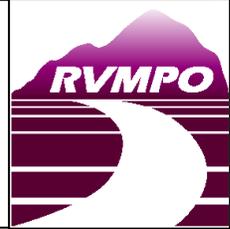


**Summary Minutes
Rogue Valley MPO Technical Advisory Committee
November 8, 2017**



The following attended:

Voting Members	Organization	Phone Number
Alex Georgevitch	Medford	774-2114
Ian Horlacher	ODOT	423-1362
Kyle Kearns	Medford	774-2380
Matt Samitore	Central Point	664-3321 x205
Mike Kuntz, Chair	Jackson County	774-6228
Paige West	RVTD	608-2429
Ray DiPasquale	Phoenix	535-2226
Robert Miller	Eagle Point	826-4212
Stephanie Holtey for Tom Humphrey	Central Point	423-1025
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Stephanie Thune	RVCOG	423-1368
Interested Parties	Organization	Phone Number
James A. Herndon	RVMPO PAC	840-0741
Mike Montero	Montero & Associates	944-4376

The full recording of this meeting can be accessed via this link: [171108 RVMPO TAC Meeting Audio](#)

1. Call to Order / Introductions / Review Agenda 00:00 – 00:58

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

2. Review / Approve Minutes 00:59 – 01:20

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

On a motion by Paige West, seconded by Ian Horlacher, the Committee recommended approval of the September 13 RVMPO TAC meeting minutes as presented.

There was no further discussion.

The motion carried unanimously by voice vote.

3. Public Comment 01:21 – 01:38

Action Items

4. RTP and TIP Amendments 01:39 – 08:58

Regarding the 2018-2021 TIP and 2017-2042 RTP, Ryan MacLaren reported that:

- Five new projects (A-E) were being added to the TIP, with all additions except Project B being due to the passing of HB-2017; and
- two projects (F-G) were being removed.

Details of all projects were included in the agenda packet for review and are available online at www.rvmppo.org.

Brief discussion led to the clarification that Project C's description, "OR66: Railroad Bridge – Dead Indian Memorial Road (KN 21184)" intended to convey that the grinding/inlay work was being proposed for the stretch of road on OR66 that begins at the Railroad Bridge and continues to Dead Indian Memorial Road.

08:19 | Alex Georgevitch moved that the TAC Committee recommend approval to the Policy Committee of the proposed amendments to the 2018-2021 TIP and 2017-2042 RTP as presented. Paige West seconded.

There was no further discussion.

The motion carried unanimously by voice vote.

5. Performance Measures Discussion/Recommendations 08:59 – 01:00:26

Karl Welzenbach reviewed the information provided in the "Background" section of the agenda and on the distributed handout, explaining that MPO decisions regarding whether to adopt the state-suggested Performance Measures or create their own were due six months from the date of the state adopting their measures on the seven listed areas of interest. Since the state set their safety goals in August 2017, an MPO decision regarding the Safety Performance Measures is now due by February 2018.

Discussion highlights were as follows:

- The data provided in Tables 2 and 4 of the handout pertains to the MPO's urbanized boundary (UZB; sometimes also referred to as UZA [urbanized area]) rather than the planning boundary.
 - When determining VMT for use in safety performance measures calculations, the miles will be clipped to the UZB.

- The merits of proposing percentile reductions over time versus adopting a “Vision Zero” approach were debated, with no resolution being reached at this time.
- *Alex Georgevitch* and *Paige West* both spoke in favor of adopting the state’s measures; both cited saved time and effort by doing so and also the lack of risk involved, as no consequences seem to exist at this time for an MPO not meeting the state’s goals. *Georgevitch* also noted that adopting the state’s goals would provide motivation for selecting projects aimed at reducing fatalities.
- *Ray DiPasquale* stated that putting an emphasis on the fatalities (F) rate could be beneficial, since the MPO is outperforming the state in that area. Conversely, the MPO lags behind the state’s serious injury (A) rate, so adopting the state’s rate for that could be risky, given concerns related to the consistency/accuracy of serious injury reporting.
 - *Welzenbach* clarified that no differentiation would be possible regarding which rate (e.g. fatalities, serious injuries, or nonmotorist) should potentially be emphasized for reduction; the three exist as a “package” for the safety measure. The MPO certainly could, however, “mix and match” their rate selections (e.g. adopt the state’s rate reduction measure for fatalities, but calculate their own for serious injuries) provided the choices are justified to the state. It is important to note that the MPO also has the leeway to adopt *either* rates *or* hard, fast numbers for their proposed reduction measures.
- *DiPasquale* voiced a desire for ongoing discussion in coming months regarding the ramifications of rate selection decisions for the various jurisdictions and the effect they might have on project selection criteria.
- *Chair Kuntz* suggested it might be better to build rates for the MPO based on local data rather than adopting the state’s rates.
 - *Welzenbach* clarified that the MPO would not be gathering data – all raw data would be provided by the state. The MPO is only expected to either adopt the state’s suggested rates, or create their own.
- *Chair Kuntz* requested that staff compute rates for the raw data provided in Table 2 of the handout in order to more easily identify trends.
 - Post meeting note: *Welzenbach* distributed the revised table as requested to TAC members via email on Thursday, November 9.
- *Georgevitch* inquired when the rest of the “areas of interest” bulleted on page one of the handout would be addressed. *Welzenbach* clarified as follows:
 - **Pavement Condition on the Interstate System and on Remainder of the National Highway System (NHS)**: the MPO will adopt the state’s measures.
 - **Performance of the Interstate System and the Remainder of the NHS**: the MPO will adopt the state’s measures.
 - *How* those measures will be set is unclear given that the feds have devised a seemingly illogical “reliability” test: on any given road segment (“link”), if travel times at morning, midday and evening are the same every day, the link is reliable. If the travel time varies at one or more of those times on any day for any reason – including alleviation of congestion – the link is unreliable.
 - **Bridge Condition on the NHS**: the MPO will adopt the state’s measures.
 - **Fatalities and Serious Injuries**: the MPO will adopt the state’s measures, create its own, or “mix and match.”
 - **Traffic Congestion**: the MPO will either adopt the state’s measures or create its own. No information regarding locations or methodology is yet available from the state; the MPO can either wait until the state’s information is available before deciding how to proceed, or it can define its own parameters and measures now.

- **On-road Mobile Source Emissions (through CMAQ):** this is a new performance measure from Spring 2017 and no reporting will be required until 2021.
- **Freight Movement on the Interstate System:** the MPO will adopt the state's measures.

Discussion on this item will continue at next month's meeting; action is tabled for the time being.

Discussion Items

6. Public Comment 01:00:27 – 01:00:34

Regular Updates

7. Updates on Currently Active RVMPO Projects 01:00:35 – 01:06:16

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

8. MPO Planning Update 01:06:17 – 01:19:54

- The Alternative Measures Final Report is mainly completed, but final review/submittal is on hold while a potential contract extension with ODOT is negotiated. The extension is desired because DLCDC is currently deliberating whether ongoing responsibility for the Alternative Measures will lie with the MPOs or with the cities; a decision is expected in January of 2018.
- CMAQ carryover balance amounts remain unclear for both MPOs.

9. Other Business / Local Business 01:19:55 – 01:20:01

10. Adjournment 01:20:02 – 01:20:13

2:52 p.m.

Scheduled Meetings

RVMPO Policy Committee | November 28, 2017 | 2:00 p.m.

RVMPO TAC | December 13, 2017 | 1:30 p.m.