>	Per the TAC's Bylaws, "The officers of the committee shall be a chair and vice-chair to be elected at the February meeting. The officers shall hold office for a period of one year, beginning at the close of the February meeting."	
<i>Attachment</i>	#2 RVMPO TAC Bylaws	
<i>Action Requested</i>	Elect a new Chair and Vice Chair per the TAC Bylaws.	

5	2017-2042 Regional Transportation Plan (RTP) and 2018-2021 Transportation Improvement Program (TIP) Amendments	Ryan MacLaren
<i>Background</i>	The TAC is being asked to make a recommendation to the Policy Committee on the proposed RTP/TIP amendments. The 21-day public comment period and public hearing was advertised on February 6 th in the Medford Tribune, and information is currently available on the RVMPO website.	
<i>Attachment</i>	#3 Memo: RTP/TIP Amendments	
<i>Action Requested</i>	Forward recommendation to Policy Committee.	
6	Central Point CP-5/6 Concept Plan Review	Tom Humphrey, Dick Converse
<i>Background</i>	The comment letter drafted following TAC member discussion related to Tom Humphrey's presentation of the Central Point CP-5/6 Concept Plan at the December 13 meeting has been revised pursuant to input received during and following the January 10 meeting. Final review of the letter and recommendation to the Policy Committee is needed today; the Concept Plan and comment letter will be presented at the February 27 Policy Committee meeting.	
<i>Attachment</i>	#4 Conceptual Plan and Performance Indicators for Central Point URAs CP-5/6 (Updated Version) #5 Draft Comment Letter Re: Central Point CP-5/6 Concept Plan	
<i>Action Requested</i>	Forward recommendation of the comment letter to the Policy Committee.	
7	Safety Performance Measures	Karl Welzenbach
<i>Background</i>	<p>When Congress passed the 2012 transportation bill called MAP-21 and the subsequent FAST Act bill, they included in both the requirement that performance-based planning be implemented by both States and MPOs. To support this effort, FHWA and FTA spent several years developing the different regulations covering the primary areas of concern which are:</p> <ul style="list-style-type: none"> • Pavement condition on the Interstate System and on remainder of the National Highway System (NHS) • Performance of the Interstate System and the remainder of the NHS • Bridge condition on the NHS • Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads • Traffic congestion • On-road mobile source emissions (through CMAQ) 	

- Freight movement on the Interstate System

Each state is required to develop targets for each measure dealing with the areas of interest. MPOs are offered the choice of either adopting the statewide goals or developing and reporting on their own particular goals.

Once adopted, all future plans and programs must address how that particular plan or program supports either the state-wide targets or the MPO's self-determined target.

To date the only state-wide targets that have been set relate to the safety issue – the number of fatalities and serious injuries.

The table below contains the State's Safety Performance Measures:

ODOT's DECLARED SAFETY PERFORMANCE MEASURES					
Base Period	# of Fatalities (2011-2015)	Fatality Rate per 100 Million VMT (2011-2015)	# of Serious Injuries (2010 - 2014)	Serious Injury Rate per 100 million VMT (2010-2014)	# of Non-motorized Fatalities and Serious Injuries (2010-2014)
Base Line	357	1.04	1,491	4.42	234
2013-2017	357	0.94	1,491	4.42	234
2014-2018	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200

Additional information regarding this issue will be distributed under separate cover.

<i>Attachment</i>	#6 Memo Detailing Safety Performance Measures	
<i>Action Requested</i>	Recommend adoption of State Performance Measures by the Policy Committee	
8	RVMPO Dues FY2018-2019	Karl Welzenbach
<i>Background</i>	The Policy Committee sets member dues annually as part of the adoption process for the Unified Planning Work Program (UPWP). Staff is seeking a recommendation on proposed dues for FY2018-19. Formal TAC recommendation on the dues is requested. Additionally, for your information, staff is providing a draft summary of how the Planning funds are expected to be expended.	
<i>Attachment</i>	#7 Memo outlining dues for FY2018-2019	
<i>Action Requested</i>	Recommendation to Policy Committee to adopt Dues Schedule for FY2018-2019	

Discussion Items		
9	RVMPO UPWP FY2018-2019	Karl Welzenbach
<i>Background</i>	Each year the MPO is required to develop a Unified Planning Work Program for the upcoming Fiscal Year. Staff is seeking input on the distribution of planning funds across the proposed tasks as well as input on the tasks themselves.	
<i>Attachment</i>	#8 Memo summarizing new funding levels and overall planning areas	
<i>Action Requested</i>	Provide input regarding planning tasks and fund allocations	
10	Public Comment	Chair
Regular Updates		
11	Updates on Currently Active RVMPO Projects	TAC Members
<i>Attachment</i>	#9 Tracking Spreadsheet for Currently Active RVMPO Projects	
12	MPO Planning Update <ul style="list-style-type: none"> Discussion April 27 OMPOC Meeting 	Karl Welzenbach
13	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
14	Adjournment	Chair

- The next RVMPO TAC meeting will be **Wednesday, March 14, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next regularly scheduled RVMPO Policy Committee meeting will be **Tuesday, February 27, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, March 20, 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 RVCOG, 541-664-6674. 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 Technical Advisory Committee
January 10, 2018**



The following attended:

Voting Members	Organization	Phone Number
Alex Georgevitch	Medford	774-2114
Craig Anderson	Jackson County	774-6907
Dan Roberts	ODOT	774-6383
Jon Sullivan, Vice Chair	RVTD	608-2448
Kyle Kearns	Medford	774-2380
John Vial	Jackson County	774-6238
Mike Upston	Eagle Point	826-4212
Paige West	RVTD	608-2429
Ray DiPasquale	Phoenix	535-2226
Tom Humphrey	Central Point	423-1025
Alternate Voting Members	Organization	Phone Number
Charles Bennett	Jackson County	774-6115
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Dick Converse	RVCOG	423-1373
Andrea Napoli	RVCOG	423-1369
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368

Interested Parties	Organization	Phone Number
James A. Herndon	RVMPO PAC	840-0741
Mike Montero	Montero & Associates	944-4376

[RVMPO TAC January 10, 2018 Agenda Packet](#)

Full meeting recording: [170110 RVMPO TAC Meeting Audio](#)

Specific items are hyperlinked below.

1. Call to Order / Introductions / Review Agenda 00:00 – 00:50

1:30 | *Quorum*: Central Point, Eagle Point, Medford, Phoenix, Jackson County, ODOT, RVTD

- Agenda Item 6 “Central Point CP-5/6 concept Plan Review” was re-classified as an action item and addressed as Item 5, with the “Rogue Bike Share” presentation moving to Item 6.

2. Review / Approve Minutes 00:51 – 01:12

The Chair asked if there were any changes or additions to the minutes of the December 13 meeting.

00:59 | Tom Humphrey moved to approve the December 13 RVMPO TAC meeting minutes as presented. Alex Georgevitch seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

3. Public Comment 01:13 – 01:16

Action Items

4. [RTP and TIP Amendments](#) 01:17 – 04:33

Ryan MacLaren reported briefly on two state-requested amendments to the 2018-2021 TIP; they are TIP amendments only, not RTP.

- A** | Speed signs for Siskiyou Pass on I-5 could potentially be installed inside of the RVMPO boundary just south of Ashland. (If, however, no signs are ultimately installed inside the boundary, there will be another TIP amendment to remove the project.)
- B** | Construction phase added for Salt Pilot project.

Both projects are using state (non-MPO) funds. Details of all projects were included in the agenda packet for review and are available online at www.rvmppo.org.

02:34 | Alex Georgevitch moved that the TAC Committee recommend approval to the Policy Committee of the proposed amendments to the 2018-2021 TIP as presented. Mike Upston seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

5. Central Point CP-5/6 Concept Plan Review 04:34 – 49:03

The draft comment letter prepared by Dick Converse was reviewed at length; full commentary may be reviewed via the hyperlink. It is hoped that ongoing refinements to the language contained in the comment letter will preclude any content being misconstrued and/or the primary intent of the letter being obscured.

The MPO's collaboration with the various jurisdictions when they develop/present their Concept Plans takes place mainly to ensure that any issues with connectivity between communities and/or compliance with the Concept Plan's transportation factors are adequately addressed. Concept Plans are not themselves land use or transportation action plans; rather, they are instruments used to capture ideas regarding reasonably anticipated and potentially feasible future land and transportation system development/utilization. They facilitate a thoughtful, collaborative approach to future development and act as a foundational reference for the drafting of UGB amendment documents.

Next steps in the Central Point CP-5/6 Concept Plan Review include:

- Converse will revise the draft comment letter per today's discussion (see sub-bullets) and per any pursuant comment received.
 - Anywhere in letter
 - Statement to the effect that "Revisions to the Concept Plan are possible and even likely up until such time as a UGB Amendment is drafted; any significant Concept Plan revisions will be brought to the MPO for consideration/comment."
 - Paragraph 4
 - The specific land use percentages given in the Concept Plan will be incorporated to support the language in the last paragraph of "...the conceptual plans ... *are consistent with* other Regional Plan performance indicators."
 - Last paragraph
 - The word "finds" will be replaced with "has determined."
- Tom Humphrey will communicate/collaborate with Jackson County, DLCD and any other jurisdictions to address concerns related to the Plan, including:
 - the extent to which work completed on the Plan to-date needs/ does not need to demonstrate compliance with the Performance Indicators; and
 - whether the Concept Plan would return to the MPO for review if it undergoes significant changes prior to its evolution into a UGB Amendment.
 - Any further commentary/content for the draft comment letter will be forwarded to Converse for inclusion.
- The revised draft comment letter will be brought to the TAC for final review at their February 14 meeting.
- Humphrey will present the Concept Plan with the accompanying draft comment letter to the RVMPO Policy Committee at their February 27 meeting.
- The Concept Plan will be presented to the Central Point Planning Commission and City Council during those entities' upcoming scheduled meeting dates.

Presentations

6. Rogue Bike Share 49:04 – 01:16:01

Andrea Napoli gave a comprehensive [PowerPoint presentation](#) detailing the Rogue Bike Share's history, current status and ideas for future development.

Highlights:

- RVCOG took administration of the program over from the United Way in April 2017.
- Pilot program is underway in Ashland and showing good usage results to-date.
- Adjustments to station locations will be made as needed based on data collected; excellent station visibility plays a key role in usage.
- Expansion to other communities will ideally take place in the future, but will depend on funding and forecasted benefit/usage to those regions.

Discussion Items**7. Public Comment 01:26:49 – 01:26:55 (addressed after Item 9)*****Regular Updates*****8. Updates on Currently Active RVMPO Projects 01:16:02 – 01:19:55**

The spreadsheet of funded projects was reviewed; all jurisdictions present provided updates, which will be incorporated and made available for February's meeting.

9. MPO Planning Update 01:19:56 – 01:26:48

- CMAQ carryover balance amounts remain unclear for both MPOs.
- Performance Measures
 - Safety Performance Measures must be adopted in February; an action item will be placed on the February 14 TAC agenda. Adopting the state's measures as presented (despite lack of clarification by ODOT regarding how calculations were made/figures were determined) is recommended at this time by RVCOG staff.
 - Welzenbach will attend a training for Freight and CMAQ Performance Measures in March.
 - Adopting the state's measures is recommended for Freight (e.g. bridge and pavement repair).
 - The MPO will not be impacted by CMAQ measures until 2021.
 - Clarification from the FHWA is being sought as to whether PM₁₀ and CO monitors are eligible for purchase with CMAQ funds.
- Transportation Planning Rule teleconference update.

10. Other Business / Local Business 01:27:09 – 01:27:23**11. Adjournment 01:27:24 – 01:27:28**

2:59 p.m.

Scheduled Meetings

RVMPO Policy Committee | January 23, 2018 | 2:00 p.m.

RVMPO TAC | February 14, 2018 | 1:30 p.m.

**BYLAWS
ROGUE VALLEY COUNCIL OF GOVERNMENTS (RVCOG)
METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)**

Article I

Name

This committee shall be known as the Technical Advisory Committee to the Metropolitan Planning Organization.

Article II

Purpose

This committee shall undertake for the MPO Policy Committee the technical activities necessary for the continuing, comprehensive and cooperative (3-C) transportation planning process described in the Unified Planning Work Program.

The committee shall conduct, under the direction of the MPO Policy Committee, the technical portions of the Rogue Valley Regional Transportation Plan, including, but not limited to the following activities.

- a. Annual preparation of the Unified Planning Work Program to address transportation issues in the Medford metropolitan area.
- b. Preparation of plans, programs and special studies to address transportation issues in the Medford metropolitan area.
- c. Work with the MPO to ensure public participation in the transportation planning process.
- d. Preparation of the Transportation Improvement Program at intervals of no less than biannually.

Article III

Membership - Voting

Section 1. Membership of the Committee

The committee will be made up of representatives of the following jurisdictions and agencies:

City of Medford Public Works
City of Medford Planning
City of Central Point Public Works
City of Central Point Planning
City of Phoenix Public Works
City of Phoenix Planning
City of Jacksonville Public Works
City of Jacksonville Planning
City of Talent Public Works
City of Talent Planning
City of Ashland Public Works
City of Ashland Planning
City of Eagle Point Public Works
City of Eagle Point Planning
Jackson County Public Works
Jackson County Planning
Jackson County Urban Renewal Agency (White City)
Rogue Valley Transportation District (RVTD) Planning (2 representatives)
Oregon Department of Transportation (ODOT) Region III Planning Representative
Oregon Department of Transportation (ODOT) Rogue Valley Area Representative
Department of Land Conservation and Development (DLCD)
Department of Environmental Quality (DEQ)
Federal Highway Administration (non-voting)

- b. Members may designate alternates to serve in their place.
- c. Designees may serve on a meeting-by-meeting basis or on a permanent basis.
- d. Designees serving on a permanent basis shall be afforded all the rights of a member, including the opportunity to serve as a committee officer.
- e. The committee shall have non-voting ex-officio members as appointed by the chair.
- f. The Federal Highway Administration Division Planning Engineer shall serve as a non-voting ex-officio member.

Section 2. Appointment and Tenure of Committee Membership

- a. Each jurisdiction with membership on the committee shall appoint its representatives. The MPO Policy Committee shall ratify all committee appointments.

- b. Members shall serve until they are replaced by their jurisdictions.

Section 3. Voting Privileges

- a. Each member shall be entitled to one vote on all issues presented at regular and special meetings at which the jurisdiction is present.

Article IV

Meetings

Section 1. Regular Meetings

- a. The committee shall hold its regular meeting on the second (2nd) Wednesday of each month.

Section 2. Special Meetings

- a. Special meetings may be called by the chair, vice-chair or MPO transportation staff on two days notice.
- b. The person or persons calling such special meeting shall fix the time and place for holding of such meeting.

Section 3. Conduct of Meetings

- a. Official action may be taken by the committee when a quorum is present.
- b. A quorum shall exist when the majority of member jurisdictions are present. Member jurisdictions are one individual from each of the following: cities of Medford, Central Point, Phoenix, Jacksonville, Talent, Ashland, Eagle Point; Jackson County; Rogue Valley Transportation District; and ODOT Rogue Valley Area Office.
- c. The voting on all questions coming before the MPO Technical Advisory Committee shall be by vote. Any member may ask for "Super Majority" (two thirds of voting members plus one) roll call vote if consensus (unanimity) cannot be reached on an MPO decision item/issue. The ayes and nays shall be entered in the minutes of such meeting.
- d. All meetings shall be conducted in accordance with Roberts' Rule of Order.

Article V

Officers and Duties

Section 1. Officers

- a. The officers of the committee shall be a chair and vice-chair to be elected at the February meeting.

Section 2. Term of Office

- a. The officers shall hold office for a period of one year, beginning at the close of the February meeting.

Section 3. Duties

- a. The chair shall preside at all meetings and is entitled to vote on all issues.
- b. The vice-chair shall perform all duties of the chair in the chair's absence.

Section 4. Planning Program Manager

The RVCOG's Planning Program Manager shall be a non-voting, ex-officio member of the committee. The program manager shall be responsible for staff support of the committee, including minute taking and record keeping.

Article VI

Subcommittees

Section 1. Subcommittees

- a. Subcommittees as needed shall be appointed by the chair.
- b. The members of subcommittees shall serve until the work of the subcommittees is completed, or until their successors have been elected or appointed.
- c. Subcommittees must have at least one member who is a member of the full committee.
- d. The chair and the Planning Program Manager shall serve as ex-officio members of all subcommittees.
- e. The committee, by a majority vote, may dissolve subcommittees or remove individual members with or without cause.

Section 2. Subcommittee Meetings

- a. Meetings of each subcommittee may be called by its chair, by the chair of the TAC by any two subcommittee members or by MPO transportation staff on two days notice. A majority of the members of each subcommittee shall constitute a quorum, and an act of the majority of the quorum present at the meeting shall constitute the act of the subcommittee.

Article VIIAmendments to Bylaws

Section 1.

- a. These bylaws may be amended or repealed or new bylaws may be adopted by a Super Majority vote of two-thirds plus one of the members of the committee present at any regular or special meeting called for that purpose. This also includes amending the bylaws to include new members. Written notice of proposed amendments shall be given to the membership of the committee at least thirty (30) days prior to the date of the meeting at which the bylaws are to be considered.

Section 2.

- a. Amendments to the bylaws shall become effective upon approval by the MPO Policy Committee.

Approved by the MPO Policy Committee:



Michael Quilty, Chair

Feb. 23, 2010
Date



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: February 7, 2018

TO: RVMPO Technical Advisory Committee

FROM: Ryan MacLaren, Associate Planner

SUBJECT: RTP/TIP Amendments

The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments described below and on the following pages. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, February 27, 2018 to consider adoption of the proposed RTP/TIP amendments. The 21-day public comment period and public hearing will be advertised on or before February 6th in the Medford Tribune, and information is currently available on the RVMPO website. Information on the new project is enumerated, below:

A. Add New Project to RTP & TIP: RVMPO 5303 Funds (KN21268)

Description: Support transit planning through RTP & TIP.

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	
Rogue Valley Council of Governments														
RVMPO 5303 Funds	Support transit planning through RTP & TIP.	1012	Exempt - Table 2											
				21268	FFY2018	Other	\$	88,848	FTA 5303	\$	10,169	RVMPO	\$	99,017
					Total FFY18-21		\$	88,848	\$	10,169	\$	99,017		\$ 99,017

Description: Planning and Research.

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
Rogue Valley Council of Governments														
RV/MPO Planning SFY2019	Planning and research.	1013	Exempt - Table 2											
											\$	-		\$
											\$	-		\$
											\$	-		\$
											\$	-		\$
				21268	FFY2018	Other	\$	284,344	PL	\$	32,544	ODOT		\$
					Total FFY18-21		\$	284,344		\$	32,544			\$
							\$		\$		316,888			\$
											316,888			\$

Monday February 5, 2018 Draft

GRANT ROAD AREA CONCEPT PLAN

***A CONCEPTUAL LAND USE AND
TRANSPORTATION PLAN FOR***

CP-5/6

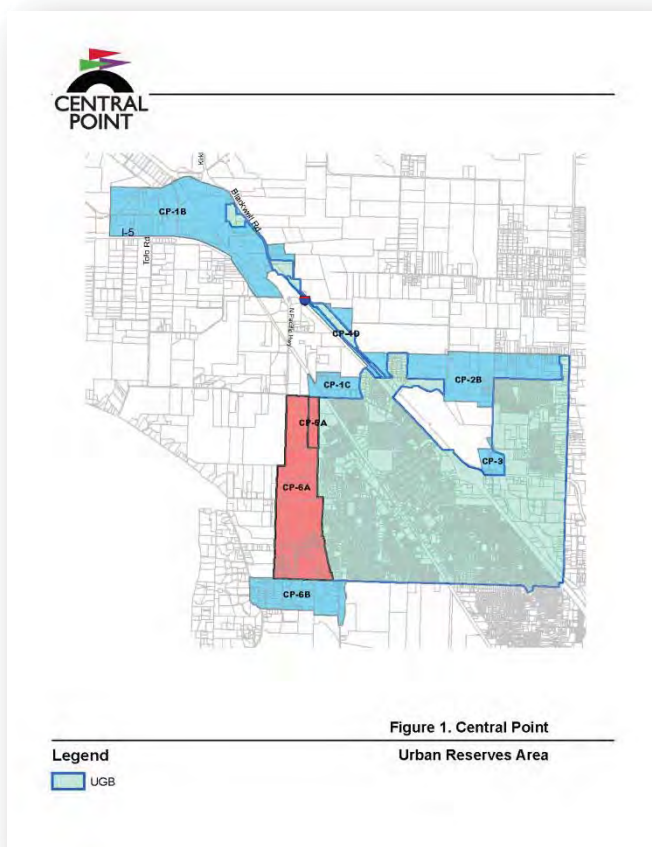
***AN URBAN RESERVE AREA OF THE CITY OF
CENTRAL POINT***

City of Central Point

Adopted by City Council Resolution No.____, March, 2018

PART 1. INTRODUCTION

As part of the Regional Plan Element¹ it is required that the City prepare and adopt for each of its eight (8) Urban Reserve Areas (URAs) a Conceptual Land Use Plan² and a Conceptual Transportation Plan³ prior to or in conjunction with an Urban Growth Boundary (UGB) amendment within a given URA. This document addresses both conceptual plans, which are collectively referred to as the *CP-5/6 Concept Plan* ('*Concept Plan*'). Figure 1 illustrates CP-5/6's relationship to the City and the other URAs.



As used in this report the term 'concept plan' refers to a document setting forth a written and an illustrated set of general actions designed to achieve a desired goal that will be further refined over time as the planning process moves from the general (concept plan) to the specific (Urban Growth Boundary Amendment, annexation and then site development). In the case of CP-5/6 the goal is to satisfy the Bear Creek Valley Regional Plan land use distributions, the target residential densities the City agreed to and the applicable performance indicators that are part of

the monitoring and implementation process. The Concept Plan also provides the basis for *collaborating with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County and other affected agencies*. The areas of CP-5 and CP-6 are combined in this document given their proximity to one another and because of CP-5's small size.

¹ City of Central Point Ordinance 1964

² City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators, subsection 4.1.7

³ City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators, subsection 4.1.8

The concept plan is a general land use guide prepared in accordance with the City's Regional Plan Element. It does not address compliance with the Oregon Statewide Land Use Planning Goals or the applicability of land use planning law. These items will be appropriately addressed as all or part of the URA is proposed for inclusion in the City's Urban Growth Boundary. Annexation, zoning, site plan approval, and ultimately development are intended to be guided with the *Concept Plan in mind*.

The *Concept Plan* illustrates the City's basic development program for CP-5/6; which is presented in Part 2 of this document. The remainder of the document (Part 3) is dedicated to providing background information used in preparation of the *Concept Plan*, including findings of compliance with the land use distribution and applicable Performance Indicators in the City's Regional Plan Element.

In summary the *Concept Plan* has been prepared in accordance with the City's Regional Plan Element and Jackson County's Regional Plan including all applicable performance indicators set forth in these documents. The development concept for CP-5/6 compliments and supports local and regional objectives relative to land use distribution, target residential densities and needed transportation corridors identified in the *Greater Bear Creek Valley Regional Plan*.

PART 2. THE CONCEPT PLAN

The long-term plan for CP-5/6 is to satisfy Central Point's future growth needs and to serve as an urban-rural interface between town and country, maintaining the City's unique identity. The area is currently occupied by small farms and home sites which are generally west of the current city limits on Grant Road. The Concept Plan is comprised of two elements:

a. Conceptual Land Use Plan ('Land Use Plan')

The purpose of the Land Use Plan is to demonstrate how target residential densities will be met in the future and how the conceptual land uses will be consistent with general land use distribution in the Regional Plan. The City's Regional Plan Element identifies land use types in general as residential, employment, parks and open space, with a percentage distribution for each.

The percentages agreed to in CP-5/6 are residential (76%), employment (4%) and open space/park (20%). Employment land can include two categories in this case: commercial and civic. The Concept Plan for CP-5/6 refines these allocations by aligning them with the appropriate Comprehensive Plan Land Use and Zoning designations in the City's

Comprehensive Plan. Those designations are illustrated in Figure 2a, and tabulated in Table 1 as follows:

- i. **Residential.** The Comprehensive Plan's residential designation is intended to 'provide an adequate supply of housing to meet the diverse needs of the City's current and projected households'. Land Use is broken down into three categories.
 - Low Residential;
 - Medium Residential; and
 - High Residential
- ii. **Employment.** The Comprehensive Plan's commercial designation is intended to actively promote a strong, diversified and sustainable local economy that reinforces Central Point's 'small town feel', family orientation and enhanced quality of life. Civic uses and convenience centers meet immediate needs in neighborhoods and reduce out of area vehicle trips.
- iii. **Parks and Open Space.** This Comprehensive Plan designation is consistent with agricultural buffering in the Regional Plan Element and allows for the continued use and improvement of irrigation systems and natural drainage. It also provides opportunities for passive recreational/open space use.

Table 1 Proposed Land Use Zoning by Acreage

Township/Range/ Section	Acreage	Future Zoning	Future Comp Plan	Current Ownership
372W04	394.0 (78%)	LRes, MRes, HRes	Residential	Private
372W04	18.0 (3.6%)	GC/Civic	Commercial	Private/Public
372W04	91.5 (18%)	Park/OS	Park/Open Space	Private/Public
TOTAL ACRES	503.5 (100%)			

b. Conceptual Transportation Plan ("Transportation Plan")

The regionally significant transportation documents affecting CP-5/6 are the Central Point Transportation System Plan (TSP) and the Rogue Valley Regional Transportation Plan (RTP). The *Concept Plan* acknowledges these plans (Figure 2b, CP-5/6 Concept Plan) and includes policies that encourage the thoughtful development of the URA and surrounding properties.

c. Implementation Guidelines

The following guidelines are intended to serve as future action items:

Policy CP-5/6.1 Land Use: At time of inclusion in the City's urban growth boundary (UGB) the property will be shown on the City's General Land Use Plan Map as illustrated in the CP-5/6 Concept Plan, Figure 2a.

Policy CP-5/6.2 Transportation: At time of inclusion in the City's urban growth boundary the local street network plan, road alignments and transportation improvements and jurisdictional transfers identified in the Conceptual Transportation Plan and in other state and local plans and agreements will be implemented.

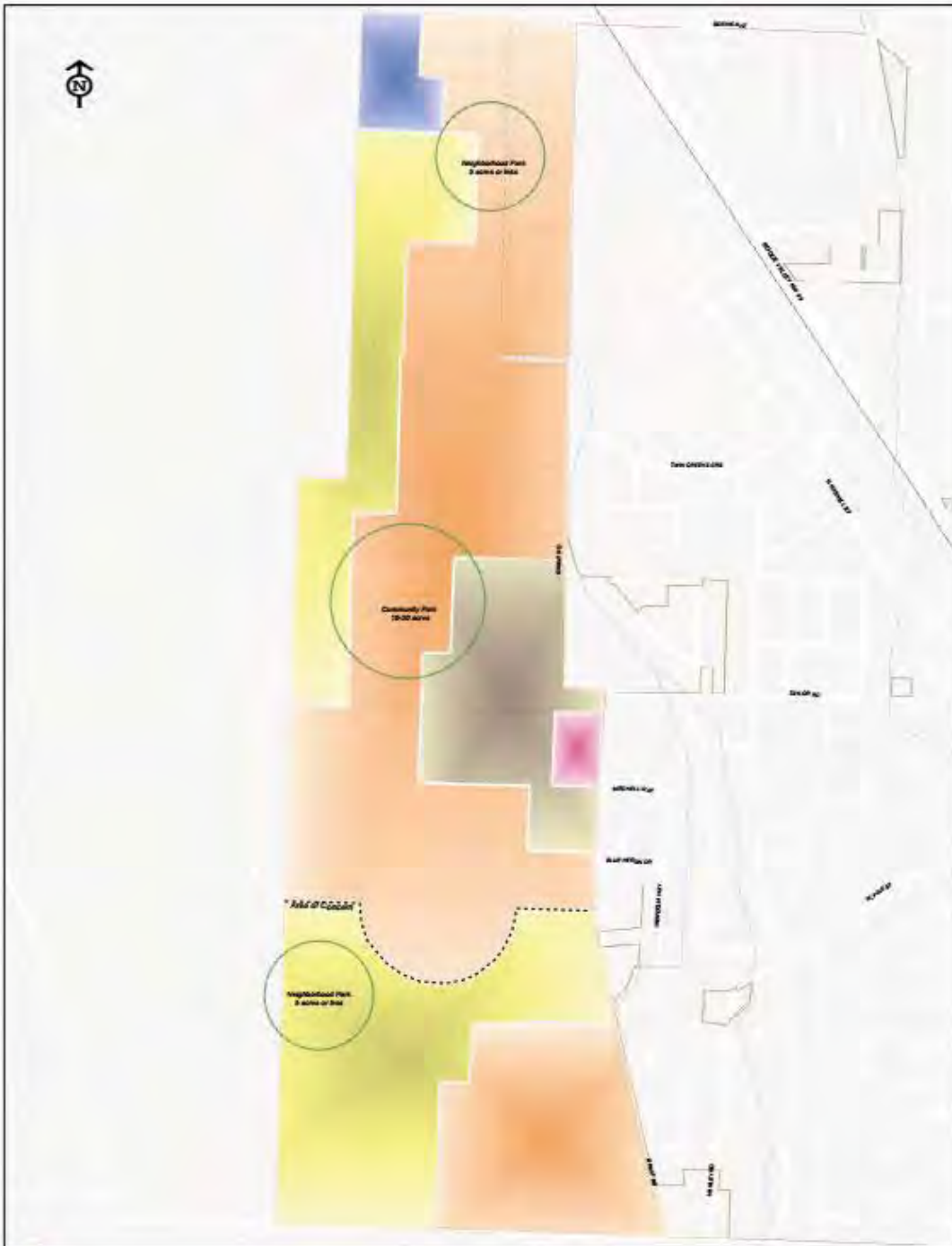
Policy CP-5/6.3 Urban Reserve Management Agreement (URMA) and Urban Growth Boundary Management Agreement (UGBMA): The City will periodically revisit mutual agreements with Jackson County in order to address the proliferation of 'cannabis grows' in proximity to urban residential land uses and the impact of new urban development upon existing/established 'county' neighborhoods. The City and County will continue to coordinate land use activity within planning boundaries.

Policy CP-5/6.4: Committed Residential Density: Upon UGB Expansion into CP-5/6 the county zoned residential land (e.g. RR and UR-1) will remain valid in 'less dense' subdivisions. Once annexed, land will be changed to City zoning and redevelopment will be encouraged to support the residential land use densities agreed to in the Regional Plan.

Policy CP-5/6.5 Parks and Open Space: Areas highlighted in the CP-5/6 Concept Plan, Figure 2a represent general location, type and size of future parks recommended by the Central Point Parks Master Plan and will be designed and approved by the City at time of development. The use of Irrigation easements will be pursued as bike and pedestrian paths where feasible.

Policy CP-5/6.6 Forest/Gibbon Acres Unincorporated Containment Boundary: The City and Jackson County have adopted an Area of Mutual Planning Concern for the management of Forest/ Gibbon Acres.

Policy CP-5/6.7 Agricultural Mitigation/Buffering: At time of UGB Expansion into CP-5/6, the City and County will coordinate with RRVID to identify, evaluate and prepare potential mitigation. The City will implement agricultural buffers in accordance with adopted ordinances at the time of annexation.



Legend

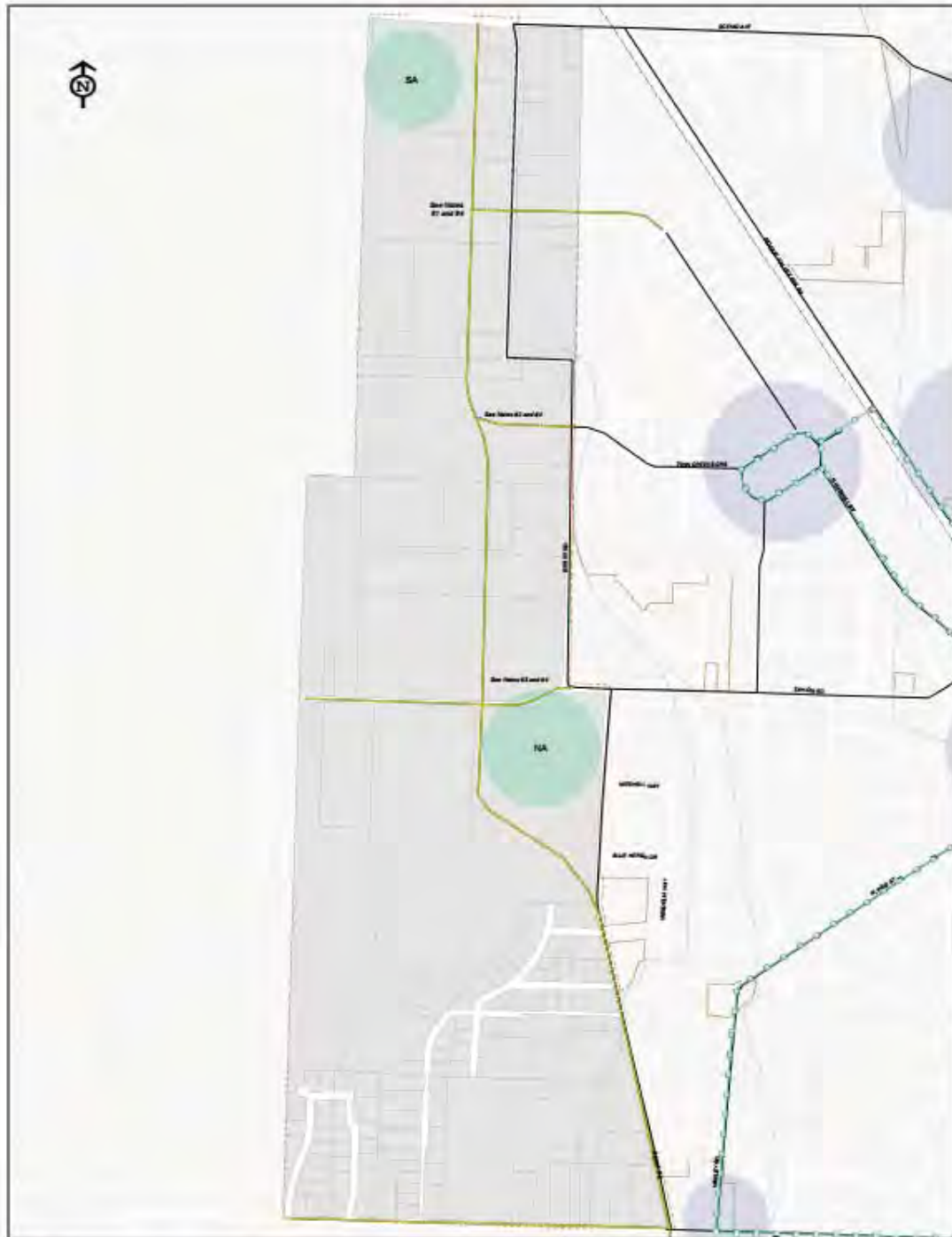
- CH-5A
- CH-6A
- CH-6A
- Area of Concern
- Parks Target Areas
- streets
- railroad
- city limits
- Urban Growth Boundary (UGB)

- Land Use Concept
- Low Residential
- Medium Residential
- High Residential
- Commercial
- Civic

Land Use Concept	CH-5A Average Density	CH-5A Minimum Density	CH-5A Maximum Density	CH-6A Average Density	CH-6A Minimum Density	CH-6A Maximum Density	Total Average Density	Total Minimum Density	Total Maximum Density
Low Residential	10	5	15	10	5	15	10	5	15
Medium Residential	20	10	30	20	10	30	20	10	30
High Residential	30	15	45	30	15	45	30	15	45
Commercial	40	20	60	40	20	60	40	20	60
Civic	50	25	75	50	25	75	50	25	75
CH-5A	10	5	15	10	5	15	10	5	15
CH-6A	20	10	30	20	10	30	20	10	30
Total	30	15	45	30	15	45	30	15	45

Land Use Concept

CP-5A and CP-6A Concept Plan



Transportation Concept

CP-5A and CP-6A Concept Plan

Legend

CP-5A

CP-6A

Transportation Concept

Existing City Streets

Collector

Major Arterial

Minor Arterial

Planned Future Transit Route

Concept Activity Centers

Neighborhood Activity Ctr (NA)

School Activity Ctr (SA)

Existing Activity Centers

stream

railroad

city limits

Urban Growth Boundary (UGB)

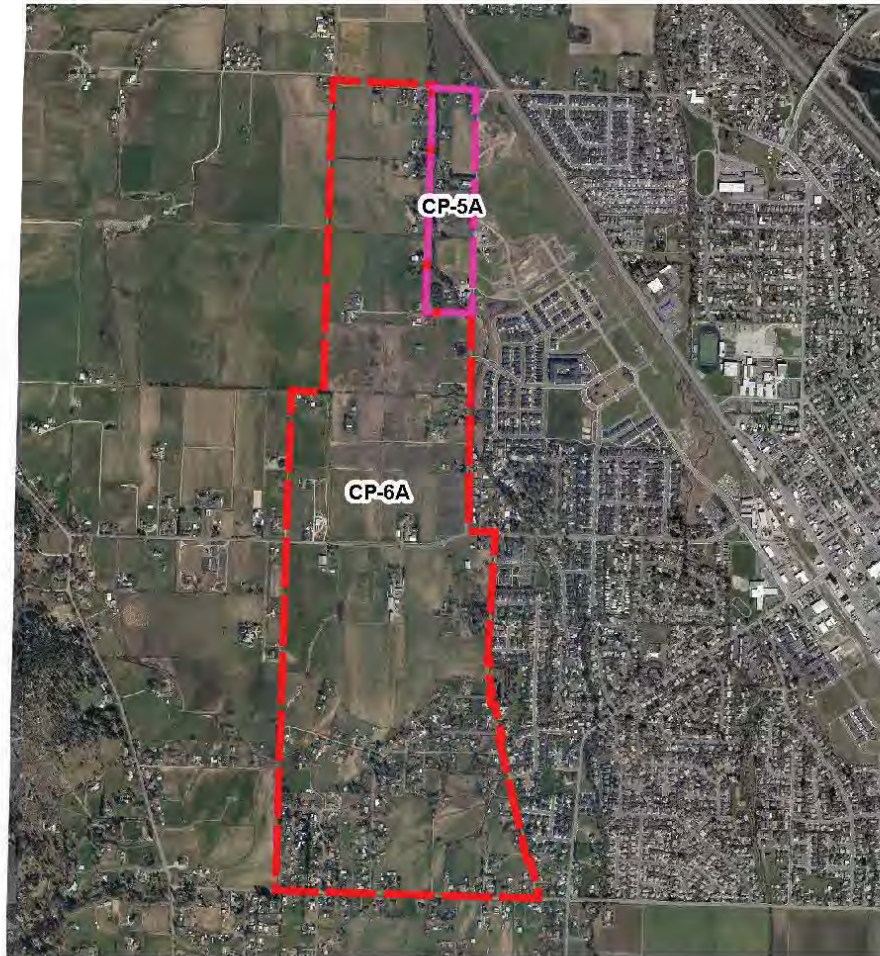
NOTES:

1. Street Road Redesign. Street Road is an existing County Collector. The Transportation Concept proposes relocation of the Collector status from the current Street Road alignment to avoid local impacts ("New Street Road"). The final alignment will be determined based on a traffic study and public participation at the time of UGB expansion as necessary to update the City's Transportation System Plan (TSP).

2. Twin Creeks Crossing of Street Road. Twin Creeks Crossing is an existing City Collector. The Transportation Concept extends Twin Creeks Crossing to New Street Road. The connection type (i.e. roundabout, stop-controlled intersection) will be determined as part of the traffic study/TSP update.

3. Street Road at Taylor Road. The Conceptual Transportation Plan identifies the need to redesign the intersection of Street and Taylor Roads. Currently there are two intersections within close proximity. As traffic increases on Street and Taylor, widening alignment here will be needed to avoid vehicle, pedestrian, and bicycle safety concerns.

4. There are two conceptual activity centers proposed as part of the Land Use and Transportation Concept Plans. These are characterized by medium and high density residential land use and employment centers (i.e. School and Office/Commercial). Pedestrian and bicycle facilities will be subject of the time of development subject to master planning, site design and other zoning code provisions. Based on RTD's planned transit routes on Hensley and Twin Creeks, the redesign Collector concepts contemplated as Transitway in the event there is a need an opportunity to expand transit service in Central Point.



Legend
CP URAs
AREA_
 CP-5A
 CP-6A

Figure 3. Aerial Map

CP-5/6 Concept Plan

PART 3. SUPPORT FINDINGS

The findings present in this section provide both background information and address the Regional Plan Element's Performance Indicators.

a. Current Land Use Characteristics

This section describes the general character of CP-5/6 in its current condition.

Natural Landscape: CP-5/6 is traversed by various creeks and waterways east and west of grant road which bisects the two URAs. Various ponds and wetlands have formed along the creeks and some are independent from them. Topographically, the land in CP-5/6 is flat but gently sloping to the north/northeast.

In spite of the numerous creeks, ponds and wetlands present in the URA, there are relatively few tax lots that are subject to the flood hazards as shown in Figure 4. The 31 acres that make up CP-5 are most affected by flood hazards which reduce the total buildable area to roughly 19 acres. Those areas that are subject to flood zones will be required to perform mitigation.

Cultural Landscape: CP-5/6 is oriented to the west of the current city limits and the Urban Growth Boundary which is Grant Road. The preponderance of land in the URAs is Exclusive Farm Use (EFU) and is irrigated by the Rogue River Valley Irrigation District (RRVID). Active farming is done west of Grant Road consisting of grazing, truck crops and now cannabis. Other land (approximately 150 acres) in the URA has been subdivided into rural residential lots (Figure 5) some of which are served by the Rogue Valley Sewer Service (Figure 6). No city water has been extended into these URAs.

b. Current Land Use Designations & Zoning

Jackson County zoning acknowledges the unique geographic features of CP-5/6 by designating land for both agricultural and residential uses. The area's proximity to the Central Point UGB and the city limits make it plausible and convenient to extend city infrastructure and services in this direction. The existing county land uses and zoning are shown in Figure 5.

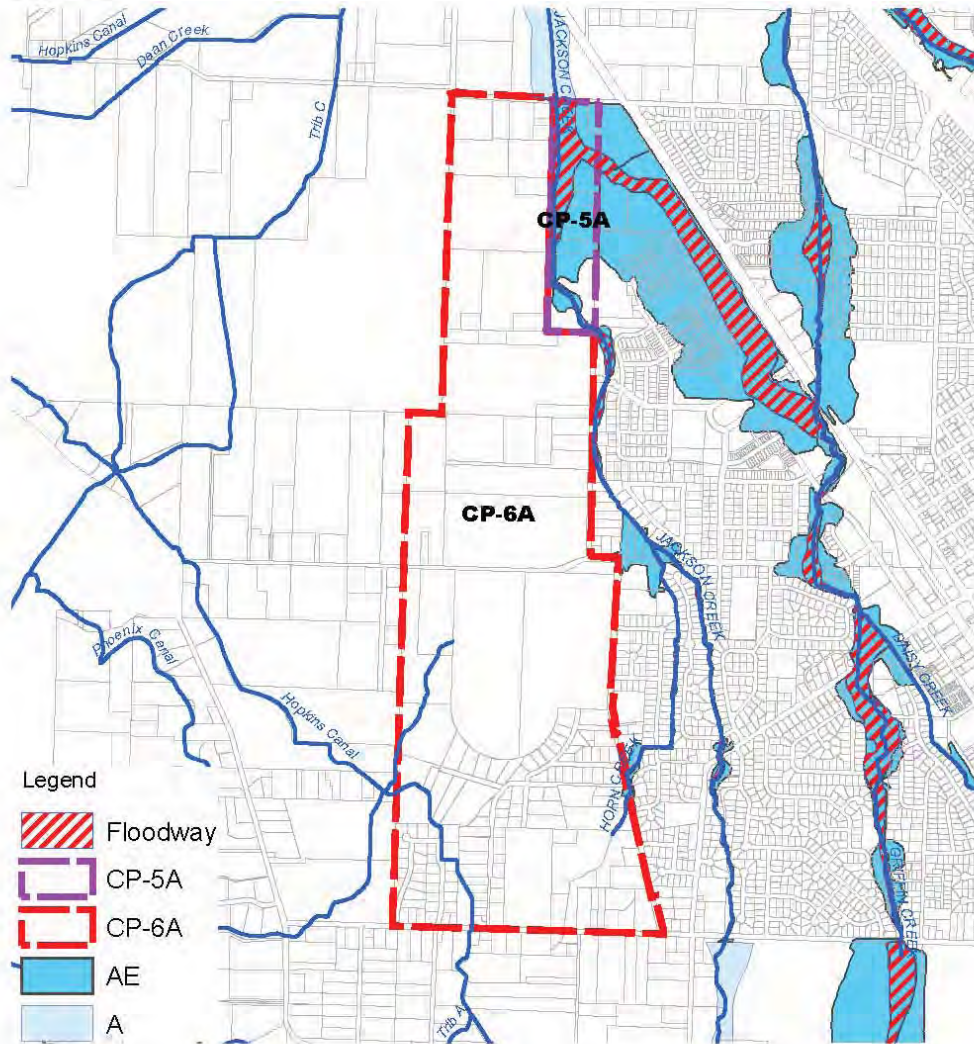
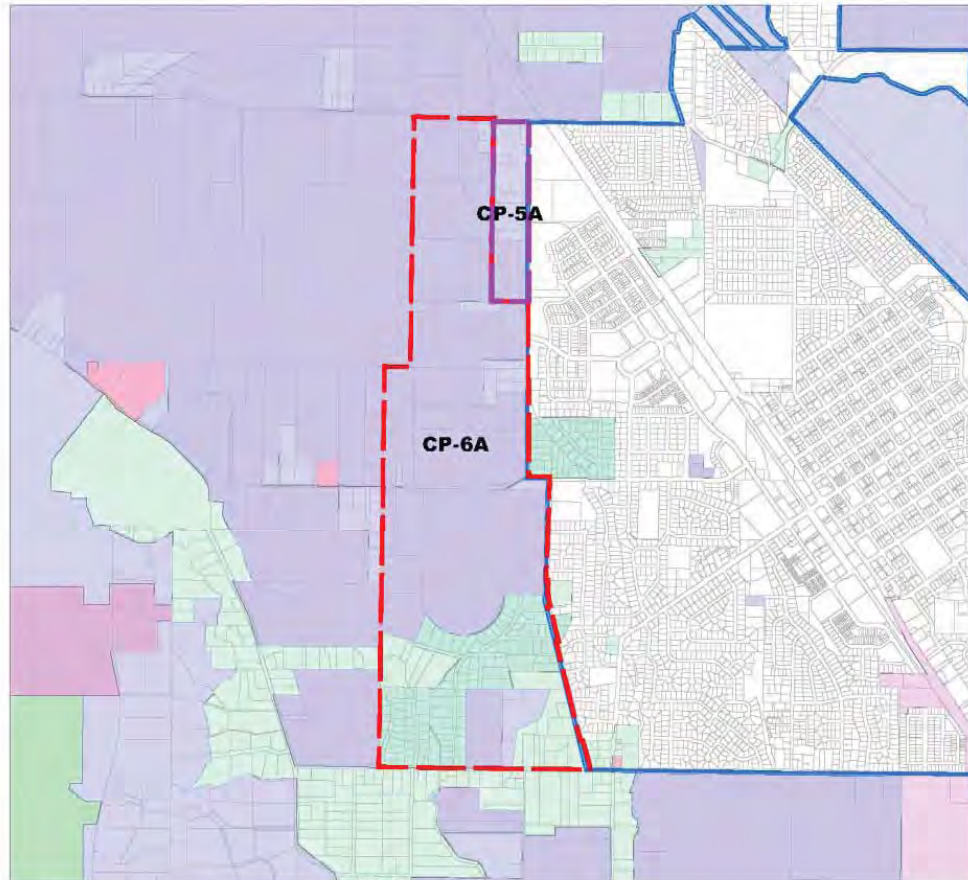


Figure 4. Flood Hazard

**Urban Reserve Area CP-5A/6A
Concept Plan**



Legend

ZONE	IC	RR-10	UR-1
AR	LI	RR-2.5	UR-10
ARS	LU	RR-5	UR-30
EFU	NC	RR-5(A)	UR-8
FR	OSR	RRS	WR
GC	RLI	RS	
GI	RR-00	SVRS	



UGB

Figure 5. Zoning

Urban Reserve Area CP-5A/6A
Concept Plan

%cpfile1\department\PLANNING\GIS Map Projects\City Projects\CP-1B Concept Plan\CP-1B County Zoning

c. Existing Infrastructure

Water

Currently, public water service is not available to CP-5/6, and will have to be extended from the Twin Creeks Development, Taylor and Grant Roads.

Sanitary Sewer

CP-5/6 is in the RVSS service area and some sewer lines have been extended into the Residential areas south of Taylor Road (Figure 6). More lines will have to be extended to the area.

Storm Drainage

CP-5/6 does not have an improved storm drainage system and relies upon natural drainage and drainage from road improvements to channel water to various creeks.

Street System

CP-5/6 is accessed via Scenic Road, Taylor Road and Beall Lane from the east and the west. Grant Road runs north and south and forms one boundary of the two URAs. These roads are primary collectors and others roads are envisioned to be built in order to promote better internal circulation (see Figure 2) and to relieve demand on existing roads that may ultimately have capacity limitations.

Irrigation District

CP-5/6 is located within the Rogue River Valley Irrigation District (RRVID). Irrigation water is transferred via canals, laterals and some natural means. Most of the land in these URAs is irrigated (see Figure 7).

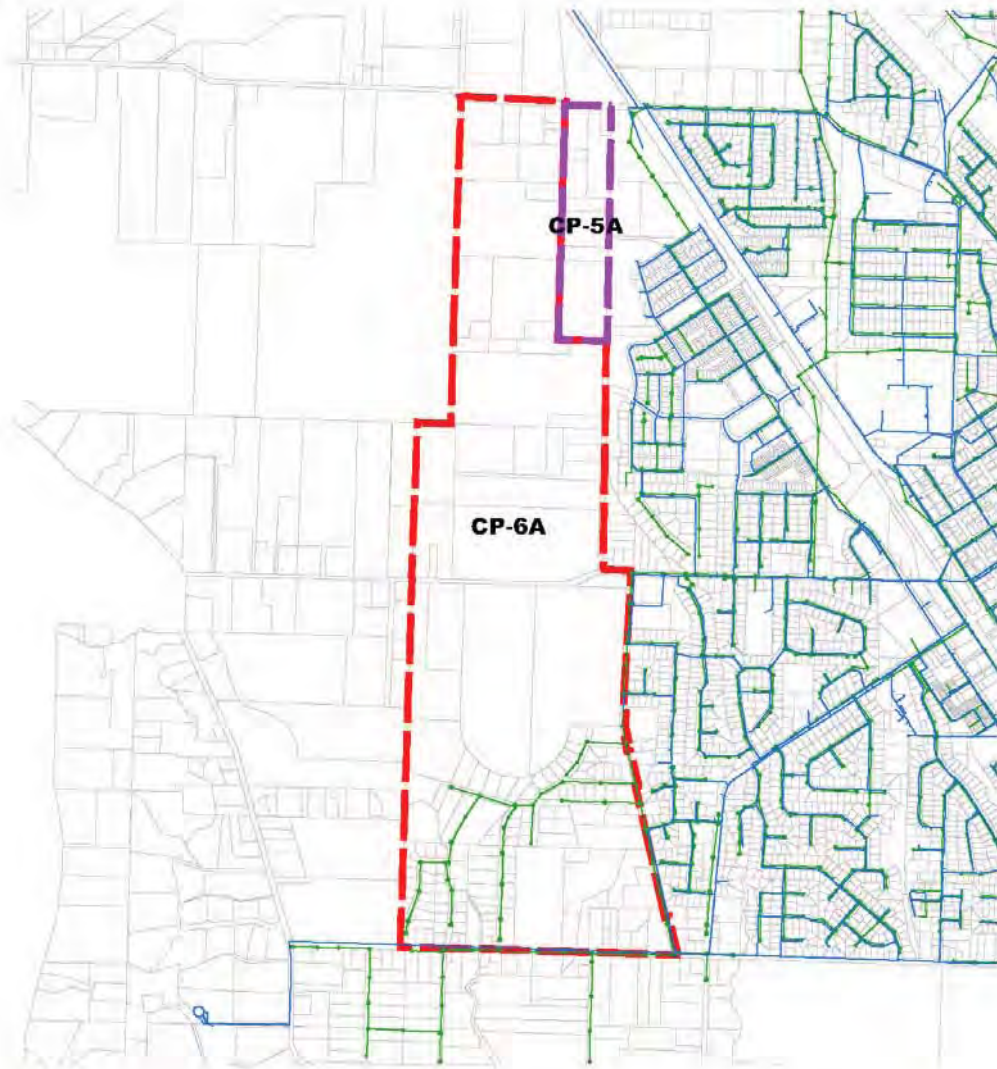


Figure 6. Utilities

**Urban Reserve Area CP-5A/6A
Concept Plan**

Legend

- Waterline Mains
- Rogue Valley Sewer Services

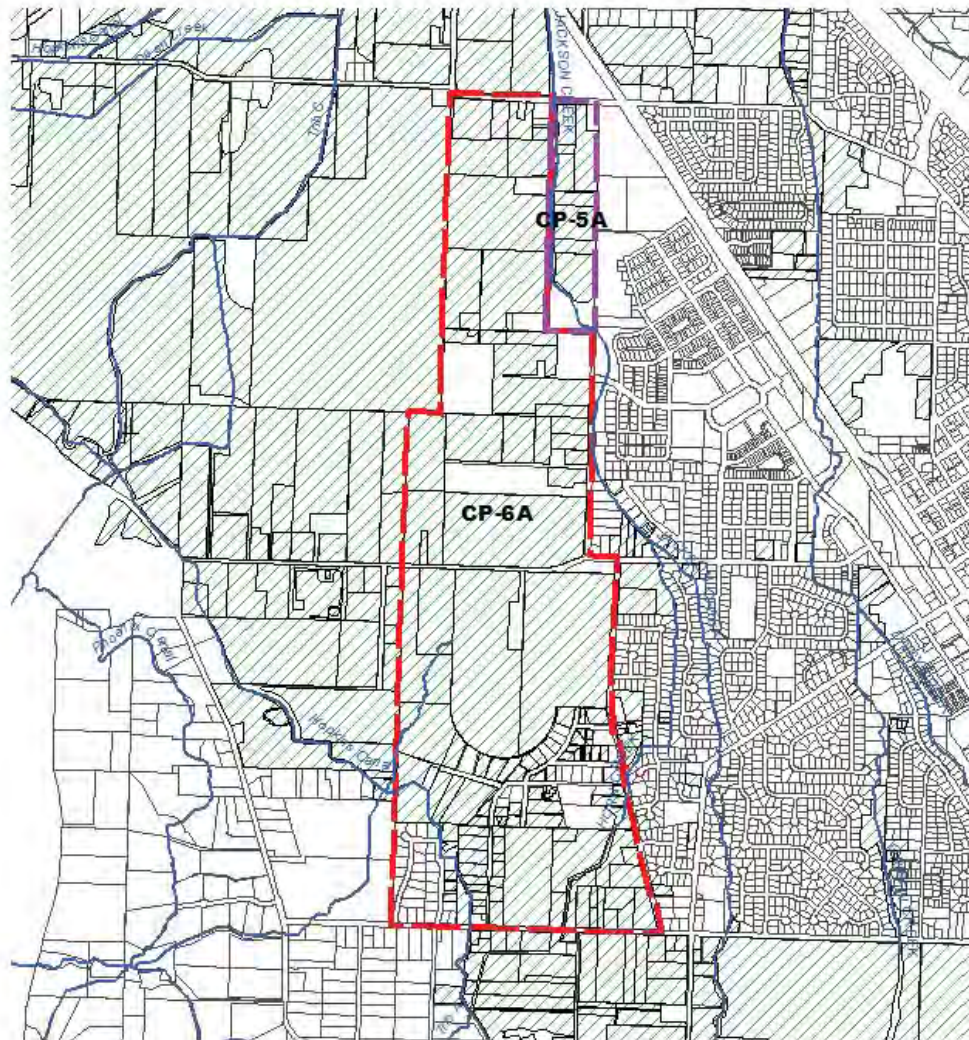


Figure 7 Irrigation

**Urban Reserve Area CP-5A/6A
Concept Plan**



d. Performance Indicators

Implementation of the Regional Plan Element is guided by a series of twenty-two (22) primary and twenty-one (21) secondary performance indicators⁴, not all of which are applicable to all urban reserve areas. Table 2 identifies the primary Performance Indicators applicable to the CP-1B Concept Plan.

Table 2 Performance Indicators Specific to Conceptual Plans

No.	Description	Applicability	
		Yes	No
4.1.1	County Adoption		X
4.1.2	City Adoption		X
4.1.3	Urban Reserve Management Agreement		X
4.1.4	Urban Growth Boundary Management Agreement		X
4.1.5	Committed Residential Density	X	X
4.1.5.1	Minimum Residential Density Standards	X	
4.1.6	Mixed-Use/Pedestrian Friendly Areas	X	
4.1.7	Conceptual Transportation Plan	X	
4.1.7.1	Transportation Infrastructure	X	
4.1.8	Conceptual Land Use Plan	X	
4.1.8.1	Target Residential Density	X	
4.1.8.2	Land Use Distribution	X	
4.1.8.3	Transportation Infrastructure	X	
4.1.8.4	Mixed Use/ Pedestrian Friendly Areas	X	
4.1.9	Conditions Specific to Certain URAs	X	
4.1.9.1	CP-1B, IAMP Requirement		X
4.1.9.2	CP-4D, Open Space Restriction		X
4.1.9.3	CP-4D, Roadways Restriction		X
4.1.9.4	CP-6B, Institutional Use Restriction		X
4.1.9.5	Central Point URA, Gibbon/Forest Acres	X	
4.1.10	Agricultural Buffering		X
4.1.11	Regional Land Preservation Strategies	X	X
4.1.12	Housing Strategies	X	
4.1.13	Urban Growth Boundary Amendment	X	
4.1.13.1	UGB Expansions Outside of URAs		X
4.1.14	Land Division Restrictions		X
4.1.14.1	Minimum Lot Size		X
4.1.14.2	Cluster Development		X
4.1.14.3	Land Division & Future Platting		X
4.1.14.4	Land Divisions & Transportation Plan		X
4.1.14.5	Land Division Deed Restrictions		X
4.1.15	Rural Residential Rule		X
4.1.16	Population Allocation	X	
4.1.17	Greater Coordination with RVMPO	X	

⁴ City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators

4.1.17.1	Preparation of Conceptual Transportation Plan	X	
4.1.17.2	Protection of Planned Transportation Infrastructure	X	
4.1.17.3	Regionally Significant Transportation Strategies	X	
4.1.17.4	Supplemental Transportation Funding	X	
4.1.18	Future Coordination with RVCOG	X	
4.1.19	Expo		X
4.1.20	Agricultural Task Force		X
4.1.21	Park Land	X	
4.1.22	Buildable Lands Definition		X

e. Applicable Performance Indicators

The following addresses each applicable performance indicator per Table 2. It should be noted that the numerical assignments to performance indicators differ from those in Jackson County's Regional Plan however the performance indicator wording is the same. References to the County's Plan will be cited in the following findings and conclusions.

4.1.5. Committed Residential Density (JC ref 2.5). The City has designated land within this URA to a regionally agreed to Dwelling Unit Per Gross Acre minimum of 6.9. Offsets for increasing residential densities within the city limit (in order to reduce URA densities below 6.9) have already been exercised.

Finding: The City has followed through with its commitment to the Greater Bear Creek Valley Regional Plan (GBCVRP) by assigning residential land use designations in this conceptual plan that achieve 6.9 units per gross acre.

Conclusion 4.1.5: Complies.

4.1.6. Mixed Use/Pedestrian Friendly Areas (JC ref 2.6). For land within a URA (or within a UGB outside the city limits), each city shall achieve the 2020 Benchmark targets for the number of dwelling units (Alternative Measure No. 5) and employment (Alternative Measure No. 6) in mixed use/pedestrian friendly areas as established in the most recently adopted RTP.

Finding: The Regional Transportation Plan (RTP) lists a 49% mixed-use dwelling unit target and a 44% mixed-use employment target for new development by 2020. The land use categories in the CP-5/6 Conceptual Plan can be developed to create walkable/mixed use neighborhoods that are anchored by activity centers. There are two conceptual activity centers proposed (see Figure 2a). These are characterized by medium and high density residential land use and employment centers (i.e. School and Mixed-Use/Commercial).

Conclusion 4.1.6: Complies.

4.1.7. Conceptual Transportation Plans (JC ref 2.7). Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that 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.

4.1.7.1 (JC ref 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 intra-city and inter-city, if applicable).

Finding: The regionally significant transportation corridors within CP-5/6 are County roads consisting of Beall Lane, Grant, Taylor and Scenic Roads. The transportation concept proposes Grant Road partial relocation to minimize flood hazard and facilitate road widening. The final alignment will be determined based on a traffic study and public participation at the time of UGB expansion as necessary. Two city collector streets, Twin Creeks Crossing and North Haskell Street, are expected to be extended into the URA and connect with the new Grant Road alignment in the future. The City will collaborate with the local irrigation district in an effort to create interconnected bike and pedestrian paths where irrigation canals and laterals are undergrounded.

Conclusion 4.1.7.1: Complies.

4.1.8. Conceptual Land Use Plans (JC ref 2.8). 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:

4.1.8.1. Target Residential Density (JC ref 2.8.1). The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 4.1.5 (JC ref 2.5) will be met at full build-out of the area added through the UGB Amendment.

Finding: As illustrated in Table 3, the committed residential density in the CP-5/6 Concept Plan is consistent with that presented in the Regional Plan Element.

Table 3. Committed Residential Density Analysis				
Land Use Designation	Gross Acreage	Minimum Density	Minimum DU Yield	Proposed Density
Low Density Residential	126.5	4	505.9	1.3
Medium Density Residential	222.9	7.5	1671.6	4.2
High Density Residential	44.7	12	536.5	1.4
Residential Totals:	394.1		2714.0	6.9
Commercial	5.2	0	0	
Civic	12.7		0	
Employment Totals:	18.0			
Parks and Open Space Totals:	91.6		0	
TOTALS:	503.6		5428.08	6.9

Conclusion 4.1.8.1: Complies.

4.1.8.2. Land Use Distribution (JC ref 2.8.2). 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-1B, CP-1C, CP-4D, CP-6A, CP-2B, MD-4, MD-6, MD-7mid, MD-7n, PH-2, TA-2, TA-4.

Finding: As illustrated in Table 4, the proposed land use distributions in the CP-5/6 Concept Plan are consistent with those presented in the Regional Plan Element.

Table 4. RPS Land Use Distribution Analysis												
Land Use Category	CP-5A % Distribution (Req'd)	CP-5A Acreage (Req'd)	CP-5A Acreage (Proposed)	CP-5A % Distribution (Proposed)	CP-6A % Distribution (Req'd)	CP-6A Acreage (Req'd)	CP-6A Acreage (Proposed)	CP-6A % Distribution (Proposed)	Total Acreage (Req'd)	Total Acreage (Proposed)	Overall % Distribution (Req'd)	Overall % Distribution (Proposed)
Residential	91%	31	34.4	100%	76%	356.6	359.7	77%	387.9	394.1	77%	78%
Employment	0%	0	-	0%	4%	18.8	17.9	4%	18.8	18.0	4%	4%
Parks and Open Space	9%	3	-	0%	20%	93.8	91.6	20%	96.9	91.6	19%	18%
TOTALS:	100%	34.4	34.4	100%	100%	469.2	469.2	100%	503.6	503.6	100%	100%

Conclusion 4.1.8.2: Complies.

4.1.8.3. Transportation Infrastructure(JC ref 2.8.3). The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 4.1.7 above.

Finding: The required transportation infrastructure per 4.1.7 is included in the CP-5/6 Concept Plan (see Finding 4.1.7).

Conclusion 4.1.8.3: Complies.

4.1.8.4. Mixed Use/Pedestrian Friendly Areas (JC ref 2.8.4). The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of Section 4.1.6 above will be met at full build-out of the area added through the UGB Amendment.

Finding: The Medium and High Residential land use designations and the Commercial land use designations in the Conceptual Plan each allow live-work development at the zoning level. This zoning has worked well in the City TODs which are active pedestrian areas and this is how the land will be zoned once it comes into the City. The department is currently updating the zoning code in order to use the TOD zoning categories throughout the City.

Oregon Administrative Rule (OAR 660-012-0060 (8)(b)) gives the City some latitude regarding a "mixed-use, pedestrian-friendly center or neighborhood" which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

- (i) Medium to high density residential development (12 or more units per acre);
- (ii) Offices or office buildings;
- (iii) Retail stores and services;
- (iv) Restaurants; and
- (v) Public open space or private open space which is available for public use, such as a park or plaza.

The City has defined the overall area as the URA and designated land uses for medium to high density residential zones. Once the zoning is in place there may be offices and retail services in first floor residential areas and/or in the commercially designated areas which we've identified as activity centers on the Transportation Concept map (Figure 2b). The public open space has been more broadly identified (circles) because it is not known at this time where the parks will be until there are individual master plans for development. The Parks and Recreation Master Plan will dictate size and type

The required mixed-use/pedestrian friendly areas per 4.1.6 are included in the CP-5/6 Concept Plan (see Finding 4.1.6).

Conclusion 4.1.8.4: Complies.

4.1.9. Conditions (JC ref 2.9). The following conditions apply to specific Urban Reserve Areas:

4.1.9.5 Central Point URA, Gibbon/Forest Acres. Prior to the expansion of the Central Point Urban Growth Boundary into any Urban Reserve Area, the City and Jackson County shall adopt an agreement (Area of Mutual Planning Concern) for the management of Gibbons/Forest Acres Unincorporated Containment Boundary.

Finding: The City has coordinated with Jackson County and entered into an Area of Mutual Planning Concern Agreement prior to a UGB expansion into CP-5/6A.

Conclusion 4.1.9.5: Complies

4.1.10. Agricultural Buffering (JC ref 2.10). Participating jurisdictions designating Urban Reserve Areas shall adopt the Regional Agricultural Buffering program in Volume 2, Appendix III into their Comprehensive Plans as part of the adoption of the Regional Plan. The agricultural buffering standards in Volume 2, Appendix III shall be adopted into their land development codes prior to a UGB amendment.

Finding: CP-5/6 abuts EFU zoned lands along two sides of its borders (see Figure 5). There are some instances where buffering will be facilitated by natural stream channels and public rights-of-way. Some buffering has been shown in the Concept Plan (see Figure 2a). In all cases, during the design/development phase, the City will implement its adopted Agricultural Buffering Ordinance to mitigate potential land use conflicts.

Conclusion 4.1.10: Complies.

4.1.11. Regional Land Preservation Strategies (JC ref 2.11) Participating jurisdictions have the option of implementing the Community Buffer preservation strategies listed in Volume 2, Appendix V of the Regional Plan or other land preservation strategies as they develop.

Finding: County residents in CP-6 have identified an 'area of concern' south of an old racetrack where there could be an urban-rural interface between property developed to City residential densities and property already developed to county residential densities. There are no Critical Open Space Areas (COSAs) as listed in Volume 2, Appendix V of the Regional Plan but the City will be sensitive to ways to create land use transitions once property is brought into the UGB and then proposed for development. Community buffering was actually intended to make distinctions between Cities by 1) preserving regionally significant open space and 2) emphasizing individual community identity.

Conclusion 4.1.11: Complies.

4.1.12. Housing Strategies (JC ref 2.12). Participating jurisdictions shall create regional housing strategies that strongly encourage a range of housing types throughout the region within 5 years of acknowledgement of the RPS Plan.

Finding: Central Point is currently participating with other Rogue Valley jurisdictions in developing a regional housing strategy and is meeting separately with the consultant to fine tune the City's policies and affordable housing development tools. In the meantime the City updated its Housing Element to reflect the proactive measures already taken to supply a range of housing types in Central Point. The Housing Element has been acknowledged by DLCD and has also been praised by Housing Advocates. The City's commitment to higher densities and more efficient land use is reflected in this Concept Plan.

Conclusion 4.1.12: Complies.

4.1.13. Urban Growth Boundary Amendment. Pursuant to ORS 197.298 and Oregon Administrative Rule 660-021-0060, URAs designated in the Regional Plan are the first priority lands used for a UGB amendment by participating cities.

Finding: The Regional Plan Element includes a provision that requires adoption of a concept plan prior to urban growth boundary expansion into an urban reserve area. The City has prepared this Conceptual Plan anticipating the receipt of proposals for UGB Amendment. Approval of the plan will make the City compliant with the Regional Plan and the priority system of the ORS and OAR.

Conclusion 4.1.13: Complies.

4.1.16. Population Allocation (JC ref 2.16). The County's Population Element shall be updated per statute to be consistent with the gradual implementation of the adopted plan. If changes occur during an update of the County's Population Element that result in substantially different population allocations for the participating jurisdictions of this Regional Plan, then the Plan shall be amended.

Finding: The City updated its Population Element in 2016 following the Coordinated Population Forecast for Jackson County, 2015-2035 prepared by the Population Research Center. The PSU forecast replaced the requirement for population forecasts to be based on a coordinated county forecast (HB 2253). The Conceptual Plan has been prepared using the new state forecasts.

Conclusion 4.1.16: Complies.

4.1.17. Greater Coordination with the RVMPO (JC ref 2.19). The participating jurisdictions shall collaborate with the Rogue Valley Metropolitan Organization (RVMPO) to:

4.1.17.1. Prepare the Conceptual Transportation Plans identified in Section 4.1.7.

4.1.17.2. Designate and protect the transportation infrastructure required in the Conceptual Transportation Plans identified in Section 4.1.7 to ensure adequate transportation connectivity, multimodal use, and minimize right of way costs.

4.1.17.3. Plan and coordinate the regionally significant transportation strategies critical to the success of the adopted Regional Plan including the development of mechanisms to preserve rights-of-way for the transportation infrastructure identified in the Conceptual Transportation Plans; and

4.1.17.4. Establish a means of providing supplemental transportation funding to mitigate impacts arising from future growth.

Finding: The RVMPO Technical Advisory and Policy Committees determined that Conceptual Plan CP-5/6 complies with the Regional Plan Part 3- Goals, Policies and Potential Actions. The MPO voted to endorse CP-5/6 and to support its implementation.

Conclusion 4.1.17: Complies.

4.1.18. Future Coordination with the RVCOG (JC ref 2.20). The participating jurisdictions shall collaborate with the Rogue Valley Council of Governments on future regional planning that assists the participating jurisdictions in complying with the Regional Plan performance indicators. This includes cooperation in a region-wide conceptual planning process if funding is secured.

Finding: The CP-5/6 Concept Plan was prepared in collaboration with the RVCOG.

Conclusion 4.1.18: Complies.

4.1.21. Park Land (JC ref 2.17). For purposes of UGB amendments, the amount and type of park land included shall be consistent with the requirements of OAR 660-024-0040 or the park land need shown in the acknowledged plans.

Finding: The City is updating its Parks and Recreation Element and has incorporated the recommendations of a parks consultant to identify Community and Neighborhood parks in the Conceptual Plan. The park land is factored into the land use distributions referenced in Section 4.1.8.2

Conclusion 4.1.20: Complies.

4.1.22. Buildable Lands Definition (JC ref 2.18). Future urban growth boundary amendments will be required to utilize the definition of buildable land as those lands with a slope of less than 25 percent, or as consistent with OAR 660-008-0025(2) and other local and state requirements.

Finding: The City is updating its Land Use Element and has used the definition of buildable lands consistent with OAR 660-008-0025(2) in the preparation of this Conceptual Plan.

Conclusion 4.1.22: Complies.

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DRAFT



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

February 27, 2018

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

RE: RVMPO Comments on Future Growth Areas CP-5 and CP-6A

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 conceptual plans prepared for Future Growth Areas CP-5 and CP-6. The scope of conceptual plan review is defined in Regional Plan Performance Indicators 2.7 (Conceptual Transportation Plans) and 2.8 (Conceptual Land Use Plans).

Performance Indicator 2.7 requires that transportation plans are prepared in collaboration with the RVMPO. Central Point submitted its plans to the TAC for review at its meetings on December 13, 2017, January 10, 2018, and February 14, 2018. The Policy Committee reviewed the plans at its February 27, 2018, meeting, and provides the following comments.

Performance Indicator 2.6 requires compliance with Regional Transportation Plan Alternative Measures to ensure walkable mixed use neighborhoods that are anchored by activity centers. The conceptual plan proposed two activity centers that are characterized by medium and high density residential land use and employment centers. Public open space is only broadly identified at this point because park locations will be settled when master plans are created. The Parks and Recreation Master Plan that is being updated will dictate size and type.

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. All scenarios use the existing network of County collector roads as the primary road network. Scenic Avenue, Grant Road, Taylor Road, and Beall Lane abut or cross CP-5 and CP-6A. Because the future growth areas are near the western edge of the Regional Plan area, concerns about connectivity between communities do not apply. Irrigation easements will be used for bike and pedestrian paths where feasible. 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. Central Point's target density is 6.9 units per gross acre through 2035, increasing to 7.9 units per acre thereafter. The concept plans for CP-5/6 demonstrate compliance with the Regional Plan. The approved land use percentages are 76 percent residential, 20 percent open space/park, and 4 percent employment. Using a mix of low-, medium-, and high-

density residential zoning, the targets will be met. The city's high density residential designation permits up to 25 units per acres, rising to 32 units per acres in TODs, which will offset lower densities in portions of the Urban Reserves.

Performance Indicator 2.8.4 requires mixed use/pedestrian friendly areas, which are described in Section 2.6 of the Regional Plan. Section 2.6 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. 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 CP-5 and CP-6A. 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 one-quarter mile of residential area having a density of 10 or more units per acre.

Performance Indicator 2.9.5 requires that prior to expansion of the Central Point Urban Growth Boundary into CP-6A and other Urban Reserve Areas, the City and Jackson County shall adopt an agreement (Area of Mutual Planning Concern) for the management of Gibbons/Forest Acres Unincorporated Containment Boundary. In 2014, Central Point and Jackson County signed a revised Urban Growth Management Agreement to define jurisdictional responsibilities in the Gibbons/Forest Acres area.

Performance Indicator 2.10 requires agricultural buffering. The conceptual plan states that the City will implement agricultural buffers in accordance with adopted ordinances at the time of annexation.

The Policy Committee notes that the conceptual plans create no barrier to inter-jurisdictional connectivity and are consistent with other Regional Plan performance indicators. The Policy Committee further understands that revisions to the Concept Plan are possible and even likely up until such time as a UGB Amendment is drafted. Any future significant Concept Plan revisions will be made in collaboration with the RVMPO. 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

Rogue Valley Council of Governments

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February 8, 2018

Performance based planning is now the law of the land. Under the FAST Act, all MPOs must now incorporate Performance Based Planning into every aspect of their planning initiatives and planning documents including the RTP, TIP, and UPWP.

There are seven areas of interest that the Federal Government would like States and MPOs to track, measure, and set goals for improvement. These areas are:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System

In August of this year, the State of Oregon developed its targets for the reduction of fatalities and serious injuries statewide. These goals were based on data collected by the state and provided to the MPOs. Tables 1 and 2 show the numbers of fatalities and injuries as reported by the State for statewide and for the Medford Urbanized area respectively.

	FATALITY AND INJURY DATA FOR YEARS 2010-2015					
Table 1.						
STATEWIDE	2010	2011	2012	2013	2014	2015
Annual VMT*	33,774,105,562	33,373,397,641	33,172,937,428	33,705,846,069	34,610,071,249	35,998,504,527
Fatalities* (F)	317	331	337	313	356	445
Serious Injuries (A)	1,382	1,541	1,618	1,416	1,495	
Nonmotorist (Ped/Bike)	208	246	255	220	240	

Table 2.						
MEDFORD (Urbanized Area FAUB)	2010	2011	2012	2013	2014	2015
Annual VMT*	1,013,631,568	1,002,440,369	992,249,922	992,211,751	1,169,081,605	1,204,191,283
Fatalities* (F)	8	7	6	6	6	6
Serious Injuries (A)	38	42	61	58	39	
Nonmotorist (Ped/Bike) F&A	10	10	4	11	3	

Based on the above data the state has set fatality and serious injury rates based on 100 million miles of VMT. Table 3 below provides the 5 year averages and the state's targets.

Table 3	Statewide Targets				
Base Period	Fatalities (People 2011-2015)	Fatality Rate (People per 100 million VMT 2011 - 2015)	Serious Injury (People 2010-2014)	Serious Injury Rate (People per 100 million VMT 2010-2014)	Nonmotorized Fatalities and Serious Injuries (People 2010-2014)
Baseline	357	1.04	1,491	4.42	234
2013-2017	357	0.94	1,491	4.42	234
2014-2018*	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200

If one applies the statewide methodology to the Medford Urbanized Area we get the following results for the baseline scenario:

Table 4	Medford Urbanized Area				
Base Period	Fatalities (5-yr Avg.)	Fatality Rate per million miles VMT	Serious Injuries 5-yr. avg.	Serious Injury Rate per 100 million miles VMT	Non-motorized fatalities and Serious Injuries (People 2010-2014)
Baseline	6.2	0.58	47.6	4.54	7.6



**Rogue Valley
Metropolitan Planning Organization**

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Attachment 7
(Agenda Item 8)

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: February 8, 2018
TO: Technical Advisory Committee
FROM: Karl Welzenbach, Planning Program Manager
SUBJECT: FY 2018-19 RVMPO Dues Recommendation

This memo addresses the setting of RVMPO member dues. Staff is seeking a final recommendation on the dues for the coming year.

RVMPO Member Dues

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in February 2013. The rate, \$0.16 per capita, would generate a total of \$28,694 for the 2018-19 fiscal year.

Table 1, below, summarizes population and proposed dues for each jurisdiction. Population estimates are from the July 1, 2017 estimates from Portland State University.

Table 1

RVMPO Proposed 2018-19 Dues					
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2018 Dues	FY2017 Dues	Dues Increase
Ashland	20,700	\$0.16	\$3,312	\$3,299	\$13
Central Point	17,700	\$0.16	\$2,832	\$2,814	\$18
Eagle Point	8,930	\$0.16	\$1,429	\$1,402	\$26
Jacksonville	2,950	\$0.16	\$472	\$467	\$5
Medford	79,590	\$0.16	\$12,734	\$12,560	\$174
Phoenix	4,605	\$0.16	\$737	\$734	\$3
Talent	6,325	\$0.16	\$1,012	\$1,009	\$3
Jackson County	38,540	\$0.16	\$6,166	\$5,819	\$348
<i>Total</i>	179,340		\$28,694	\$28,104	\$591

The RVMCOG staff utilized Portland State University population estimates for the incorporated areas for 2017. Unincorporated population estimates utilize geo-enriched data.

Dues provide funding for general operations, primarily activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

Table 2 summarizes anticipated use of FY2018-19 member dues.

Table 2

Policy Committee Dues, Travel; state, regional, nat	\$11,477.76
UPWP Work Activities Support	\$17,216.64
	\$28,694.40



Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: February 8, 2018
TO: Technical Advisory Committee
FROM: Karl Welzenbach, Planning Program Manager
SUBJECT: FY 2018-19 RVMPO UPWP

The TAC is being asked to make a recommendation to the Policy Committee on adoption of the Unified Planning Work Program (UPWP) for fiscal year 2017 (beginning July 1, 2016). The Policy Committee will conduct a public hearing and adopt the Unified Planning Work Program on April 26, 2016. Below is a summary of next fiscal year's work program.

We will continue to use the time Policy Committee and TAC members spend on RVMPO planning as in-kind match for the Federal Transit Administration (FTA 5303) funds, freeing dues funds for other expenses.

Next fiscal year, some of the major work tasks include:

- Maintain the Public Involvement Plan
- Begin developing the 2021-24 Transportation Improvement Program (TIP)
- Developing the AQCD for the RTP & TIP
- Update, as necessary, the Rogue Valley Intelligent Transportation System (ITS) Plan
- Updating the Title 6/EJ plan
- Continue working with RVTD on the Transit Master Plan

On the following pages are the draft UPWP budget summary (Table 1) and the status and proposed changes in work program activity (Table 2).

Table 1: Summary FY2018-19 Draft UPWP Budget

RVMPO FY 2019 UPWP BUDGET							
Transportation Planning Funds by Source and Activity							
	FHWA MPO Planning Funds (1)	State Match (1)	FTA 5303 (2)	In-Kind Match (2)	MPO Dues (3)	Region 3 Planning Funds (4)	Total Budget (5)
Work Tasks							
1. Program Management							
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.	\$142,172	\$16,272.2	\$35,539	\$4,067.6	\$14,060	\$0	\$212,111
1.2 UPWP Development & UPWP Progress	\$8,530	\$976.3	\$2,665	\$305.1	\$290	\$0	\$12,767
1.3 Public Education and Involvement Program	\$8,530	\$976.3	\$2,665	\$305.1	\$290	\$0	\$12,767
1.4 Interagency & Jurisdictional Coordination	\$22,748	\$2,603.6	\$13,327	\$1,525.4	\$1,159	\$0	\$41,362
Totals	\$181,980	\$20,828	\$54,197	\$6,203	\$15,798	\$0	\$279,007
2. Short Range Planning							
2.1 TIP Activities	\$19,904	\$2,278.1	\$5,331	\$610.1	\$1,159	\$0	\$29,282
2.2 Air Quality Conformity	\$11,374	\$1,301.8	\$2,665	\$305.1	\$0	\$0	\$15,646
2.3 Local Jurisdiction Technical Assistance	\$5,687	\$650.9	\$1,777	\$203.4	\$0	\$0	\$8,318
2.4 STBG & CMAQ Project Funds Management	\$5,687	\$650.9	\$1,777	\$203.4	\$869	\$0	\$9,187
2.5 State and Federal Partner Coordination	\$14,217	\$1,627.2	\$2,665	\$305.1	\$4,634	\$0	\$23,449
Totals	\$56,869	\$4,882	\$14,216	\$1,627	\$6,662	\$0	\$84,255
3. Long Range Planning							
3.1 ITS Operations & Implementation Plan Coordination	\$2,843	\$325.4	\$888	\$101.7	\$290	\$0	\$4,449
3.2 RTP Implementation and Regional Problem Solving Integration	\$11,374	\$1,301.8	\$3,554	\$406.8	\$290	\$0	\$16,926
Totals	\$14,217	\$1,627	\$4,442	\$508	\$579	\$0	\$21,375
4. Data Development							
4.1 Research & Analysis Program	\$8,530	\$976.3	\$2,665	\$305.1	\$4,634	\$0	\$17,111
4.2 Data collection/analysis for Title VI & EJ	\$5,687	\$650.9	\$1,777	\$203.4	\$1,159	\$0	\$9,477
Totals	\$14,217	\$1,627	\$4,442	\$508	\$5,793	\$0	\$26,588
5. Transit							
5.1 Transit Master Plan	\$17,061	\$1,952.7	\$11,550	\$1,322.0	\$0	\$0	\$31,886
Totals	\$17,061	\$1,953	\$11,550	\$1,322	\$0	\$0	\$31,886
Totals	\$ 284,344	\$30,917	\$88,848	\$10,169	\$28,832	\$0	\$443,110

Table 2: 2017-18 UPWP Status, 2018-19 Proposed Program Activity

	Total Budget	Activity in 2017-18	Proposed 2018-19 Budget	Proposed for 2018-19
Work Tasks				
1. Program Management				
1.1 Office & Personnel Mgmt: Fiscal & Grant Admin.				
1.2 UPWP Development & UPWP Progress				
1.3 Public Education and Involvement Program	\$226,923	Generally, continue tasks from 2017; maintain committee and records. Revamp MPO website. Continue to respond to FAST Act rulemaking; track & implement required federal changes. Increase interjurisdictional coordination and communication. Continue with update of Public Involvement Plan.	\$279,007	Generally, continue tasks from 2018; maintain committee and records. Revamp MPO website. Continue to respond to FAST Act rulemaking; track & implement required federal changes. Increase interjurisdictional coordination and communication. Continue with update of Public Involvement Plan.
1.4 Interagency & Jurisdictional Coordination				
1.5 Grant Writing				
2. Short Range Planning				
2.1 TIP Activities				
2.2 Air Quality Conformity				
2.3 Local Planning Technical Assistance to Jurisdictions	\$59,375	Maintain current MTIP and fund balances/project tracking. Undertake a second solicitation for CMAQ funds, MOVES modeling and conformity analysis as needed for RTP & TIP. Assist jurisdictions as requested on planning.	\$84,255	Maintain current MTIP and fund balances/project tracking. Undertake a second solicitation for CMAQ funds, MOVES modeling and conformity analysis as needed for RTP & TIP. Assist jurisdictions as requested on planning.
2.4 STBG & CMAQ Project Funds Management				
3. Long Range Planning				
3.1 ITS Operations & Implementation Plan Coordination				
3.2 RTP Implementation, Safety, RPS Integration				
3.3 2017-2042 RTP Development	\$47,822	Work with ODOT and FHWA on MPO performance measures. Maintain Safety Profile.	\$21,375	Work with ODOT and FHWA on MPO performance measures. Maintain Safety Profile.
3.4 Alternative Measures Update & 2015 Benchmark Analysis				
4. Data Development/Maintenance				
4.1 Research & Analysis Program		Research & Analysis: Continue support for development, improvement of travel demand model. Continue model training by ODOT as available. Continue GIS activities. Continue with update to Title 6/EJ Plan.		Research & Analysis: Continue support for development, improvement of travel demand model. Continue model training by ODOT as available. Continue GIS activities. Continue with update to Title 6/EJ Plan.
4.2 Data collection/analysis for Title VI & EJ	\$34,573		\$26,588	
5. Transit				
5.1 RVTD Transit Master Plan	\$65,763	RVTD Master Plan	\$31,886	RVTD Master Plan
Totals				
2017-18 Total	\$434,446	2018-19 Proposed Total	\$443,111	

Ongoing RVMPO Projects 12-13-17

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)		Comments Received
				P	S	
Ashland	E. Nevada Street Extension	15-18	16,17,18	PL		No report given.
				D		
				LP		
				UR		
				CN		
				OT		
Eagle Point	E. Main St./Stevens Rd. Improvements	15-18	16,17,18	PL	2	ODOT, OBEC and the City are coordinating the final right of way parcels to begin negotiating. LED lighting options are being researched by staff.
				D	1	
				LP	1	
				UR	0	
				CN	0	
				OT	0	
Jackson County	Regional Active Transportation Plan	15-18	16	PL	1	IGA is complete, RFP is out now.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
Jackson County	Table Rock Rd.	15-18	16,18	PL	3	Project is being awarded to Knife River. Possible start of early February.
				D	3	
				LP	3	
				UR	2	
				CN	1	
				OT	0	
Medford	Foothill Rd. - Hillcrest to McAndrews	15-18	16,17	PL	3	Appraisals complete by April. ROW by late 2018. Bid December 2018. Start spring 2019
				D	2	
				LP	2	
				UR	1	
				CN	1	
				OT	0	

Ongoing RVMPO Projects 12-13-17

RVCOG	Hybrid Vehicle	15-18	16	OT	3	Complete.
RVTD	Valley Feeder Pilot Project	15-18	16	OT		No report given.
Ashland	Chip Seal	18-21	20	PL	2	No report given.
				D	1	
				LP	0	
				UR	1	
				CN	1	
				OT	0	
Central Point	W. Pine St. Reconstruction - Glenn Way to Brandon Ave.	18-21	19,20	PL	1	Hoping before the end of third quarter on the IGA.
				D	1	
				LP	1	
				UR	1	
				CN	1	
				OT	1	
Eagle Point	S. Royal Ave. Improvements - Design & ROW	18-21	19	PL	1	Received some funding to begin design and planning.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
Jackson County	Foothill Rd. - Delta Waters to Dry Creek	18-21	19,20,21	PL	3	Starting IGA work now. Construction in 2020. County going to add an additional 1 million dollars to the match for the project.
				D	1	
				LP	1	
				UR	1	
				CN	1	
				OT	0	

Ongoing RVMPO⁵Projects 12-13-17

Jackson County / ODOT	Bear Creek GW - Hwy 140 Shared-Use Path	18-21	19	PL	3	Being designed by ODOT now.
				D	2	
				LP	2	
				UR	1	
				CN	1	
				OT	0	
Phoenix	North Couplet Pedestrian Crossing	18-21	19	PL	2	Council is still evaluating lane configurations.
				D	1	
				LP	0	
				UR	1	
				CN	1	
				OT	0	

Phase	Status
PL= Planning	0 = N/A
D = Design	1 = Not Started
LP = Land Purchase	2 = In Process
UR = Utility Relocate	3 = Complete
CN = Construction	
OT = Other	