

Critical Flaws That Must be Addressed During Comp Plan Amendment Phase of Project

- Increase density in existing UGBs *before* determining need for urban reserves;
- Remove excess employment lands from proposed urban reserves;
- Justify excessive “parks” and “institutional” lands or remove them from the proposed urban reserves;
- Remove the lands that are critical to the region’s agricultural economic base and other EFU lands that are not needed for urban uses first, and then provide justification why there are no alternatives to those lands that are left in the final plan; and
- Include policies and commitments to achieve the Project’s desired transportation outcomes by providing real transportation options to future residents, and modify the urban reserve proposals to produce those results.

EXHIBIT: 3
LAND CONSERVATION & DEVELOPMENT
COMMISSION
DATE: _____
PAGES: _____
SUBMITTED BY: _____

Vacant Acres in UGBs vs. Urban Reserve Areas

	<u>UGBs</u>	<u>URAs</u>
Residential	4,641	4,230 1,300 Excess Acres
Commercial	897	1,030 1,100 Excess Acres
Industrial	3,018	1,477
Parks/Institutional	176	1,052
Totals	8,732	8,789 2,400 Excess Acres

November 26, 2008

Land Conservation and Development Commission
John VanLandingham, Chair
635 Capitol Street NE, Suite 150
Salem, OR 97301

Subject: LCDC December meeting, Agenda Item 10, Jackson County RPS

Dear Chair VanLandingham and Commissioners:

I have recently become aware that you will be discussing the Jackson County Regional Problem Solving (RPS) project at your December meeting in Tillamook. According to Item 10 on the agenda, you are being asked to review the plan and “commit to acknowledgement of comprehensive plan amendments conforming to the plan.” This concerns me.

As a former Jackson County Commissioner and someone familiar with Oregon’s land use process since 1975, I believe that making such a commitment, formally or informally, is both unwise and illegal. As I am sure you know, neither the county nor any of the cities has ever had a public hearing on “the plan.” According to the agenda, it appears that even you do not intend to hear from the public next month as you consider the plan. I hope the Commission will advise Jackson County RPS to hold hearings before returning to LCDC.

It is premature to give any sort of commitment to approving future, unseen, comprehensive plan amendments that conform to this document. Even if it is done informally, city councilors and county commissioners will be unlikely to make any changes to the plan based on testimony at the upcoming public hearings—even where changes are necessary to better serve the community and to meet regulatory requirements.

Finally, there is a lot at stake here. RPS is an experimental process, and the plans that are being generated will affect Jackson County for many decades to come. Besides being required by Goal 1, citizen involvement is critical both in the local and state forums. Public input must be allowed and encouraged at every step. For this reason, I ask that you schedule and receive public testimony on the plan before making any decisions, and that you hold the meetings where this plan is going to be considered in Jackson County, rather than in places like Tillamook where the average citizen cannot reasonably be expected to travel.

Thank you for your consideration of these important issues. Please place this letter in the record for this agenda item.

Sincerely,

Carol N. Doty
118 Genessee Street
Medford, OR 97504

Attachment B

REGIONAL INTEGRATED LAND USE AND TRANSPORTATION PLAN DEMONSTRATION PROJECT AND GUIDANCE FOR IMPLEMENTATION OF REGIONAL PROBLEM SOLVING PLAN

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION

Acronyms

<u>CP-2B:</u>	Urban Reserve Area north of Central Point
<u>DLCD:</u>	Department of Land Conservation and Development
<u>ILUTP:</u>	Integrated Land Use and Transportation Plans
<u>LCDC:</u>	Land Conservation and Development Commission
<u>OAR:</u>	Oregon Administrative Rules
<u>ODOT:</u>	Oregon Department of Transportation
<u>PAC:</u>	RVMPO Public Advisory Council
<u>RVMPO:</u>	Rogue Valley Metropolitan Planning Organization
<u>RPS:</u>	Regional Problem Solving
<u>RTP:</u>	Regional Transportation Plan
<u>TAC:</u>	RVMPO Technical Advisory Committee
<u>TAZ:</u>	Traffic Analysis Zone
<u>TGM:</u>	Transportation and Growth Management
<u>TOD:</u>	Transit Oriented Development
<u>TPAU:</u>	Transportation Planning and Analysis Unit (ODOT)
<u>TPR:</u>	Transportation Planning Rule (OAR)
<u>UGB:</u>	Urban Growth Boundary
<u>URA:</u>	Urban Reserve Area
<u>V/C:</u>	Volume to capacity
<u>VMT:</u>	Vehicle Miles Traveled

Background

Over the last 10 years, the Rogue Valley Metropolitan Planning Organization (RVMPO) has been working toward integrating land use and transportation planning in the region. RVMPO completed a Transit Oriented Development (TOD) study in 1999 that led to adoption of

Alternative Measures in 2002 to comply with the Transportation Planning Rule (TPR). Alternative Measures for the RVMPO are attached as Appendix A. Integrated land use and transportation plan (ILUTP) audits for the majority of RVMPO member jurisdictions, were completed in 2005. Findings for each participating city, including proposed, adoption-ready ordinance revisions for an ILUTP, were submitted to each city.

Currently, the RVMPO is addressing the potential transportation impacts of the implementation of a Regional Problem Solving (RPS) plan for the urbanized area, particularly considering the urbanization of RPS urban reserve land over time. The RPS Regional Plan, which is expected to be adopted by Land Conservation and Development Commission (LCDC) in the summer of 2008, must conform to the Regional Transportation Plan (RTP), including consistency with the RVMPO Alternative Measures benchmarks.

The time is right to continue moving toward a coordinated ILUTP for the RVMPO region. This project is another step toward the ILUTP by examining the region's current consistency with the RTP goals and the Alternative Measures, and providing analysis and direction to jurisdictions in achieving and maintaining consistency as the RPS Regional Plan is implemented. This project also will provide a demonstration and specific guidance for how consistency can be maintained as cities expand under RPS. This guidance will include real-world experience by using Urban Reserve Area (URA) CP-2B, which is north of the City of Central Point, as an example. This example, which will include a demonstration master plan project, will provide the necessary implementation strategies to show how the RVMPO region can remain consistent with RTP goals and Alternative Measures benchmarks as cities expand into URAs under RPS agreements.

The project is timely because RPS URAs are being finalized, as is the RPS plan itself, including identification of potential transportation needs. Additionally, several cities have achieved build-out of their UGBs and are anticipating development of some URAs in the near term. Preliminary travel-demand analysis by the RVMPO has shown that future land use decisions in the RPS urban reserves will have significant impact on transportation system needs. The RVMPO jurisdictions need to know what land use decisions make the most efficient use of transportation resources.

The project also will enable the RVMPO to take a comprehensive look at integrating land use and transportation for the region, which can be included in the 2009 RTP update.

Description of Major Tasks

Work will proceed in three separate parts as summarized below and described in detail in the Work Task section that follows.

Part A: Develop master-plan scenarios. Work with the City of Central Point as a partner jurisdiction to develop master-plan scenarios for one urban reserve area. Scenarios must include evaluation of consistency with RVMPO Alternative Measures. (See Appendix A for adopted Alternative Measures; see Appendix B for letter of support from City of Central Point; see Appendix C for project area map.)

Part B: Produce RPS implementation guidelines. Write guidelines for RVMPO cities to use when implementing the RPS Plan. This will include guidance on fulfilling the RPS master-planning requirement as specified in the Plan. Work in part to be drawn from Part A.

Part C: Audit RVMPO area conformity with Alternative Measures. Perform analysis of the RVMPO region's consistency with Alternative Measures benchmarks (adopted measures in Appendix A). This part will be performed on a schedule separate from parts A and B, but timed early in the project so that some of the results can be used to complete Parts A and B.

Project Objectives

Project objectives relate to each of the three distinct parts of this project. Objectives are discussed in this section by project part.

Part A: Develop master-plan scenarios

A draft master plan for Urban Reserve Area CP-2B, located on the north side of the city of Central Point, outside the urban growth boundary (UGB), will be produced in this task. This concept-level draft plan would not be binding on the city, but the goal is to develop a plan the City could adopt to meet the RPS Plan requirement for master planning in a URA prior to annexation and urban development. All jurisdictions ultimately would benefit from this task because it will provide an example of the master planning process and outcome. The draft plan produced in Part A will be used to complete Part B.

The Part A draft master plan will integrate land use and transportation planning, consistent with the RTP goals and policies and Alternative Measures. It will identify the kind of transportation network and development that will have to occur to meet requirements of the RTP Alternative Measures, including identifying the following:

- The percentage of growth that has to occur near existing and proposed transit routes;
- How many miles of bicycle lanes need to be constructed;
- How much of new development needs to be mixed-use and the use percentages; and
- The need for future corridor refinements and local street network plans.

The draft master plan will include strategies to encourage mixed use pedestrian friendly development and the use of alternative modes of transportation. As a demonstration, Part A will research, develop and use options and tools that other RVMPO cities could use in master planning their URAs.

Part A will include the following products and tasks:

- Conduct quantitative analyses of different land use / transportation scenarios;
- Conduct a land use study to determine appropriate zoning for balancing trip productions and attractions within URA CP-2B and surrounding area;
- Determine the most feasible routes through the future growth area;
- Define the function of roadways in the selected URA, including any new highway facilities and arterial, collector and local streets;
- Develop conceptual plans for street connectivity in the selected URA to provide acceptable access for regionally important employment, access to transit and safe and convenient facilities for pedestrians and bicyclists while providing route alternatives for local automobile traffic that avoids Interstate 5 and state highways; and
- Develop policies, land use regulations, and other mechanisms to be adopted by the local government that reinforce land use designations.

Part B: Produce RPS implementation guidelines. RVMPO shall develop and publish guidelines to enable other jurisdictions to develop master plans for their URAs in a manner consistent with the Part A demonstration master plan and state requirements for RPS implementation. Part A deliverables will be evaluated for their usefulness in future master-planning work. A template will be prepared of procedures, policies, land use regulations and other implementation measures for other jurisdictions to use.

Part C: Audit RVMPO area conformity with Alternative Measures. RVMPO shall determine the RVMPO planning area's consistency with Alternative Measures, Appendix A. This will include assessing each city's progress in meeting Alternative Measures benchmarks and what kinds of development need to occur to meet the 2010 benchmarks. This will cover all seven Alternative Measures, and will include determining:

- The percentage of growth that has to occur near existing and proposed transit routes so that the RVMPO region as a whole will meet the Alternative Measures;
- How many miles of bicycle lanes need to be constructed;
- How much of new development needs to be mixed-use and the use percentage; and
- Identify the need for future corridor refinements and local street network plans.

The findings will be incorporated into the 2034 Regional Transportation Plan, which is scheduled for adoption by the RVMPO in February 2009.

Project Areas

The project area for Part A is the Central Point Urban Reserve Area known as CP-2B, referenced in Appendix B and shown on Appendix C: Map of Part A Demonstration Area.

Part B master planning guidelines are intended for use by all cities in the RVMPO area.

Part C project area is the entire RVMPO planning area, which consists of the cities of Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, Eagle Point, the White City urban containment area, and surrounding the un-incorporated areas of Jackson County within the RVMPO boundary, as shown on Figure 1.

Transportation Relationship and Benefits

Cursory modeling conducted during the RPS process to determine the impact that urbanization of the URAs would have on the region's transportation system shows that land use decisions will play a significant role in transportation system performance. To control the need for and cost of expanding the region's transportation system, appropriate land use decisions will have to be made. This project will explore in detail the impacts that alternative land use decisions will have on the transportation system, and devise scenarios to mitigate impacts. In so doing, the project will increase the efficiency of both land and transportation resources in the region, including areas planned for future growth. Additionally, this project will identify opportunities to increase use of bicycles, walking and transit.

Through this project, the region will continue moving toward developing an integrated land use and transportation plan for the region that also protects the function of Interstate 5 and state highways.

Expectations about Written and Graphic Deliverables

In completing the project, RVMPO shall post all deliverables on its web site, www.rvmppo.org. RVMPO will provide electronic and two hard copies of all deliverables to the Transportation and Growth Management (TGM) Contract Administrator. All deliverables will be available on two CDs. Central Point will receive an electronic and hard copies of all Part A deliverables. Hard copies of Part B guidelines will be made available to RVMPO jurisdictions. All electronic text deliverables will be in Microsoft Word format. Maps will be in pdf format.

RVCOG shall provide project completion updates to the Contract Administrator at least once per calendar month. These updates will incorporate any requests for changes to the proposed tasks, the task completion dates, or changes to the resource pool.

WORK TASKS

Part A – Develop Master-Plan Scenarios

1. Identify selection criteria and refine plan components for the Selected Demonstration URA

The objective of this task is to document the selection criteria and further refine the plan components of the demonstration master planning for URA CP-2B. This will be conducted in

consultation with the partner jurisdiction, City of Central Point. Items to be discussed must include:

- Anticipated significant transportation impacts associated with urbanization;
- Location relative to projected future transportation needs;
- Number of anticipated land uses expected to be accommodated;
- Significant land owners, who will be notified of the demonstration project and offered the opportunity to participate.
- Documentation of selection criteria leading to the designation of CP-2B for this TGM project; and
- Review and discussion of criteria for selecting a preferred alternative.

RVMPO Subtasks:

- A. RVMPO shall assemble and summarize existing information in Technical Memorandum 1, including RPS, ILUTP work performed by RVMPO and member jurisdictions since 1999 including the RVMPO TOD study, ILUTP audits, and the 2005 Regional Transportation Plan. RVMPO shall review Central Point's comprehensive plan and land use regulations to identify policies and codes that relate to the integration of land use and transportation planning.
- B. RVMPO shall assemble mapping data and information, and compile a base map for the project area.
- C. RVMPO shall draft criteria to be used in evaluating alternative demonstration master plans for the URA in Technical Memorandum 2. Factors to be considered must include level-of-service and volume-to-capacity ratios, total vehicle miles traveled, trip length and purpose, travel time and accessibility.
- D. RVMPO shall meet with Central Point representatives to review the components of the demonstration master plan and take meeting notes.
- E. RVMPO shall conduct Community Meeting #1 to introduce the project, present content from work plan and Technical Memoranda 1 and 2. RVMPO staff will take public comments and identify potential candidates for the Part A advisory committee from meeting attendees.

RVMPO Deliverables:

1. Technical Memorandum 1.
2. GIS Map of the project area (URA for demonstration master planning).
3. Technical Memorandum 2.
4. Meeting notes from one meeting with Central Point representatives.

5. Display materials for Community Meeting #1.
6. Meeting notes from Community Meeting #1.

Schedule:

Month 1

2. Establish and Coordinate an Advisory Committee

The objective of this task is to establish a technical review/citizen advisory committee to participate in and oversee development of all Part A deliverables.

RVMPO Subtasks:

- A. The RVMPO, in cooperation with the City of Central Point and Jackson County, shall prepare a roster of committee membership. One (1) advisory committee shall be formed for Part A Demonstration Master Plan tasks. Membership will be drawn from the following: RVMPO Technical Advisory Committee (TAC) and Public Advisory Council (PAC); partner jurisdiction staff; Oregon Department of Transportation (ODOT); Department of Land Conservation and Development (DLCD); property owners; stakeholders; Central Point and Jackson County elected officials, and planning commissioners.
- B. The RVMPO shall prepare a tentative schedule of meetings.

RVMPO Deliverables:

1. Roster of advisory committee membership
2. Meeting schedule

Schedule:

Month 1

3. Community Interviews

The objective of this task is to obtain pertinent information for remaining Part A work tasks from key stakeholders. RVMPO shall work with Central Point to identify up to six key stakeholders, determine questions and interview protocol, conduct interviews and prepare report.

RVMPO Subtasks:

- A. RVMPO shall work with Central Point to identify interview subjects and questions.

- B. RVMPO shall interview up to six key stakeholders and report responses in Technical Memorandum 3.

RVMPO Deliverables:

1. List of interview subjects and questions.
2. Technical Memorandum 3

Schedule:

Month 2

4. Develop RPS “Base Case” Scenario

The objective of this task is to describe, map and illustrate potential future land use and transportation conditions in the selected demonstration URA, CP-2B, assuming development types (commercial, residential, etc.) and densities committed to by the partner jurisdictions in the RPS plan. The RPS plan sets density targets for new urban areas. The base case will illustrate the RPS-identified dwelling units, employment and other uses to the extent they are identified in the RPS plan. The “base case” will serve as a point of comparison for development and assessment of potential future scenarios for demonstration URA master plans. ODOT modeling for RPS using LUSDR demonstrated that a large variation in land development patterns is possible given the rather general RPS planning proposals. This task will examine the range of possibilities as part of the process of deriving the base case. It is anticipated the LUSDR results will help with the identification of a probable base case.

RVMPO Subtasks:

- A. RVMPO shall prepare a base case map of URA CP-2B and surrounding city-county area, reflecting RPS commitments as describe above. RVMPO shall illustrate at the master-plan level potential uses as designated in the RPS plan. The resulting base-case scenario will replicate patterns of the adjacent urban area as much as possible. The base case map must portray:
- Land uses, including structures, roads, parks, etc.;
 - Potential Comprehensive Plan and zoning designations;
 - Road network, including functional classification;
 - Roadway level of service, including volume to capacity (V/C) ratios as available;
 - Pedestrian and bicycle facilities, including deficiencies for safe and convenient travel between destinations; and
 - Transit system – routes and stops.
- B. RVMPO shall prepare Technical Memorandum 4 to accompany maps describing assumptions used to develop the base case scenario and other conditions and characteristics relating to land use and the transportation system. Technical Memorandum #4 must include a description of the estimated future year (year 2034) conditions around the project area.

- C. RVMPO shall rely on existing plans and data. No new data collection or analysis will be performed as part of this subtask.
- D. RVMPO shall conduct advisory committee meeting #1 to review base case future year scenario conditions (Technical Memorandum 4), and Technical Memorandum 2, evaluation criteria. RVMPO shall take meeting minutes.
- E. RVMPO shall revise Technical Memorandum 2 based on comments from advisory committee meeting #1.
- F. RVMPO shall revise Technical Memorandum 4 based on comments from advisory committee meeting #1.

RVMPO Deliverables:

- 1. Map of RPS base.
- 2. Technical Memorandum 4
- 3. Advisory Committee meeting #1 and meeting minutes
- 4. Revised Technical Memorandum 2.
- 5. Revised Technical Memorandum 4.

Schedule:

Months 2 – 4

5. Gather Local Input on Land Use and Transportation Scenarios

The objective of this task is to involve local planners and stakeholders and the public in a planning exercise to develop alternative land use scenarios for the URA CP-2B that are different from the RPS base case. RVMPO shall facilitate a process for developing alternative scenarios that integrates land use and transportation, and implements policies of the RTP for achieving Alternative Measures benchmarks and Oregon Highway Plan policies to protect investments in transportation facilities through land use and access management planning. There will be one planning design workshop held.

RVMPO Subtasks:

- A. RVMPO shall prepare a set of land use and transportation assumptions and performance parameters that will guide the public in a planning exercise developing a master plan integrating land use and transportation in CP-2B, achieving the RTP Alternative Measures benchmarks through 2020. Information from the benchmark analysis in Part C Task 1 will be incorporated in the set of land use and transportation assumptions and performance parameters provided to workshop participants on display boards and/or handouts. RVMPO shall assemble opportunities and constraints information about:

- Land use (densities, design, issues of trip production and attraction balance,

- marketability);
 - Transportation (mode choice, mobility and accessibility, system capacity, financial constraints);
 - Economic development assumptions/policies; and
 - Environmental conditions.
- B. RVMPO shall format the information in a manner appropriate for communicating with public workshop participants. Examples of information formats are display boards and maps.
- C. RVMPO shall schedule, publicize, facilitate and provide a location for the workshop, and take workshop notes.
- D. RVMPO shall prepare Technical Memorandum 5 with maps describing workshop outcomes to be used in Task 6.

RVMPO Deliverables:

1. Display boards and materials for workshop
2. Publicity for workshop
3. Facilitate workshop with notes from the session
4. Technical Memorandum 5 and maps describing workshop results.

Schedule: Month 5-6

6. Create Alternative Scenarios

The objective of this task is to translate conceptual plans created by workshop participants in Task 5 into no more than four alternative land use and transportation master plan scenarios for analysis. Alternatives must reflect steps necessary to achieve the RTP goals and Alternative Measures benchmarks.

RVMPO Subtasks:

- A. RVMPO shall review results of the work from the planning workshop.
- B. RVMPO shall develop draft Technical Memorandum 6 with maps (8 1/2 x 11 inches and 3 x 4 feet) of no more than four alternative land use and transportation scenarios for analysis for the planning area, emphasizing differing aspects of the local input from Task 5, and data from Part C. Scenarios must include as applicable: zoning for different kinds of uses, open space and public areas (parks, recreation, schools etc.) and transportation improvements including streets, walkways, bicycle and transit facilities.
- C. RVMPO shall identify how the existing city and county standards for local street development may influence development.
- D. RVMPO shall submit draft Technical Memorandum 6 to workshop participants via email, requesting review and comment on recommendations about master plan

- scenarios. Comments received shall be reported in writing.
- E. RVMPO shall present Technical Memorandum 6 and comments from Subtask D above, at advisory committee meeting #2 and take meeting notes.
 - F. RVMPO shall produce final Technical Memorandum 6 based on advisory committee review.

Schedule:

Months 7 – 8

RVMPO Deliverables:

- 1. Draft Technical Memorandum 6 and maps (8 1/2 x 11 inches and 3 x 4 feet).
- 2. Comment report from review by workshop participants.
- 3. Meeting notes from advisory committee meeting #2.
- 4. Final Technical Memorandum 6 with maps

7. Analyze Study Area Land Use Scenarios

The objective of this task is to analyze performance of the transportation system for the scenarios developed for the demonstration URAs master plans.

RVMPO Subtasks:

- A. RVMPO shall create a separate set of traffic analysis zone (TAZ) attributes for each scenario created in the previous task.
- B. RVMPO shall investigate, evaluate and apply mechanisms to portray effects of land use changes on pedestrian, bicycle and transit users.
- C. RVMPO shall create a set of assumptions for use in the RVMPO Travel Demand Model to reflect each integrated planning scenario.
- D. RVMPO shall update roadway network refinements for each scenario.
- E. RVMPO shall coordinate with TPAU to analyze the performance of each scenario relative to the RTP goals and benchmarks and evaluation criteria in Technical Memorandum 2, using the RVMPO Travel Demand model.
- F. RVMPO shall coordinate with TPAU to conduct a risk assessment to identify the risk factors that could affect whether scenarios might develop differently than envisioned, and potential actions to counter any resulting projected impacts.
- G. RVMPO shall report analysis process and results in Technical Memorandum 7 using the most appropriate formats (maps, tables, charts and text). TM 7 will compare measures for pedestrian, bicycle and transit modes among the different scenarios, model inputs for each scenario, including TAZ allocations, roadway network refinements and other model assumptions and model results.

RVMPO Deliverables:

- 1. Technical Memorandum 7.

3. Handouts and meeting notes from presentations (three) to RVMPO PAC, TAC and Policy Committee

Schedule: Month 15 - 16

Part C – Audit RVMPO Area Conformity with Alternative Measures

1. Alternative Measures Consistency Analysis and Forecast

RVMPO is working to meet the requirements of seven Alternative Measures, approved by the Land Conservation and Development Commission in 2001 (Appendix A, attached). The Alternative Measures have been adopted to enable the region to meet Vehicle Miles Traveled (VMT) standards on the state Transportation Planning Rule. The Alternative Measures set standards for housing density, mixed-use development, pedestrian- and transit-friendly neighborhoods, bicycle lanes, sidewalks, and dwelling units served by transit.

This task will evaluate the RVMPO region's level of consistency with the Alternative Measures, comparing conditions in 2005 with Alternative Measures' 2005 benchmarks. Additionally, analysis must be performed to identify changes that need to occur to meet 2010 benchmarks, and to maintain consistency with Alternative Measures' targets as URAs are developed.

RVMPO Subtasks:

- A. RVMPO shall develop Technical Memorandum 8, which will identify method of measuring or calculating performance for each of the seven Alternative Measures.
- B. RVMPO TAC shall review Technical Memorandum 8 (one meeting).
- C. RVMPO shall revise Technical Memorandum 8 based on RVMPO TAC comments.
- D. RVMPO shall identify and collect necessary raw data, from GIS and field work, including:
 - Arterials with sidewalks and bicycle lanes; and
 - New construction (dwelling units and employment).
- E. RVMPO shall perform analysis consistent with Technical Memorandum 8, to determine consistency with measures and report findings in Technical Memorandum 9.
- F. RVMPO shall identify local planning needs and changes that need to occur to meet 2010 benchmarks, which also will be reported in Technical Memorandum 9.
- G. RVMPO shall present Technical Memorandum 9 to the RVMPO TAC, PAC and Policy Committee (three meetings). Based on comments from the three meetings, RVMPO shall revise Technical Memorandum 9 and maps.

RVMPO Deliverables:

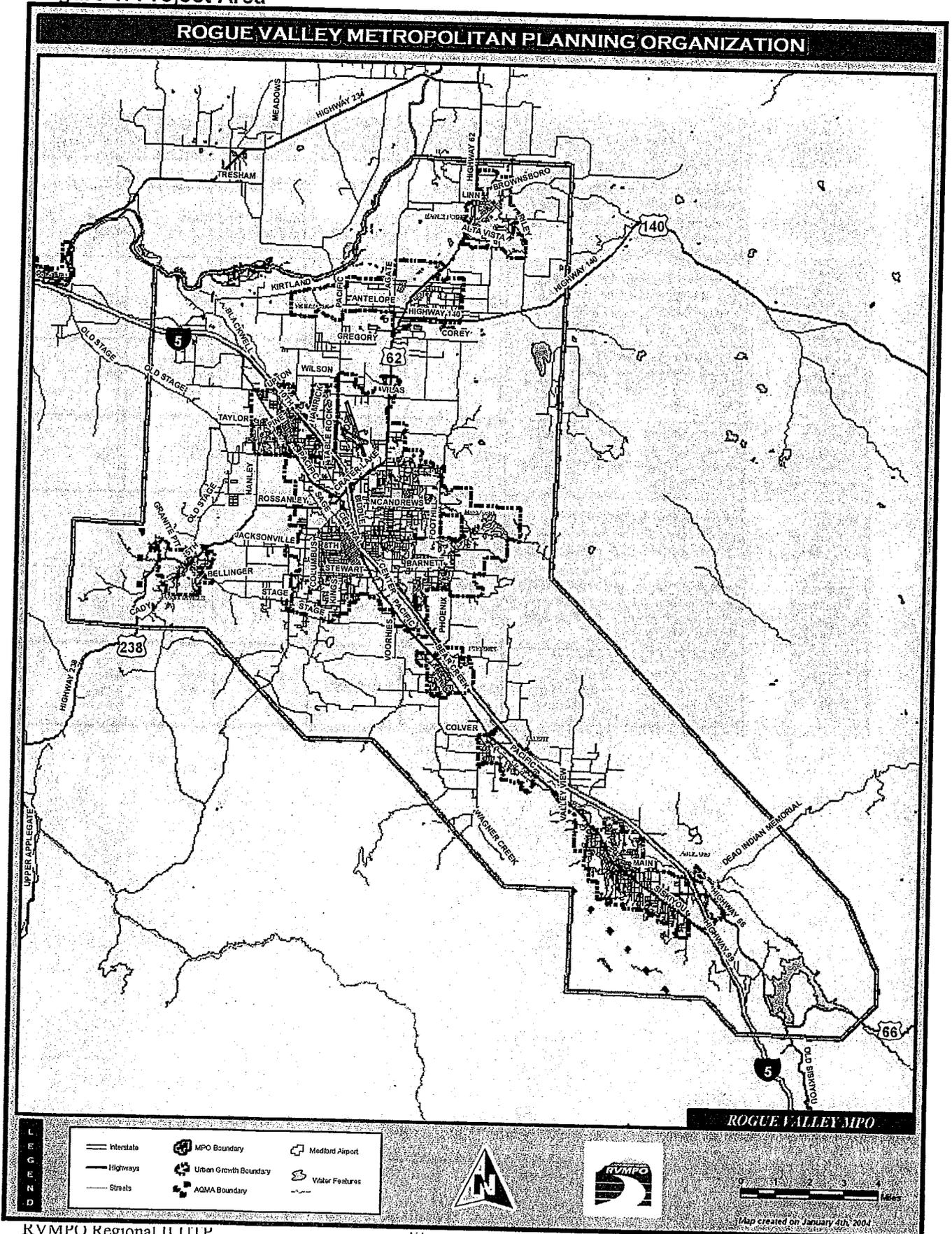
1. Draft and final Technical Memorandum 8.
2. Draft and final Technical Memorandum 9.
3. Meeting notes from two presentations to the RVMPO TAC (one meeting to review

draft Technical Memorandum 8; second meeting to review final Technical Memorandum 8 and draft Technical Memorandum 9) and one meeting each with the RVMPO PAC and Policy Committee (to review final Technical Memorandum 8 and draft Technical Memorandum 9). Subtask consists of four presentations total.

Schedule: Months 1 – 3

TGM Budget		Subtask Totals/Staff	Subtask Total	RVMP Match	TGM Grant
				11.00%	
PART A: Develop Master-Plan Scenarios					
1. Identify Selection Criteria, Refine Components					
a. Tech Memo 1: Plan Review		\$1,935.00			
b. GIS Map		\$673.00			
c. Tech Memo 2: Evaluation Criteria		\$2,032.00			
d. Intro/coord mgt. w/ Central Point		\$669.00			
e. Community Meeting #1		\$898.00			
Materials			\$70.00		
Subtotal Subtask A1		\$6,207.00	\$6,277.00	\$690.47	\$5,586.53
2. Establish & Coordinate Committees					
a. Advisory Committee Roster		\$473.00			
b. Meeting Schedule		\$433.00			
Materials		\$12.00	\$12.00		
Subtotal Subtask A2		\$906.00	\$918.00	\$100.96	\$817.02
3. Implement Outreach & Information Gathering					
a. Tech Memo 3: Interview Summary		\$1,755.00			
Materials			\$80.00		
Subtotal Subtask A3		\$1,755.00	\$1,815.00	\$199.65	\$1,615.35
4. Develop RPS Base Case Scenario					
a. Base Case Map		\$1,414.00			
b. Tech Memo 4: Existing and Base Case		\$1,699.00			
c. Revised Tech Memo 2		\$165.00			
d. Advisory committee meeting #1 and notes		\$824.00			
Materials			\$15.00		
Subtotal Subtask A4		\$4,102.00	\$4,117.00	\$452.87	\$3,664.13
5. Gather Local Input on Scenarios					
a. Display boards, materials for workshop		\$2,681.00			
b. Workshop notices, publicity		\$506.00			
c. Facilitate workshop		\$1,529.00			
d. Tech Memo 5, maps, of workshop results		\$2,025.00			
Materials			\$120.00		
Subtotal Subtask A5		\$6,721.00	\$6,841.00	\$752.51	\$6,088.49
6. Create Alternative Scenarios					
a. Tech Memo 6, maps, four scenarios		\$3,056.00			
b. Reviewer's comments report		\$908.00			
c. Advisory committee meeting #2 & notes		\$824.00			
d. Revised Tech Memo 6		\$275.00			
Materials			\$80.00		
Subtotal Subtask A6		\$5,063.00	\$5,143.00	\$565.73	\$4,577.27
7. Analyze Study Area Land Use Scenarios					
a. Evaluation & modeling		\$5,052.00			
b. Tech Memo 7: Analysis Results		\$2,090.00			
Materials			\$12.00		
Subtotal Subtask A7		\$7,142.00	\$7,154.00	\$786.94	\$6,367.06
8. Select Preferred Alternative					
a. Prepared modeling presentation		\$3,341.00			
b. Advisory committee meeting #3 & notes		\$1,112.00			
c. Report of committee findings		\$1,972.00			
e. Community Meeting #2		\$898.00			
Materials			\$40.00		
Subtotal Subtask A8		\$7,323.00	\$7,363.00	\$809.93	\$6,553.07
9. Prepare Policies, Regulations					
a. Draft comp plan, code changes		\$5,834.00			
Materials			\$12.00		
Subtotal Subtask A9		\$5,834.00	\$5,846.00	\$643.06	\$5,202.94
10. Final Plans, Project Report					
a. Final Report		\$4,412.00			
b. Presentations—City & RVMP		\$1,739.00			
Materials			\$12.00		
Subtotal Subtask A10		\$6,150.00	\$6,162.00	\$677.82	\$5,484.18
Subtotal Part A		\$50,237.00	\$51,636.00	\$5,679.96	\$45,956.04
PART B: RPS Implementation Guidelines					
1. Identify Selection Criteria, Refine Components					
a. RPS/RTP Guidance-Draft and Final		\$1,324.00			
c. Meetings (3) w/RVMP committees		\$726.00			
Materials			\$150.00		
Subtotal Part B		\$5,050.00	\$5,200.00	\$572.00	\$4,628.00
PART C: Audit Alternative Measures Conformity					
1. Alternative Measures Conformity					
a. Draft and Final Tech Memo 8: Methodology		\$3,580.00			
b. Perform analysis		\$5,302.00			
c. Draft Tech Memo 9 reporting findings		\$3,566.00			
d. Presentations (3) to RVMP committees		\$681.00			
e. Revised Tech Memo 8, from RVMP review		\$1,794.00			
Materials			\$90.00		
Subtotal Part C		\$14,923.00	\$15,013.00	\$1,651.43	\$13,361.57
Totals					
Budget Summary					
RVMP Match (dues)		\$7,903.39			
TGM Grant Funds		\$63,945.61			
Total Revenue		\$71,849.00			

Figure 1: Project Area



Appendix A: RVMPO Alternative Measures

Table below shows the Alternative Measures in place in the RVMPO under OAR 660-012-0035(5).

Measure	How Measured	Current 2000	Benchmark 2005	Benchmark 2010	Benchmark 2015	Target 2020
Measure 1: Transit and bicycle/pedestrian mode share	The percent of total daily trips taken by transit and the combination of bicycle and walking (non-motorized) modes. Determined from best available data (e.g., model output and/or transportation survey data).	% daily trips transit: 1.0 bike/ped: 8.2	% daily trips transit: 1.2 bike/ped: 8.4	% daily trips transit: 1.6 bike/ped: 8.8	% daily trips transit: 2.2 bike/ped: 9.8	% daily trips transit: 3.0 bike/ped: 11
Measure 2: % Dwelling Units (DU's) w/in ¼ mile walk of 30-minute transit service	Determined through GIS mapping. Current estimates are that 12% of DU's are within ¼ mile walking distance of RVRTD transit routes.	12%	20%	30%	40%	50%
Measure 3: % Collectors and arterials w/ bicycle facilities	Determined through GIS mapping. Current estimates are that 21% of collectors and arterials in the MPO have provisions for bicyclists.	21%	28%	37%	48%	60%
Measure 4: % Collectors and arterials in TOD areas w/ sidewalks	Determined through GIS mapping. Current estimates are that 46% of collectors and arterials in TOD areas have sidewalks.	47%	50%	56%	64%	75%
Measure 5: % Mixed-use DUs in new development	Determined by tracking building permits - the ratio between new DUs in TODs and total new DUs in the region.	0%	9%	26%	41%	49%
Measure 6: % Mixed-use employment in new development	Estimated from annual employment files from State - represents the ratio of new employment in TODs over total regional employment.	0%	9%	23%	36%	44%
Measure 7: Alternative Transportation Funding	Funding committed to transit or bicycle/pedestrian/TOD projects. Amounts shown represent ½ of the MPO's estimated accumulation of discretionary funding (STP*).	N/A	\$950,000	\$2.5 Million	\$4.3 Million	\$6.4 Million

Appendix B: Central Point letter of support

City of Central Point, Oregon

140 So. Third St., Central Point, Or 97502
541.664.3321 Fax 541.664.6384
www.ci.central-point.or.us



Planning Department

Tom Humphrey, AICP,
Community Development Director/
Assistant City Administrator

February 15, 2008

Vicki Guarino, Program Manager
Rogue Valley Council of Governments
P.O. Box 3275
Central Point, Oregon 97502

Re: Central Point Participation in TGM Demonstration Project

Dear Vicki:

The City of Central Point is a participant in the Greater Bear Creek Valley Regional Problem Solving project, and supports a regional Integrated Land Use and Transportation Plan (ILUTP). The proposed demonstration project would be a positive step toward an ILUTP because it examines the region's consistency with the Regional Transportation Plan (RTP) goals and the Alternative Measures and it provides analysis and direction to jurisdictions to achieve and maintain internal consistency as they implement the RPS Regional Plan.

Central Point is willing to work with the RVMPO as it develops a demonstration concept-level master plan project for the Central Point Urban Reserve Area identified as CP-2B, consistent with Part A of the Statement of Work. The project will provide the necessary implementation strategies to ensure that the RVMPO achieves RTP goals and Alternative Measure benchmarks as urban areas expand under RPS agreements. We understand that the projected outcome is a template that we and other RPS stakeholders will find useful in implementing the RPS Plan.

Please feel free to contact me at 423-1025 if you have any questions.

Sincerely,

Tom Humphrey AICP
Community Development Director

Appendix C: Map of Part A Demonstration Area

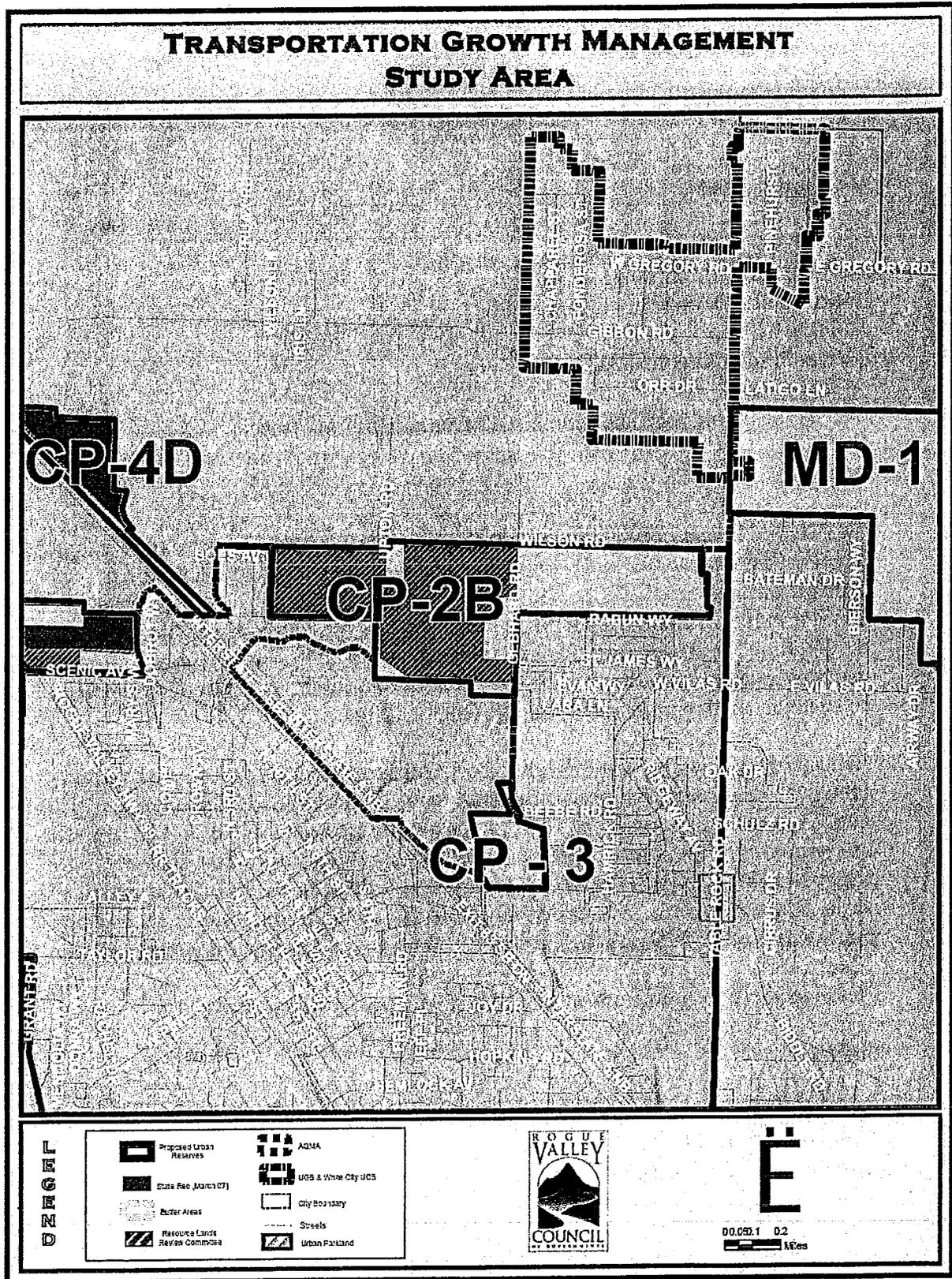


Exhibit 5-34
City of Jacksonville Urban Reserves

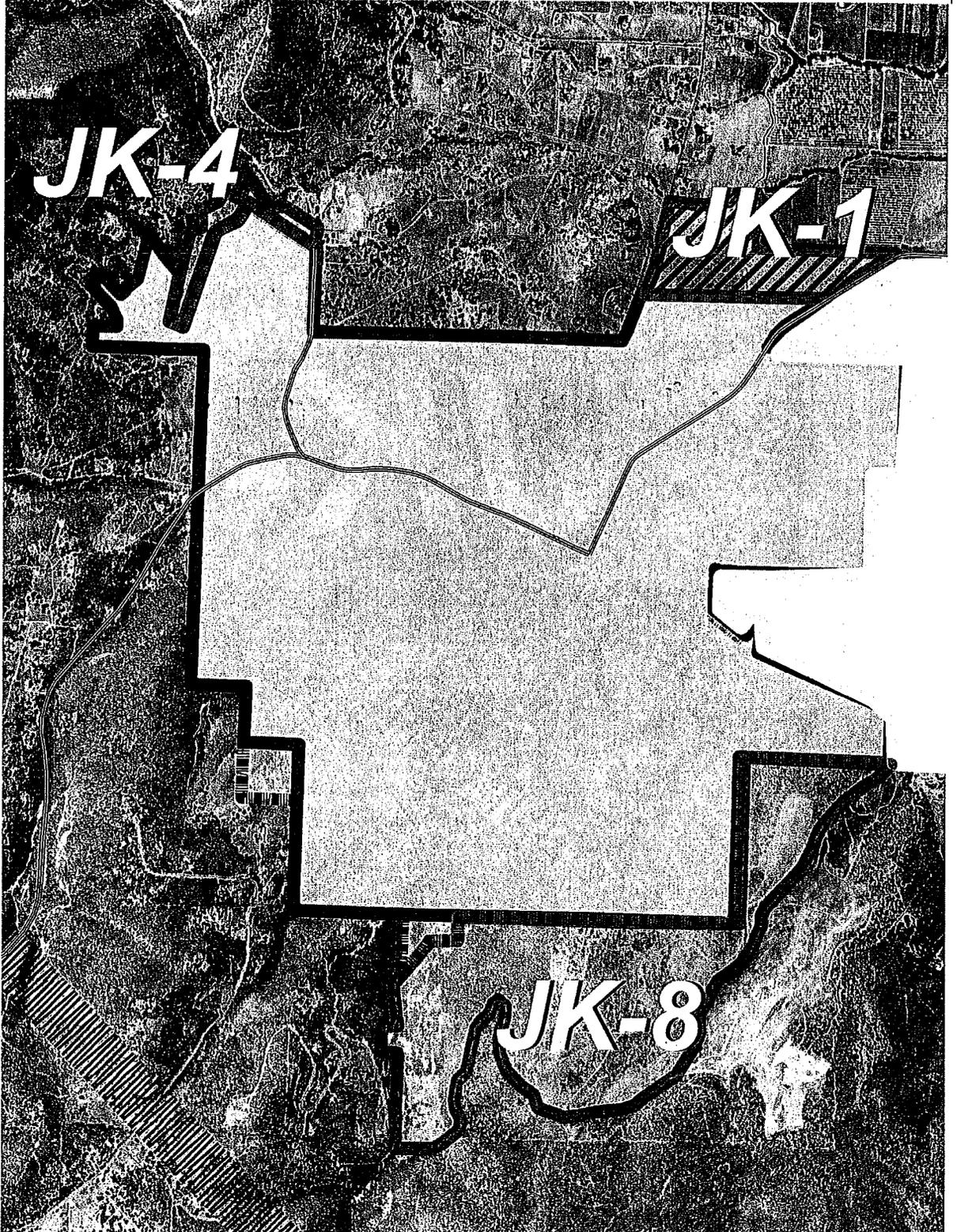


EXHIBIT: 30
LAND CONSERVATION & DEVELOPMENT
COMMISSION
DATE: _____
PAGES: _____
SUBMITTED BY: _____



Regional Problem Solving Proposed Urban Reserve Acres and Land Uses

11/20/2008

City	Code	Acres	res.	ind.	comm.	parks	inst.	RLRC	
Eagle Point	EP - 1A	153		153					
	EP - 2	408	180		90	84	55		
	EP - 3	439	160		80	61	136		
	EP - 4	286	196		40	25	25		
	Eagle Point Total	1,285	536	153	210	170	216	0	
Phoenix	PH - 1	58		58					
	PH - 2	41				20	21		
	PH - 3	266	built out, no development capacity						
	PH - 5	457	100	151	50	55	100		
	PH - 10	43	37		6				
	Phoenix Total	865	137	209	57	75	121	(41)	
Talent	TA - 1	43					43		
	TA - 2	75	67			8			
	TA - 3	116	110		5		1		
	TA - 4	29		27	2				
	TA - 5	28	12	5	2	2	7		
Talent Total	291	189	32	9	10	51	(92)		
Medford	MD - 1	596	150	200	196	35	15		
	MD - 2	360	180		120	40	20		
	MD - 3	972	632		100	150	90		
	MD - 4	274	174		35	40	25		
	MD - 5	1,767	987	150	150	330	150		
	MD - 6	147		147					
	MD - 7n	36			30		6		
	MD - 7m	142	70		16	31	25		
	MD - 7s	32	10		15	4	3		
	MD - 8	55	27			16	12		
MD - 9	112	82			20	10			
MD - P	1,877	two existing parks owned by Medford							
Medford Total	6,370	2,312	497	662	666	356	(476)		
Totals (minus PH-3 and MD-P)		8,790	4,231	1,477	1,031	1,228	824	(1,246)	

res. = residential + normal public infrastructure (except parks)
ind. = industrial + normal public infrastructure
comm. = commercial + normal public infrastructure
parks (parks and open space) = parks, open space, and recreational areas
inst. (public & community institutional) = schools, churches, governmental and quasi-gov. facilities

Residential Land Needs Calculations By Buildout Capacity (11/20/08)

	Eagle Point	Medford	Central Point	J-ville	Phoenix	Talent	Ashland	Jackson County	TOTALS
1) TARGET POPULATION¹									
Modified Target Population - HIGHER land need (12% infill factor & av. 5.7% vac. rate)	8,154	73,817	16,540	2,469	5,003	6,148	20,724	27,180	160,033
Modified Target Population - LOWER land need (18% infill factor & av. 5.7% vac. rate)	7,632	69,090	15,481	2,311	4,682	5,754	19,397	27,180	151,526
Base Target Population	8,702	78,780	17,652	2,635	5,339	6,561	22,117	27,180	168,966
City Limits (2007 PSU estimate)	8,565	75,675	17,025	2,635	4,845	6,525	21,630		
UGB and county (2000 census)	137	3,105	627	0	494	36	487		
2) BUILD-OUT POTENTIAL - CITY and UGB									
Within City & UGB, in persons	5,084	33,090	4,742	642	2,547	1,276	4,425		70,582
Actual average density	5.2	5.2	5.5	2.7	6.0	5.7	5.3		
Projected average pph	2.82	2.47	2.69	2.12	2.30	2.25	2.15		
3) BUILDOUT POTENTIAL - URBAN RESERVES²									
Available URA Acres for Residential Use	536	2,312	899	157	137	189	n/a	n/a	4,230
LOWER land need capacity at buildout (pop)	11,699	41,850	16,317	1,611	2,363	3,260	n/a	n/a	77,100
LOWER land need target density ³	7.7	7.9	7.3	4.8	7.5	7.5	n/a	n/a	
Projected pph	2.82	2.3	2.5	2.12	2.30	2.30	n/a	n/a	
HIGHER land need capacity at buildout (pop)	9,674	34,564	13,485	1,331	1,954	2,695	n/a	n/a	63,703
HIGHER land need target density ³	6.4	6.5	6.0	4.0	6.2	6.2	n/a	n/a	
Projected pph	2.82	2.3	2.5	2.12	2.30	2.30	n/a	n/a	
4) TOTAL UGB, URA CAPACITY FOR ADDITIONAL POPULATION									
With LOWER land need assumptions	16,783	74,940	21,059	2,253	4,910	4,536	4,425	18,776	147,682
With HIGHER land need assumptions	14,758	67,654	18,227	1,973	4,501	3,971	4,425	18,776	134,285
5) PERCENT ALLOCATION OF ADDITIONAL CITY POPULATIONS (FROM JACKSON COUNTY COMP PLAN POP ELEMENT)⁴									
Comp plan population increases (2005 - 2040)	13,864	62,542	15,597	1,893	3,372	3,562	2,176		103,006
% distribution of increased pop (2005 - 2040)	13.7%	61.9%	15.4%	1.8%	3.3%	3.5%	2.2%		102%
Extrapolated RPS allocation - LOWER land need	17,962	81,030	20,208	1,748	4,369	4,615	2,819	18,776	151,526
Extrapolated RPS allocation - HIGHER land need	19,129	86,292	21,520	1,748	4,652	4,915	3,002	18,776	160,033
6) ESTIMATED POPULATION AND ACREAGE SURPLUS / DEFICIT									
LOWER land need surplus or deficit - population	(1,179)	(6,090)	851	505	541	(79)	1,606	0	(3,844)
LOWER land need surplus/deficit - acres	(54)	(336)	47	49	31	(5)	0	0	(268)
HIGHER land need surplus or deficit - population	(4,371)	(18,637)	(3,293)	225	(152)	(943)	1,423	0	(25,748)
HIGHER land need surplus/deficit - acres	(242)	(1,247)	(220)	27	(11)	(66)	0	0	(1,759)

1 For calculation purposes, the target population has been modified by applying two assumptions - an infill factor of 12% or 18%, and an average vacancy of 5.7%

2 Buildout capacity of urban reserve lands is overestimated, as restrictions due to natural constraints, existing development, and the land necessary for agricultural buffers, have not been factored in. In addition, Urban Reserve buildout capacity density, pph, and vacancy rate assume a 65% single family and 35% multifamily split

3 Densities are modified gross densities (park acreages are NOT included) correlated to buildable land to be designated for residential use, consistent with the Buildable Land definition established at OAR 660-008-0005(2)

4 Extrapolated RPS allocation assumes Jacksonville total buildout population of 4,383 people.



**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

December 1, 2008
Land Conservation and Development Commission
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

Re: The Greater Bear Creek Valley Regional Problem Solving (RPS) Project

Dear Commissioners,

The Rogue Valley Metropolitan Planning Organization (RVMPO) is a consortium of seven cities and the surrounding area of Jackson County that is within or adjacent to the Medford urban area, plus the Oregon Department of Transportation and Rogue Valley Transportation District.

The Federal Transportation Act requires each urbanized area of 50,000 or more to set up a Metropolitan Planning Organization (MPO), to assure a continuing, comprehensive, and cooperative transportation planning process. Additionally, Oregon administrative rules define an MPO as "the organization designated by the Governor to coordinate transportation planning in an urbanized area of the state." This includes developing the area's long-range transportation plan, the Rogue Valley Regional Transportation Plan (RTP), which addresses the region's projects, programs and policies for at least a 20-year period. The RVMPO was designated by the Governor in July, 1982.

The Rogue Valley Metropolitan Planning Organization has been a strong supporter of the Greater Bear Creek Regional Problem Solving process. RVMPO has provided significant financial and staff resources to further the work of the RPS project over the years. This includes funding for significant amount of work for the RPS process including: Regional Economic Opportunities Analysis, Regional Housing Needs Analysis, RPS Base Case and transportation modeling by ODOT's TPAU, which led to the development of the LUSDR model.

There has been some criticism of the proposed RPS Plan in that it does not provide for a sufficiently detailed analysis of the transportation impacts of the proposed URA's. RVMPO believes that the responsibility to do that planning is within the purview of the MPO and that the MPO will conduct that planning process at the appropriate time in the future. The area of the RPS Plan coincides with the boundary of the MPO. This results in several circumstances. All areas within the MPO are subject to the Alternative Measures approved by the Land Conservation and Development Commission (LCDC) in April of 2001. The Alternative Measures bring the MPO into compliance with Oregon's Transportation Planning Rule (TPR) for Vehicle Miles Traveled (VMT). A recent analysis of RVMPO's approved Alternative Measures shows that the RVMPO is capable of setting reasonable goals and developing strategies to implement and meet those goals (See attachment A). The proposed URA's are within the MPO planning area and are subject to the alternative measures required under the RTP. The MPO is committed to master plan future URA's to ensure compliance with the RTP Alternative Measures, which are designed to reduce the dependence on the automobile.

An example of this commitment is our current Work Program project, A Transportation and Growth Management (TGM) grant to develop a Integrated Land Use and Transportation Plan (ILUTP) for a representative URA (Central Point's CP-2B). There are three major portions to this project: See attachment ^A~~A~~_B for details

Part A: Develop master-plan scenarios

Part B: Produce RPS implementation guidelines

Part C: Audit RVMPO area conformity with Alternative Measures

This will allow the MPO to develop a model process that is transferable to other jurisdictions for the master planning of urban reserves and to provide guidance to the RPS process on the implementation of the master planning requirement of the RPS Plan.

Additionally Goal 3 of the RTP states that the MPO will,

Use Transportation Investments to Foster Compact, Livable Communities. Develop a Plan That Builds on the Character of the Community, is Sensitive to the Environment, and Enhances Quality of Life

We intend to keep this goal foremost in our thoughts as we proceed to plan the transportation infrastructure for the valley's future. The modeling performed by TPAU shows that Nodal Development (Transit Oriented Development) is the most efficient means to provide future infrastructure. The MPO fully supports this in its adopted alternative measures. While the MPO has no ability to enforce these on the cities, they are enforceable through the commission's approval of each cities future UGB expansion requests. Current federal regulation has prevented RVMPO from including the proposed RPS URA's in to our current RTP as they are not yet part of an acknowledged plan. Once the RPS plan is adopted the MPO will be able to perform a more involved planning process to develop a transportation plan that takes into account these additional lands. The MPO believes that the most economical and efficient plans will closely integrate land use and transportation planning.

Sincerely,



Michael G. Quilty

Chair RVMPO