

ATTACHMENT A

Staff Report

Public Involvement Process:

The South Medford Interchange Area Management Plan (SMI IAMP) was prepared with participation from the City of Medford, Oregon Department of Transportation (ODOT), Jackson County, the Department of Land Conservation and Development (DLCD) and the Rogue Valley Metropolitan Planning Organization. Other stakeholders and the general public were also given the opportunity to provide input.

The IAMP Technical Advisory Committee was comprised of representatives from ODOT, the City of Medford, the Oregon Department of Land Conservation and Development (DLCD), the Rogue Valley Metropolitan Planning Organization, and Jackson County. This group met seven times and actively participated in the plan development process. Meeting dates and locations are listed below.

Meeting Date	Location
September 16, 2004	Medford Public Library
November 16, 2004	Medford City Hall
April 12, 1005	Medford City Hall
May 25, 2005	Medford City Hall
December 29, 2005	Telephone conference
April 6, 2006	Medford City Hall
February 26, 2007	Medford City Hall

A public meeting was held in the Medford City Hall on May 25, 2005 to introduce the concept of the IAMP and to enable public comment. Prior to the meeting, ODOT issued a news release announcing the public meeting which was published in the Medford Mail Tribune.

In addition, five informational presentations were made before City of Medford bodies in the Medford City Hall. Agendas for these meetings were placed on the City's website prior to the meeting date and these meetings were open for public attendance. Meeting dates and type are listed below.

Presentation Date	Meeting Type
November 11, 2004	City Council
January 25, 2006	Joint Transportation Subcommittee
February 26, 2007	Medford Planning Commission & Joint Transportation subcommittee

September 13, 2007	Medford City Council
September 24, 2007	Medford Planning Commission

Local Government Responsibility

The City of Medford issued a letter dated October 22, 2007 affirming that the SMI IAMP is consistent with the City of Medford Transportation System Plan and Land Development Code. The letter also states that the City supports the Oregon Transportation Commission’s (OTC) adoption of the SMI IAMP. The City of Medford will also continue to coordinate with ODOT in evaluating land use actions that could impact the interchange.

Oregon Department of Transportation Responsibility

The OTC will adopt the SMI IAMP as a facility plan element of the Oregon Highway Plan (OHP). ODOT Region 3 is implementing the Access Management Strategy (AMS) as the project is being constructed. ODOT will continue to coordinate with the City of Medford through the plan amendment and development review process, to keep existing land use protections in place.

Other Amendments with This Action

The South Medford IAMP includes a recommendation that the Highland-Garfield Connector, a new state facility created with the new interchange, shall be designated with an OHP Highway Classification of Local Interest Road. There are also two management measures identified in the SMI IAMP, to provide protection for the new interchange. These are to implement the Access Management Strategy which was prepared during project design, and to include in the IAMP goals and policies from the City of Medford Transportation System Plan and ordinance language from the Land Development Code.

Summary of Draft Findings

ODOT’s State Agency Coordination Agreement requires that the OTC adopt findings of fact when adopting facility plans (OAR 731-015-065). Pursuant to these requirements, ODOT provides the following findings to support the OTC adoption of the SMI IAMP. In Attachment B, findings of consistency are made for:

- Compatibility with Acknowledged City and County Comprehensive Plans (Medford and Jackson County)
- Compliance with Applicable Statewide Planning Goals (Goal 1: Citizen Involvement, Goal 2: Land Use Planning, Goal 11: Public Facilities, Goal 12: Transportation and Goal 14: Urbanization)
- Consistency with the Oregon Transportation Plan and other Modal Plans (Oregon Highway Plan, 1999)
- Compatibility with the Rogue Valley Metropolitan Planning Organization (2005-2030 Regional Transportation Plan)

The SMI IAMP has been found to be consistent with all applicable state and local goals, plans, and regulations.

Requested Action

ODOT Region 3 requests that the OTC adopt the SMI IAMP. As defined by Oregon Administrative Rule (OAR) 731-015-0015, the IAMP is a facility plan. Adoption of the SMI IAMP implements the OHP.

Suggested Motion Language

I move to adopt the Interstate 5 South Medford Interchange 27 Interchange Area Management Plan as an element of the Oregon Highway Plan and to adopt the findings in support of this action.