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# AGENDA

## Rogue Valley Metropolitan Planning Organization

### Technical Advisory Committee

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**Date:** Wednesday, September 13, 2017

**Time:** 1:30 p.m.

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

**Contact:** Stephanie Thune, RVCOG: 541-423-1368  
 RVMPO website: [www.rvmppo.org](http://www.rvmppo.org)

<b>1</b>	<b>Call to Order / Introductions / Review Agenda</b>	<b>Mike Kuntz, Chair</b>
<b>2</b>	<b>Review / Approve Minutes</b>	<b>Chair</b>
<i>Attachment</i>	<b>#1</b>   RVMPO TAC Draft Minutes 170809	
<b>3</b>	<b>Public Comment</b> Items not on the agenda   <i>Comments on agenda items allowed during discussion of each item</i>	<b>Chair</b>
<b>Action Items</b>		
<b>4</b>	<b>Review “RVMPO Policy Regarding Awards of Discretionary Transportation Funds”</b> (last updated Jan. 24, 2012)	<b>TAC Members</b>
<i>Background</i>	At the August 9 RVMPO TAC meeting this policy was reviewed with the aim of clarifying language related to items 3(ii) and 3(iii). Several wording changes were suggested and staff was directed to incorporate the changes and bring the revised policy back to the TAC at the September 13 meeting for approval.	
<i>Attachment</i>	<b>#2</b>   RVMPO Policy Regarding Awards of Discretionary Transportation Funds	
<i>Action Requested</i>	Recommend approval to the RVMPO Policy Committee.	

Presentations		
5	Presentation on Safety Profile and Safety Performance Measures	Ryan MacLaren Karl Welzenbach
Background	The Safety Profile takes a look at crash data covering a five year period (2011 – 2015) and is typically developed along with the RTP update. As part of the newly-required safety performance measures (MAP-21 and the FAST Act), this MPO will move into an annual report format to address the five requirements.	
Attachment	#3   Summary of Safety Performance Measures	
Action Requested	Information only.	
Discussion Items		
6	Public Comment	Chair
Regular Updates		
7	Updates on Currently Active RVMPO Projects	TAC Members
8	MPO Planning Update	Karl Welzenbach
9	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
10	Adjournment	Chair

- The next RVMPO TAC meeting will be **Wednesday, October 11, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting will be **Tuesday, September 26, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, September 19, 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  
August 9, 2017**



The following attended:

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Alex Georgevitch	Medford	774-2114
Craig Anderson	Jackson County	774-6907
Ian Horlacher	ODOT	423-1362
Jon Sullivan	RVTD	608-2448
Kyle Kearns	Medford	774-2380
Mike Kuntz, <b>Chair</b>	Jackson County	774-6228
Mike Upston	Eagle Point	826-4212
Ray DiPasquale	Phoenix	535-2226
Tom Humphrey	Central Point	423-1025
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368
<b>Interested Parties</b>	<b>Organization</b>	<b>Phone Number</b>
Charles Bennett	Jackson County	774-6115
James A. Herndon	RVMPO PAC	840-0741
Mike Montero	Montero & Associates	779-0771

NOTE: In the interest in best utilizing staff time, minutes will now be truncated to show action items/outcomes only. In lieu of detailed minutes, recordings of the meetings will be posted on the MRMPO website. *Firefox is recommended as a browser* as the audio files will not play using Internet Explorer.

The full recording of this meeting can be accessed via this link: [170809 RVMPO TAC Meeting Audio](#)

Alternatively, the specific agenda items can be accessed via the links below.

**1. [Call to Order / Introductions / Review Agenda](#) 0:00 – 01:41**

1:32 | *Quorum:* Central Point, Eagle Point, Medford, Phoenix, Jackson County, ODOT, RVTB

**2. [Review / Approve Minutes](#) 01:42 – 03:57**

**On a motion by Tom Humphrey, seconded by Mike Upston, the Committee recommended approval of the July 12 RVMPO TAC meeting minutes as presented.**

There was no further discussion.

*The motion carried unanimously by voice vote.*

**3. [Public Comment](#) 03:58 – 4:09**

***Action Items***

**4. [2017-2042 Regional Transportation Plan \(RTP\) and 2015-2018 Transportation Improvement Program \(TIP\) Amendment](#) 04:10 – 06:18**

Ryan MacLaren reported that the RVMPO RTP and TIP need to be amended to remove the following project:

**A. Region-wide Rumble Strips (KN 18880)**

Description: *“Region-wide rumble strips.”*

**05:42 | Alex Georgevitch moved that the TAC Committee recommend approval of the proposed amendment to the 2017-2042 RVMPO RTP and 2015-2018 RVMPO TIP to the Policy Committee. Ray DiPasquale seconded.**

There was no further discussion.

*The motion carried unanimously by voice vote.*

**5. [Review “RVMPO Policy Regarding Awards of Discretionary Transportation Funds” \(last updated Jan. 24, 2012\)](#) 06:19 – 01:03:43**

Discussion regarding sections 3(ii) and 3(iii) of the policy led to suggested language changes in order to ensure that 1) TAC input would be included as part of the award process and that 2) both the original project and its proposed substitute would be evaluated against the same criteria and with the same process. It was agreed that the award evaluation criteria/process used would be the current one, not the one in existence when the original project was funded.

Discussion regarding the remainder of the policy led to a suggestion to add a section 5 to state that, if funding remained available after all programmed projects had been fully funded, then prioritization should be given to those projects that were submitted through the original application process but were not selected, *and* which could be fully funded by the remaining funds.

The point was made during discussion that accountability regarding the progression of funded projects was desirable. To facilitate information-sharing related to this goal, staff will prepare a spreadsheet of active RVMPO projects which will be updated monthly based on TAC member project reports given during the standing agenda item: “Updates on Currently Active RVMPO Projects”.

Action on this item was tabled to the September 13 RVMPO TAC meeting, by which time TAC members will have had a chance to review and comment on staff’s revision of the policy based on the suggestions made at today’s meeting.

### ***Discussion Items***

6. [STIP Presentation to Stakeholder Groups | 2021-2024 STIP Development Process](#) 01:03:44 – 01:13:39

7. [Public Comment](#) 01:13:40 – 01:13:44

### ***Regular Updates***

8. [Updates on Currently Active RVMPO Projects](#) 01:13:45 – 01:31:30

- *Eagle Point*: Linn Road; Stevens Road
- *Medford*: Foothill Road (Hillcrest to McAndrews); Lozier Lane
- *Central Point*: Twin Creeks; Pine Street reconstruction (1<sup>st</sup> Street to 7<sup>th</sup> Street)
- *Jackson County*: Table Rock Road; ATP update
- *Phoenix*: 4<sup>th</sup> Street from Main Street to Bear Creek
- *RVTD*: Table Rock Road route expansion

9. [MPO Planning Update](#) 01:31:31 – 01:46:06

- Establishment of ODOT working group to review TIP schedule with the goal of minimizing RTP amendments in the future
- CMAQ update

10. [Other Business / Local Business](#) 01:46:07 – 01:51:24

11. [Adjournment](#) 01:51:25 – 01:51:27

3:23 p.m.

### ***Scheduled Meetings***

RVMPO Policy Committee | August 22, 2017 | 2:00 p.m.

RVMPO TAC | September 13, 2017 | 1:30 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

August 11, 2017

### **Proposed Revised RVMPO Policy Regarding Awards of Discretionary Federal Transportation Funds**

(Surface Transportation Program and Congestion Mitigation and Air Quality Program)

This Policy addresses the allocation of STP and CMAQ funds awarded to the RVMPO planning area for surface transportation improvements. Projects receive federal funding through the RVMPO by way of listing in the current RVMPO Metropolitan Transportation Improvement Program. Final approval for grant recipients is made by Federal Highway Administration and Federal Transit Administration through the funding obligation process, which occurs subsequent to publication in the MTIP.

1. RVMPO Policy Committee makes all final planning and programming decisions regarding STP and CMAQ program awards.
2. All awards are specific to a project, and must be spent on that project.
3. Funds that are not used on the project for which they were allocated will be addressed as follows:
  - a. RVMPO member jurisdictions
    - i. When RVMPO grant funds are not fully expended, unused funds go back to the RVMPO region for re-allocation.
    - ii. When a jurisdiction determines it will not implement a project, it may offer a substitute project(s). Both the currently programmed and its Substitute project(s) will be evaluated according to current RVMPO evaluation ~~criteria~~process. The Policy Committee will consider the evaluation of the substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. The Policy Committee will decide whether:
      1. Funds should be awarded to the substitute project; or
      2. Funds should go back to the region for re-allocation.
    - iii. When a project cannot be implemented for reasons beyond the recipient jurisdiction's control (generally but not limited to when Federal Highway Administration or Federal Transit Administration finds an awarded project in-eligible) recipient jurisdiction will have 90 days from the date of final determination to submit a substitute project for consideration. Both the currently programmed and its Substitute project will be scored according to current RVMPO evaluation ~~criteria~~process. The Policy Committee will consider evaluation of substitute project, particularly its performance relative to the original project, and other information the committee agrees is appropriate. The Policy

Committee will decide whether:

1. Funds should be awarded to the substitute project; or
  2. Funds should go back to the region for re-allocation.
- b. Recipients that are not RVMPO members
- i. All funds not used as described at the time of the award will go back to the RVMPO region for re-allocation.
4. Priority for available funds will be given to funded projects that need additional funding for completion.
- 4.5. Should funding still be available and if all programmed projects have been fully funded then prioritization should be given to those projects that were submitted through the application process but were not selected for funding.

# Highway Safety Improvement Program and Safety Performance Management Measures Final Rules Overview

## Background

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016. The HSIP Final Rule updates the HSIP regulation under 23 CFR Part 924 to be consistent with MAP-21 and the FAST Act, and clarifies existing program requirements. The Safety PM Final Rule adds Part 490 to title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150. The Safety PM rule supports the HSIP, as it establishes safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. Together, these regulations will improve data; foster transparency and accountability; and allow safety progress to be tracked at the national level. They will inform State DOT and MPO planning, programming, and decision-making for the greatest possible reduction in fatalities and serious injuries.

## HSIP Final Rule

The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The HSIP regulation under 23 CFR 924 establishes FHWA's HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for States to successfully administer the HSIP. The HSIP Final Rule contains three major policy changes related to: (1) the HSIP report content and schedule, (2) the Strategic Highway Safety Plan update cycle, and (3) the subset of the model inventory of roadway elements (MIRE), also known as the MIRE fundamental data elements.

### Content and Schedule of the HSIP Report

The HSIP report schedule remains the same; the HSIP and Railway-Highway Crossing Program reports are due on August 31<sup>st</sup> each year. All States must now use FHWA's online reporting tool to submit their annual reports. In addition to the existing reporting requirements, the HSIP Final Rule also requires States to describe in their annual reports the progress toward achieving safety outcomes and performance targets, including:

- An overview of general highway safety trends;
- The safety performance targets established in accordance with 23 U.S.C. 150;
- A discussion of the basis of each established target and how the established target supports SHSP goals; and
- In future years, a discussion of any reasons for differences in the actual outcomes and targets.

### Strategic Highway Safety Plan Update Cycle

The HSIP Final Rule requires States to update their SHSP at least once every 5 years, consistent with the current state of the practice. The first SHSP update is due no later than August 1, 2017.

### Model Inventory of Roadway Elements (MIRE)

States must collect and use the MIRE fundamental data elements on all public roads to support enhanced safety analysis and safety investment decision-making. The HSIP Final Rule establishes three categories of MIRE fundamental data





**Highway Safety Improvement Program and Safety Performance Management Measures Final Rules Overview**

elements based on functional classification and surface type, as shown in the table. States must incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements into their Traffic Records Strategic Plan by July 1, 2017, and have access to the complete collection of the MIRE fundamental data elements by September 30, 2026.

Roadway Category	Number of MIRE Fundamental Data Elements
Non-local paved roads	37
Local paved roads	9
Unpaved roads	5

**Safety PM Final Rule**

The Safety PM Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million VMT, (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

**State Targets**

States will establish statewide targets for each of the safety performance measures. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any or all of the measures. Targets will be established annually, beginning in August 2017 for calendar year 2018. For common performance measures (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the NHTSA Highway Safety Grants program. The State DOT must also coordinate with the MPOs in the State on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

**MPO Targets**

MPOs will establish targets for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

**Met or Made Significant Progress Determination**

A State is considered to have met or made significant progress toward meeting its safety targets when at least 4 of the 5 targets are met or the outcome for the performance measure is better than the baseline performance the year prior to the target year. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that FHWA determines a State has not met or made significant progress toward meeting its performance targets, the State will be required to use obligation authority equal to the baseline year HSIP apportionment only for safety projects. States must also develop a HSIP Implementation Plan.

**Additional Information**

The HSIP and Safety PM Final Rules are available at [www.regulations.gov](http://www.regulations.gov) (Dockets: FHWA-2013-0019 and FHWA-2013-0020). FHWA will issue supplemental guidance to support implementation of the HSIP and Safety PM Final Rules. Additional information related to the HSIP and Safety PM Final Rules can be found at <http://safety.fhwa.dot.gov/hsip/tpm/>.