
AGENDA

Rogue Valley Metropolitan Planning Organization Policy Committee



Date: Tuesday, November 30, 2021

Time: 2:00 p.m.

Location: Join Zoom Meeting

<https://us02web.zoom.us/j/85017145705?pwd=aUUzNE5haXA0ZE5aZmx2eEdNcU04Zz09>

Meeting ID: 850 1714 5705

Passcode: 363296

Phone #: 253 215 8782

Contact: Office Specialist, RVMCOG: 541-423-1375
RVMPO website: www.rvmco.org

1	Call to Order / Introductions / Review Agenda	Chair
Consent Agenda		
2	Review / Approve Minutes	Chair
Attachment	#1 RVMPO Policy Committee Meeting Draft Minutes 10/26/2021	
Action Items		
3	Amendments to the 2021–2024 Transportation Improvement Program (TIP)	Ryan MacLaren
Background	<p>The TAC is being asked to review the adoption of amendments to the 2021–2024 Transportation Improvement Program (TIP) to include the following project(s):</p> <ul style="list-style-type: none">• OR99/OR238/OR62: Big X Intersection (Medford)• City of Ashland Chip Seal <p>The 21-day public comment period and public hearing was advertised on or before Tuesday, November 2, 2021 in the <i>Medford Mail Tribune</i>, and information is currently available on the RVMPO website.</p>	
Attachment	#2 TIP Amendments #3 CMR & Map	
Action Requested	Adoption of the amendments	

4	Presentation, Discussion, and Recommendation on North Phoenix Concept Plan Modifications	Joe Slaughter
Background	As part of the Regional Problem Solving (RPS) Agreement modifications to concept plans for Urban Reserve Areas (URAs) must be presented to the RVMPO Technical Advisory Committee, Public Advisory Council, and Policy Committee for their review and comments.	
Attachment	#4 PowerPoint Presentation #5 Exhibits #6 Aerial Photo #7 RVMPO Concept Plan #8 Letter of Support	
Action Requested	Determinatio regarding Concept Plan modification	
Discussion Items		
5	Public Comment	Chair
Regular Updates		
6	RVMPO Planning Update <ul style="list-style-type: none">• Passage of Transportation Bill• Additional Funding• Tranportation Planning Rule	Karl Welzenbach
7	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
8	Adjournment	Chair

- The next RVMPO Policy Committee meeting will be **Tuesday, December 28, 2021, at 2:00 p.m.** Online.
- The next RVMPO TAC meeting will be **Wednesday, December 8, 2021 at 1:30 p.m.** Online.
- The next RVMPO PAC meeting is scheduled for **Tuesday, December 21, 2021, at 5:30 p.m.** Online.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVMCOG, 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 Policy Committee Meeting
October 26, 2021



The following attended:

Voting Members	Organization	Phone Number
Stephen Jensen	City of Ashland	488-6002
Mike Quilty, Vice Chair	City of Central Point	664-7907
Ruth Jenks	City of Eagle Point	941-8537
Jim Lewis, Chair	City of Jacksonville	899-7023
Kevin Stine	City of Medford	774-2000
Terry Baker	City of Phoenix	973-7220
Eleanor Ponomareff	City of Talent	535-1566
Dave Dotterer	Jackson County	774-6118
Art Anderson	ODOT	774-6353
Tonia Moro	RVTD	973-2063
Alternate Voting Members Present	Organization	Phone Number
Scott Fleury	City of Ashland	On File
Alex Georgevitch	City of Medford	On File
Mike Kuntz	Jackson County	On File
Paige West	RVTD	On File
Mike Baker	ODOT	On File
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	Phone Number
Jerry Brienza	Aviation	

Mike Montero	RVMPO PAC	
John Vial	RVTD	

RVMPO Policy Committee Meeting Agenda Packet: [October 26, 2021](#)

Full meeting recording: [2021-10-26 Audio Recording](#)

1. Call to Order / Introductions / Review Agenda 00:00 – 01:23

2:00 p.m. | *Quorum: 6 Jurisdictions Represented*

2. Review / Approve Minutes 01:23 – 01:59

1:39 | *Mike Quilty moved to approve the September 28, 2021 Policy Committee meeting minutes with correction. Seconded by Dave Dotterer.*

No further discussion.

Motion carried unanimously by voice vote.

Action Items

3. Letters of Support for ConnectOregon Proposals from the Rogue Valley Airport 01:59 – 16:02

11:35 | *Question from Eleanor Ponomareff: The letter regarding the expansion, right now only one aircraft can fuel the fire retardant, is the widening the only thing stopping more than one aircraft from being able to fuel? Once the expansion is finished, is there any other work that needs to be done?*

Right now, there will not be any more systems added to allow more than one to aircraft to fuel. However, there is a lot of downtime currently with how long it takes to get the aircrafts set up and all the activity that happens after. With this expansion one aircraft can be setting up while one is fueling. Also, when a forestry aircraft is being fueled, no cargo operations can take place, with the expansion that will be allowed.

14:58 | *Mike Quilty moved to approve the signing the two letters of support for ConnectOregon's proposals. Seconded by Eleanor Ponomareff.*

No further discussion.

Motion passed unanimously by voice vote.

4. RVTD 5339 Discretionary Fund Application 16:02 – 20:58

20:05 | *Dave Dotterer moved to approve the signing the letter of support for RVTD's 5339 Discretionary Fund Application. Seconded by Eleanor Ponomareff.*

No further discussion.

Motion passed unanimously by voice vote.

5. Ashland Chip-Seal Project CMAQ Funding 20:58 – 26:07

24:56 | Tonia Moro moved to approve the TAC recommendation of attributing the CMAQ funding to Central Point's Pine Street project. Seconded by Stephen Jensen.

No further discussion.

Motion passed unanimously by roll call vote.

6. Covid-19 Discussion 26:07 – 54:03

28:06 | Question from Art Anderson: *Is there any follow-up to make sure this money is being used on transportation?*

The cities are to come back to the committees and show what they money is going to be spent on.

29:34 | Comment from Tonia Moro: *The previous discussion in the Policy Committee about Ashland receiving more funds did not receive any support, and there is such a large opportunity for these funds. There is support with the funds going to the jurisdictions. The TAC should consider leveraging the funds instead of using them in funding shortages.*

31:20 | Comment from Mike Quilty: *There is more support for these jurisdictions getting the funds proposed. There is worry that the TAC is deciding too fast. Instead, the cities should come and show their ideas for spending.*

33:03 | Comment from Kevin Stine: *There was discussion about the federal regulations in regard to getting projects finished, and now if there is a requirement for each city to outline their exactly how they will spend the funds it will only be harder. The cities should not be micro-managed. There is favor of the proposal.*

33:52 | Question from Eleanor Ponomareff: *Ashland receiving funds seem to have a different purpose. Would the Policy Committee be open to separating the intent of resolution? One resolution for the funds to the smaller cities and a separate resolution for the Ashland funds?*

35:34 | Question from Ruth Jenks: *Can the Policy Committee get an explanation on how the TAC came to this motion?*

It is well known the smaller cities struggle to compete for funding and resources. There have never been funds like this before, this seemed like a great opportunity to help those smaller cities. It was agreed the funds should go to transportation related projects, even with the loose definition of what 'transportation' means. It was also felt that, with the funds Ashland could receive, they will be able to deliver about the same as if they had used the CMAQ funds. It has started at One hundred thousand, then with a friendly amendment it was bumped up to one hundred and fifty thousand.

39:58 | Comment from Art Anderson: *ODOT's position was to hope some of these funds could go to funding gaps within already approved projects. The CMAQ funding going to Central Point is from the Ashland Chip Seal Project. It is unclear why Ashland is not receiving as much funding as they have given back.*

39:58 | Comment from Stephen Jensen: *It is important these funds get to a use as quickly and efficiently as possible.*

46:00 | Kevin Stine moved to approve the TAC's recommendation of the Covid-19 Funding. Seconded by Art Anderson.

Further discussion on the funds to be used on the next funding cycle, and the possible benefits of these small cities receiving these funds.

52:17 | Kevin Stine amended the motion to include up to \$75,000 for the NearMap. Seconded by Art Anderson.

Amended passed with 10 yes's and 1 no by voice vote.

Motion passed with 10 yes's and 1 no by voice vote.

Discussion Items

7. Improvement to Project Selection Process 54:03 – 01:07:46

01:01:40 | Mike Quilty moved approve the donation of \$2,500 to the Greenway Foundation. Seconded by Dave Dotterer.

8. Public Comment | 01:07:46 – 01:07:46

No Comments.

Regular Updates

9. RVMPO Planning Update | 01:07:46 – 01:12:57

Provided by Karl Welzenbach regarding the interactive TIP map.

10. Other Business / Local Business 01:12:57 – 01:15:16

Updates from the AMPO conference, and RVACT.

11. Adjournment

3:23 p.m.

Scheduled Meetings

RVMPO Policy Committee | November 30, 2021 | 2:00 p.m.

RVMPO TAC | November 10, 2021 | 1:30 p.m.

RVMPO PAC | November 16, 2021 | 5:30 p.m.



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: November 30, 2021
TO: RVMPO Policy Committee
FROM: Ryan MacLaren, Senior Planner
SUBJECT: TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2021-2024 Transportation Improvement Program.

A press release for the 21-day public comment period and public hearing was sent on or before November 2nd to the Medford Tribune, and information is currently available on the RVMPO website. The RVMPO TAC & PAC have recommended approval of the amendment(s) listed. Information on the project(s) is listed, below: Information on the projects is enumerated, below:

A. Adjust Project in TIP: OR99/OR238/OR62: Big X Intersection (Medford) (KN 21676)

Description: Scope change to include bridge work on 3 structures, extend project location on OR99, increase the PE estimate by \$137,436 and Construction estimate by \$1,637,532.

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	
ODOT														
OR99/OR238/OR62 : Big X Intersection (Medford)	Remove existing pavement and replace. Replace ADA ramps and improve bike and ped connetions through the intersection.	n/a	Exempt (40 CFR § 93.126 Table 2) - Air Qulaity bicycle and pedestrian improvments			Planning								\$ -
				21676	2020	Design	\$ 1,031,389	Z231	\$ 118,047	ODOT	\$ 1,149,436			\$ 1,149,436
				21676	2022	Land Purchase	\$ 698,997	NHFF	\$ 80,003	ODOT	\$ 779,000			\$ 779,000
				21676	2024	Utility Relocate	\$ 53,838	NHFF	\$ 6,162	ODOT	\$ 60,000			\$ 60,000
				21676	2024	Construction	\$ 7,786,231	NHFF	\$ 888,033	ODOT	\$ 8,674,264			\$ 8,674,264
						Other					\$ -			\$ -
					Total FFY21-24		\$ 9,570,455		\$ 1,092,245		\$ 10,662,700	\$ -		\$ 10,662,700

B. Remove Project from TIP: City of Ashland Chip Seal (KN 21016)

Description: Cancel 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	
Ashland														
City of Ashland Chip Seal	Double asphalt w with embedded sand and gravel on existing dirt roads.	n/a	Exempt (40 CFR § 93.126 Table 2) - Air Qulaity bicycle and pedestrian improvmnts			Planning								\$ -
				21016	2020	Design	\$ 314,055	CMAQ	\$ 35,945	Local	\$ 350,000			\$ 350,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				21016	2022	Construction	\$ 154,189	CMAQ	\$ 17,648	Local	\$ 171,837			\$ 171,837
						Other					\$ -			\$ -
					Total FFY21-24		\$ 468,244		\$ 53,593		\$ 521,837	\$ -		\$ 521,837

Status: **Approved**

CMR Transaction

Request Date: 7/9/2021 CMR Number: 21676-00 Project Lead (TPM/RE-CP): Oberlander, Elijah
Project Name: OR99/OR238/OR62: Big X Intersection (Medford)
KN: 21676 Region: 3 Area: Rogue Valley Project Delivery Phase: Project Initiation

Funding Program 1: FIX-IT REGION 3 Program 2: AT Leverage Region 3 Program 3: FIX-IT SW BRIDGE
Program 4: HB2017 Safety Region 3 Program 5: Program 6:
STIP Amendment: Full Approval Authority: Delivery & Operations Administr MPO Amendment: ☒ Yes ☐ No
IGA Amendment: ☐ Yes ☒ No A & E Contract Amendment: ☐ Yes ☒ No Reset Baseline Project: ☐ Yes ☒ No

Change 1: Elective Reason 1: 000 CMR-0
Change 2: Elective Reason 2: 101 Adding scope
Change 3: Elective Reason 3: 302 Additional budget added

Current Scope: Remove existing pavement and replace with new asphalt. Replace ADA ramps and improve the bike and pedestrians connections leading to and through the Big X intersection. Preventative Maintenance on one structure within project limits.

Describe Scope Change: Adding preventative maintenance for three additional structures within the existing project limits. Extending the project Limits on OR99 from MP 5.46 to MP 5.31.

Justification for Scope Change: Additional Bridge funds are available to include additional preventative maintenance of three additional structures. Additional Region 3 funds are available to extend the paving limits on OR99 past Table Rock Road.

Describe the Risk of not Approving the Scope Change: Poor pavement conditions will require continual maintenance from district until pavements in this area can be addressed with another project.

	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open - 008		2/25/2020	PS&E Submittal - 551		1/29/2024
PDT Kick-off - 018		8/5/2020	Bid Opening - 560		3/28/2024
Project Initiation Phase Complete - 050		8/6/2021	Forecasted 1st Note 735		5/9/2024
DAP Phase Complete - 325		6/16/2022	Forecasted 2nd Note 790		4/10/2025
ROW EA Open - 470		6/16/2022	Forecasted 3rd Note 796		9/30/2025

Describe Schedule Change: Baselining Schedule.

Justification for Schedule Change: N/A

Describe the Risk of not Approving the Schedule Change: N/A

	Phase Total Estimated Cost	Requested Budget	Change
Planning	\$0	\$0	\$0
Preliminary Engineering	\$1,012,000	\$1,149,436	\$137,436

Status: **Approved**

CMR Transaction

Request Date: 7/9/2021 CMR Number: 21676-00 Project Lead (TPM/RE-CP): Oberlander, Elijah

Project Name: OR99/OR238/OR62: Big X Intersection (Medford)

KN: 21676 Region: 3 Area: Rogue Valley Project Delivery Phase: Project Initiation

Right of Way	\$779,000	\$779,000	\$0
Utility Relocation	\$60,000	\$60,000	\$0
Construction	\$7,036,732	\$8,674,264	\$1,637,532
Other	\$0	\$0	\$0
Total:	\$8,887,732	\$10,662,700	\$1,774,968

Describe Budget Change (Break down the change by Funding Program):

FIX-IT SW Bridge funds to contribute \$49,436.00 to PE and \$405,576.00 to CN for a total of \$455,012.00. The remaining funds will come from FIX-IT Region 3 bottom line dollars.

Justification for Budget Change:

Additional funds are needed as a result of the added scope.

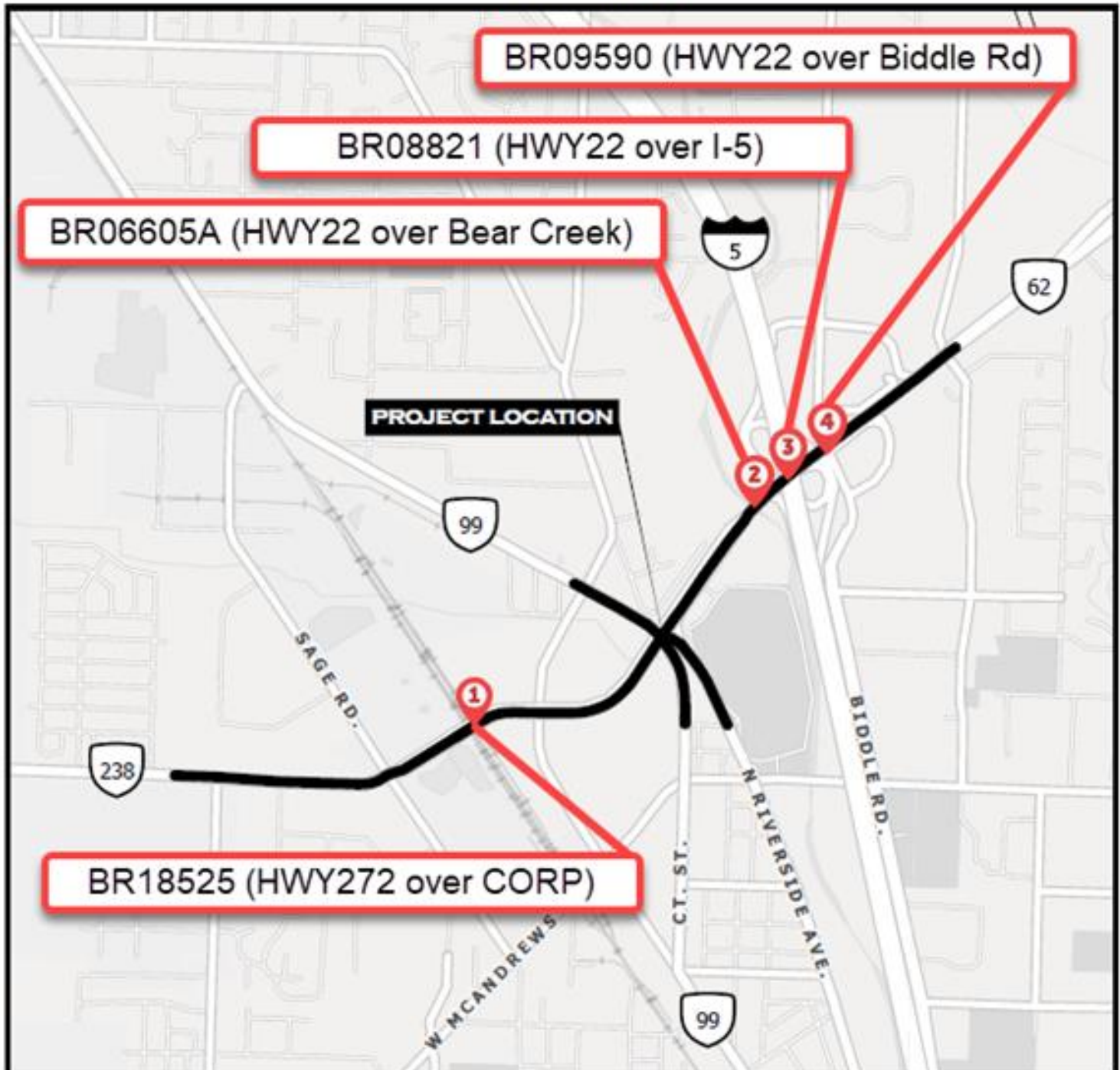
Describe the Risk of not Approving the Budget Change:

Project will be underfunded.

	<u>Signatures</u>	<u>Dates</u>		<u>Signatures</u>	<u>Dates</u>
Funding Program Manager:	Pederson, Glen	7/15/2021	Additional Signator:	Hartman, Bert	7/12/2021
STIP Coordinator:	Birch, Naomi	7/12/2021	Additional Signator:	Carpenter, Jered	7/27/2021
Area Manager:	Anderson, Art	7/23/2021	Additional Signator:		
Project Sponsor:	Griffin, Jeremiah	7/12/2021	Additional Signator:		
Tech Center Manager:	Thompson, Mark	7/12/2021	Additional Signator:		
Region Manager:	Neavoll, Darrin	8/5/2021	Additional Signator:		
Additional Signator:	Marmon, Jennifer	8/3/2021	Additional Signator:		

STIP PROJECT LOCATION

ODOT REGION 3



ACT: Rogue Valley ACT

COUNTY: Jackson

CITY: Medford

OR99/OR238/OR62: BIG X INTERSECTION (MEDFORD)

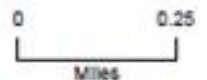
KEY NO. 21676

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

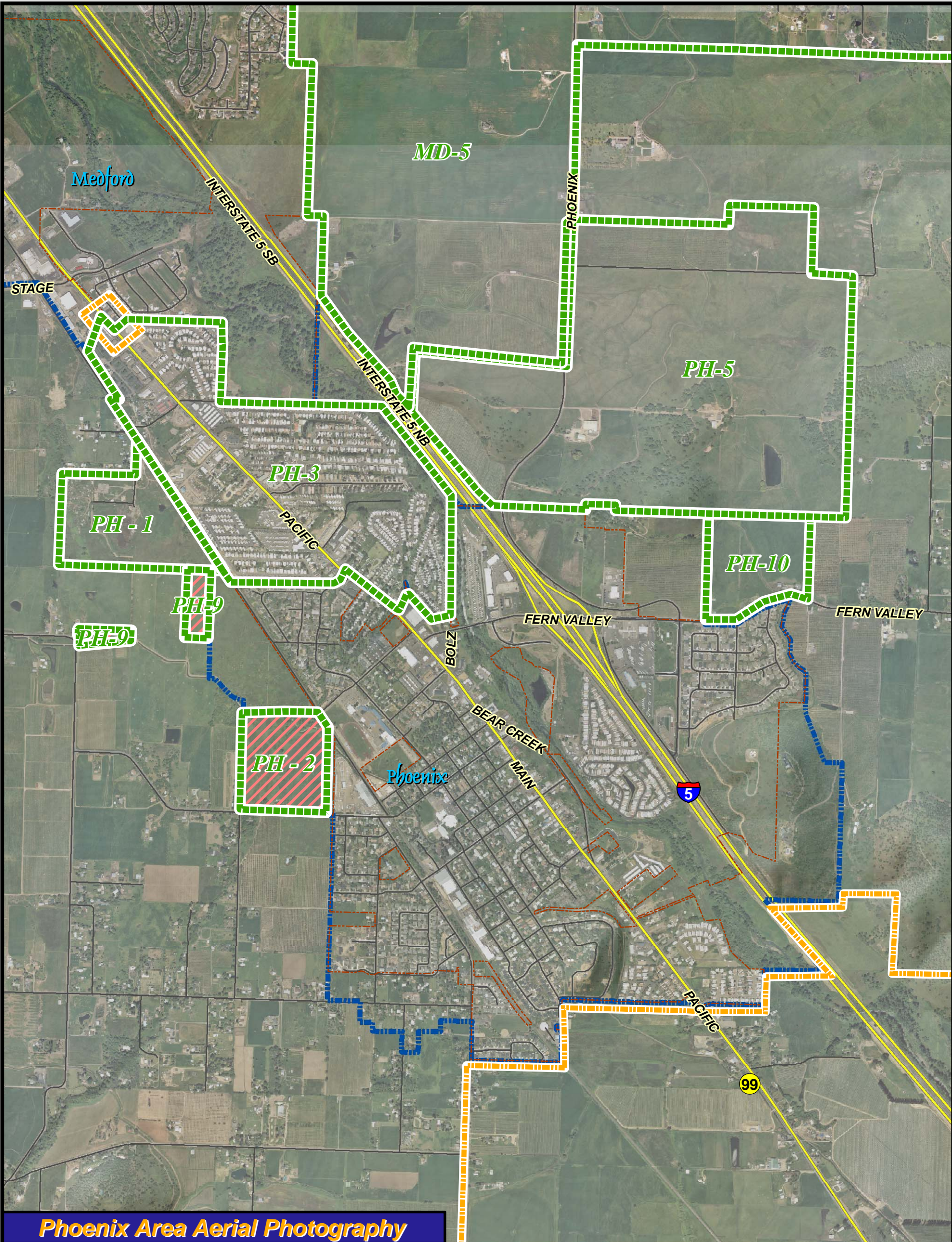
	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 • GIS NO. 23-52
odotmaps@odot.state.or.us

DATE: 7/15/2021

Regional Problem Solving



Phoenix Area Aerial Photography

LEGEND

- | | | | |
|--|-----------------------------|--|----------------------|
| | Proposed Urban Reserves | | UGB & White City UCB |
| | RLRC | | City Boundary |
| | Buffer Areas | | AQMA |
| | Urban Parkland | | Highways |
| | Jax Co Proposal for Tolo | | Streets |
| | Jville Prop Protection Area | | |



6.29.06

0 0.2 0.4 Miles



**COMMUNITY & ECONOMIC
DEVELOPMENT DEPARTMENT**

Request:

Request that the Rouge Valley Metropolitan Planning Organization recognize the revised Conceptual Land Use and Transportation Plan for Phoenix urban reserve area (URA) PH-5, and to recognize the Conceptual Land Use and Transportation Plan for Phoenix URA PH-3, consistent with Chapter 5 Section 2.7 of the Greater Bear Creek Valley Regional Plan.

Background:

The City of Phoenix adopted a Regional Plan Element in 2012 as a new Element of its Comprehensive Plan in response to County adoption of the Greater Bear Creek Valley Regional Plan. As part of the Regional Plan Element the City is required to adhere to various *performance indicators*. The performance indicators require the City to adopt Conceptual Transportation and Land Use Plans for URAs prior to expanding the Urban Growth Boundary (UGB). The performance indicators also require the City to coordinate the adoption of these Conceptual Land Use and Transportation Plans with applicable irrigation districts, and with the Rogue Valley Metropolitan Planning Organization (RVMPO).

The City adopted a Conceptual Transportation and Land Use Plan, called the North Phoenix Concept Plan, for URAs PH-5 & PH-10 in 2017 (Exhibit A). This plan was recognized by the RVMPO in a letter dated January 24, 2017 (Exhibit B). However, further investigation regarding the availability of infrastructure for water, sewer and transportation and how these facilities should be developed to serve these URAs have caused the City to reconsider where best to site residential development. The past assumption was that utilities would be developed through PH-10 to serve PH-5 along a new north/south collector street near the east side of PH-5/PH-10. The reality is that utilities will be extended to PH-5 from the north along North Phoenix Road.

The revised conceptual plan (Exhibit C) places residential land near the corner of North Phoenix Road and Campbell Road to make it more readily available for development as water and sanitary sewer facilities are extended. Also, the North Phoenix Concept Plan shows a number of commercial zoning designations. Per the Regional Plan, all employment portions of PH-5 must be designated as industrial. A new industrial zone must be created for the PH-5 employment areas and the requirements/allowances of this new industrial zone are contained in the revised Land Use Element. The network of higher-order streets has been revised slightly between the North Phoenix Concept Plan and the revised conceptual plan for PH-5 based on topography and future development plans, but these minor changes should have no effect on the functioning of the transportation system in the vicinity.

The City of Phoenix coordinated the development of this revised conceptual plan with both the Medford Irrigation District and the Talent Irrigation District, as required by the performance indicators. A Work Plan regarding the development of PH-5 as it relates to applicable irrigation districts was signed by the property owners, Talent Irrigation District, Medford Irrigation District, and the City of Phoenix (Exhibit D).

Unlike all other URAs added through the Regional Problem Solving (RPS) process, PH-3 is comprised entirely of exception lands within an urban containment boundary. The conceptual plans were intended to act as a long-range planning tool to identify and preserve major transportation corridors and to determine future amounts of respective land use categories. However, since PH-3 was previously urbanized, the major transportation routes (Hwy 99 and the Bear Creek Greenway Trail) and urban land use designations have already been identified, developed and assigned. This being the case, the proposed conceptual plan (Exhibit E) merely reflects the existing patterns for both transportation and land use.

Attachments:

Exhibit A: North Phoenix Concept Plan

Exhibit B: Rouge Valley Metropolitan Planning Organization letter dated January 24, 2017

Exhibit C: Revised Conceptual Land Use and Transportation Plan for PH-5

Exhibit D: Irrigation District Work Plan

Exhibit E: Conceptual Land Use and Transportation Plan for PH-3

Respectfully submitted,



Joe Slaughter
CEDEV Director

October 18, 2021

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

November 30, 2021

Eric Swanson, City Manager
City of Phoenix
P.O. Box 330
Phoenix, OR 97535

RE: RVMPO Comments on Conceptual Plans for future growth area PH-5 and PH-3

Dear Eric,

Pursuant to the Regional Plan requirement that cities prepare conceptual plans in collaboration with the Rogue Valley Metropolitan Planning Organization (RVMPO), the Technical Advisory Committee (TAC), the Public Advisory Council (PAC) and the Policy Committee reviewed the conceptual plan for future growth area PH-3 and the proposed changes to the conceptual plan for future growth area PH-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. Phoenix submitted its plans to the TAC for review at its November 10, 2021 meeting and to the PAC for review at its November 16, 2021 meeting. The Policy Committee reviewed the plans at its November 30, 2021, 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. The revised conceptual plan for PH-5 includes a network of higher-order streets connecting to North Phoenix Road, Fern Valley Road, Gove Road, Campbell Road, and planned higher order streets in Medford. Per the City of Phoenix, RVTD transit stops will be provided in PH-5 as deemed necessary through coordination with the transit district, developers, and the City. This will likely include at least one transit stop along North Phoenix Road as a transit route(s) is developed into this area. The plan also identifies a general route, along an existing irrigation canal, for a bike/pedestrian path to connect to the Bear Creek Greenway Trail in Phoenix and the network of bike/pedestrian paths in Medford, including the Larson Creek Greenway Trail. The transportation plans appear to have no significant impact on the regional transportation system. This new conceptual plan for PH-5 is a modification of the North Phoenix Concept Plan that was completed by the City in 2016 and recognized by the RVMPO Policy Committee in 2017. In creating the North Phoenix Concept Plan, ODOT's Transportation Analysis Unit (TPAU) reviewed three scenarios and concluded that there were no capacity or queuing issues in the I-5 interchange area. The report acknowledges that traffic growth will be substantial, but the reconstructed North Phoenix Road from OR99 to Grove Road and the I-5 interchange are projected to still operate acceptably through 2038. It should be noted that TPAU used a model showing connection between North Phoenix Road and South Stage Road (South Stage Overcrossing). The City of Phoenix, City of Medford, ODOT and the property owners (developers) in the area of MD-5 and PH-5 are currently discussing the South Stage overcrossing; including

funding strategies, the possibility of developing a full interchange at this location, and potential timelines for planning, design, construction, etc. The South Stage Overcrossing/Interchange has been appropriately identified as a project associated with the development of the areas of PH-5 and MD-5 to provide mobility throughout the region.

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. Phoenix's target density is 6.6 units per gross acre through 2035, increasing to 7.6 units per acre thereafter. As shown in Phoenix's recently adopted Urbanization Element, the target density for its proposed urban growth boundary (UGB) amendment is 7.2 dwelling units per acre, as it is intended to provide an adequate supply of residential land through 2039. For areas added to the UGB, the City's Urbanization Element requires Neighborhood or Special Area Plans to be adopted into the City's Comprehensive Plan prior to these areas being annexed to the City. The Neighborhood or Special Area Plans must provide necessary detail to demonstrate compliance with the residential density requirement along with Performance Indicator 2.8.4 requiring mixed use/pedestrian friendly areas. Per the Housing, Land Use, and Urbanization Elements of the City's Comprehensive Plan, it is anticipated that the residential areas in PH-5 will be developed with a mix of approximately 50% lower-density, 25% medium-density, and 25% high-density residential development. The revised conceptual plan as proposed provides no barrier to meeting required residential densities.

As indicated above, the Neighborhood or Special Area Plans must also demonstrate compliance with Performance Indicator 2.8.4, requiring mixed use/pedestrian friendly areas. PH-5 will be comprised of a single employment land type: the new industrial zone created to implement the regional plan requirements for the South Valley Employment Center. In addition to this single employment zoning type, the three residential (low, medium, high-density) zoning types will be developed within PH-5. The development and adoption of the new industrial zoning type for PH-5 will play the greatest role in aiding in development of mixed use/pedestrian friendly areas. The revised conceptual plan as proposed provides no barrier to providing mixed use/pedestrian friendly areas.

Unlike all other future growth areas added through the Regional Problem Solving (RPS) process, PH-3 is comprised entirely of exception lands within an urban containment boundary. The conceptual plans were intended to act as a long-range planning tool to identify and preserve major transportation corridors and to determine future amounts of respective land use categories. However, since PH-3 was previously urbanized, the major transportation routes (Hwy 99 and the Bear Creek Greenway Trail) and urban land use designations have already been identified, developed and assigned. This being the case, the proposed conceptual plan merely reflects the existing patterns for both transportation and land use.

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 Phoenix followed the requirements of the Regional Plan to prepare its conceptual plans in collaboration with the RVMPO.

Sincerely,

Jim Lewis, Chair
RVMPO Policy Committee