



## AGENDA

### Middle Rogue Metropolitan Planning Organization Policy Committee

**Date:** Thursday, October 18, 2018

**Time:** 2:30 p.m.

**Location:** Courtyard Conference Room, Grants Pass City Hall  
101 NW "A" Street, Grants Pass, OR

Transit: served by JCT Routes #35, 40, 50, 80 and the Rogue Valley  
Commuter Line

**Contact:** Rebecca Swanz, RVCOG: 541-423-1375  
MRMPO website: [www.mrmppo.org](http://www.mrmppo.org)

1	Call to Order / Introductions / Review Agenda	Darin Fowler, Chair
2	Review / Approve Minutes	Chair
Attachment	#1   <a href="#">MRMPO Policy Committee Draft Minutes 180920</a>	
<b>PUBLIC HEARING</b>		
Chair will read the public hearing procedures		
3	2018–2021 Transportation Improvement Program (TIP) Amendment	Ryan MacLaren
Background	<p>The Middle Rogue Metropolitan Planning Organization (MRMPO) Policy Committee, Josephine County, State of Oregon, will hold a public hearing to review an amendment to the 2018–2021 Transportation Improvement Program (TIP) to include the following project(s):</p> <ul style="list-style-type: none"><li>• Region 3 ADA Scoping</li></ul> <p>The 21-day public comment period and public hearing was advertised on or before September 27 in the <i>Medford Tribune</i>, the <i>Rogue River Press</i> and the <i>Grants Pass Courier</i> and information is currently available on the MRMPO website. The TAC recommended approval of the amendment to the Policy Committee at their October 4 meeting.</p>	
Attachments	#2   <a href="#">Memo: RTP/TIP Amendments</a>	
Action Requested	Approval of the Transportation Improvement Program Amendment.	



Action Items		
4	RTP and TIP Amendments to Accommodate Federal Regulations	Karl Welzenbach
Background	Under MAP-21 and again reaffirmed in the FAST Act, Federal law now requires MPOs to adopt performance based planning techniques and identify goals to strive for. These goals are required to be reflected in both the Transportation Improvement Program and the Regional Transportation Plan.	
Attachment	#3   <a href="#">TIP Amendment: Federal Requirements – Performance Based Planning</a> #4   <a href="#">RTP Amendment, Appendix D: Performance Based Planning</a>	
Action Requested	Adoption of new language for the TIP and RTP.	
5	RTP Amendment to Accommodate Preservation, Safety, and Traffic Operations Projects	Karl Welzenbach
Background	There has been some confusion for both the MRMPO and RVMPO regarding the relationship between the Regional Transportation Plan and the Transportation Improvement Program. The TIP does NOT have to match, project for project, with the RTP. The federal language regarding the relationship between the RTP and TIP states that “The TIP shall reflect the priorities established in the current Metropolitan Transportation Plan...” (23 CFR § 450.326)	
Attachment	#5   <a href="#">Projects Not Specifically Identified in the RTP</a>	
Action Requested	Adoption of new language.	
6	Presentation on and Adoption of Performance Measures and Targets	Karl Welzenbach
Background	Under the recent federal transportation bill, the FAST Act, States and MPOs are required to undertake performance based planning. Towards that end the MRMPO is required to adopt targets/goals in specific areas.	
Attachment	#6   <a href="#">Presentation on Performance Measures &amp; Targets</a> #7   <a href="#">Memo: Performance Measure Adoption</a>	
Action Requested	Adoption of Recommended Targets.	
Presentations		
None scheduled.		



Discussion Items		
<i>None scheduled.</i>		
7	<b>Public Comment</b> <i>*Limited to one comment per person, five minute maximum time limit.</i>	Chair
Regular Updates		
8	Planning Update	Karl Welzenbach
<i>Attachments</i>	#8   <a href="#">Tracking Spreadsheet for Currently Active MRMPO Projects</a>	
9	<b>Other Business / Local Business</b> Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.	Chair
10	Adjournment	Chair

- The next MRMPO Policy Committee meeting will be **Thursday, November 15 at 2:30 p.m.** in the Courtyard Conference Room at Grants Pass City Hall.
- The next MRMPO Technical Advisory Committee (TAC) meeting will be **Thursday, November 1, at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**

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 Middle Rogue MPO Policy Committee September 20, 2018

The following attended:

Voting Members	Organization	Phone Number
Barry Eames	Grants Pass	218-1403
Bob Strosser	Jackson County	774-6119
Mike Baker	ODOT	957-3658
Pam VanArsdale, <b>Vice Chair</b>	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
Alternate Voters	Organization	Phone Number
Valerie Lovelace	Grants Pass	479-1952
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Interested Parties	Organization	Phone Number
Jason Canady	Grants Pass	450-6110
Lesley Orr	Bike/Walk Modal Interest	(707) 218-4025

---



---

[MRMPO Policy Committee September 20, 2018 Agenda Packet](#)

Full meeting recording: [2018-09-20 MRMPO Policy Committee Meeting Audio](#)

### 1. Call to Order / Introductions/ Review Agenda 00:00–01:10

2:35 p.m. | *Quorum: Grants Pass, Jackson County, Josephine County, Rogue River, ODOT*

### 2. Review / Approve Minutes 01:11–02:05

**01:49** | *Rob Brandes moved to approve the June 21, 2018 MRMPO Policy Committee meeting minutes as submitted. Bob Strosser seconded.*



*The motion carried unanimously by voice vote.*

**Public Hearing** 2:45 p.m.

**3. RTP and TIP Amendments to Accommodate Federal Regulations** 02:06–09:47

*The Chair read the procedure for the public hearing.*

*The Chair opened the discussion to public comment, both in support and in opposition.*

*The Chair closed the public testimony.*

**09:33** | *Mike Baker moved that the MRMPO Policy Committee approve the proposed amendments to the RTP and TIP as presented. Barry Eames seconded.*

*The motion carried unanimously by voice vote.*

**4. RTP Amendment to accommodate Preservation, Safety, and Traffic Operations Projects** 09:48–14:37

*The Chair opened the discussion to public comment, both in support and in opposition.*

*The Chair closed the public testimony.*

**14:08** | *Rob Brandes moved that the MRMPO Policy Committee approve the proposed amendment to the RTP as presented. Bob Strosser seconded.*

*The motion carried unanimously by voice vote.*

**Action Items**

None scheduled.

**5. Public Comment** 14:38–17:48

**Regular Updates**

**6. Planning Update** 17:49–34:47

**7. Other Business/Local Business** 34:48–40:48

**8. Adjournment** 40:49

3:16 p.m.

**Scheduled Meetings**

MRMPO TAC | Thursday, October 10, 2018 | 1:30 pm

MRMPO Policy Committee | Thursday, October 18, 2018 | 2:30 pm





**DATE:** October 11, 2018  
**TO:** MRMPO Policy Committee  
**FROM:** Ryan MacLaren, Senior Planner  
**SUBJECT:** TIP Amendment(s)

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2018-2021 Transportation Improvement Program.

The 21-day public comment period and public hearing were advertised on or before September 26 in the Medford Tribune, Rogue River Press, Grants Pass Daily Courier, and information is currently available on the MRMPO website. Information on the new project(s) is enumerated, below

**A. Add new Project to TIP: *Region 3 ADA Scoping (KN 21373)***

Description: Scoping for all Region 3 ADA projects.

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																	
Region 3 ADA Scoping	Scoping for all Region 3 ADA projects	n/a	Exempt - Table 2, Safety	21373	FFY2019	Planning	\$	2,691,900	SW ADA	\$	308,100	ODOT	\$	3,000,000		\$	3,000,000
						Design					\$	-			\$	-	
						Land Purchase					\$	-			\$	-	
						Utility Relocate					\$	-			\$	-	
						Construction					\$	-			\$	-	
						Other					\$	-			\$	-	
						Total FFY18-21		\$	2,691,900		\$	308,100		\$	3,000,000	\$	-



## **TIP AMENDMENT**

### **FEDERAL REQUIREMENTS: PERFORMANCE BASED PLANNING**

When Congress passed the 2012 transportation bill called MAP-21 and again within the subsequent bill the FAST Act in 2015, they included the requirement that performance based planning be implemented by both states and MPOs. To support this effort, FHWA and FTA spent several years developing the different regulations covering the primary areas of concern which are:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled—on all public roads
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System
- Transit System Reliability/State of Good Repair
- Transit Safety

The State has developed targets for the performance measures mandated by the federal transportation law. The State's targets may be found in Appendix I of the State Highway Plan. One can also find these goals at the link below.

<https://www.oregon.gov/ODOT/PerformMang/Documents/FHWA%20Performance%20Management%20Area%20Targets.pdf>

Metropolitan Planning Organizations have the option of either adopting the statewide goals or developing their own. The MRMPO intends to adopt the State's goals with one exception –non-interstate national highway system. This goal/target will be set by the Policy Committee and reviewed on an annual basis. Once action has been taken by the Policy Committee, the MRMPO's targets will be posted on the MPO's website.

On the following page is a table showing all of the performance measures and their anticipated adoption dates.



Table i – Federal Performance Measures

Roadway Measures		First Target Due	
Safety - Final Rules as of May 27, 2016	ODOT	MPOs	
- Serious Injuries per 100 million vehicle miles traveled	Aug-17	Feb-18	
- Fatalities per 100 million vehicle miles traveled			
- Number of Serious Injuries			
- Number of Fatalities			
- Number of Fatalities and Serious Injuries for non-motorized users			
Pavement and NHS Bridge Condition as of March 2017			
Pavement	May-18	Nov-18	
- Percentage of pavements of the Interstate System in Good Condition			
- Percentage of pavements of the Interstate System in Poor Condition			
- Percentage of pavements of the non-Interstate NHS in Good Condition			
- Percentage of pavements of the non-Interstate NHS in Poor Condition			
NHS Bridge			
- Percentage of NHS Bridges Classified as in Good Condition			
- Percentage of NHS Bridges Classified as in Poor Condition			
Performance of National Highway System as of March 2017			
Travel Time Reliability	May-18	Nov-18	
- Percent of the Person-Miles traveled on Interstate System that are reliable			
- Percent of the Person-Miles traveled on non-Interstate System that are reliable			
Freight Movement			
- Truck Travel Time Reliability Index			
Congestion and Air Quality Improvement Program			
- Annual hours of Peak Hour Excessive Delay per Capita			
- Percent of non-SOV Travel			
- Total Emissions Reduction for All CMAQ funded projects			
Transit Measures			
System Reliability/State of Good Repair as of October 2016	Jan-17	Oct-18	
- Major mechanical system failures			
- Other mechanical system failures			
Transit Safety - Final Rules TBD			
- Total number of reportable fatalities and rate per total unlinked passenger trips by mode	Pending		180 days after state target due
- Total number of reportable injuries and rate per total unlinked passenger trips by mode			
- Total number of reportable events and rate per total vehicle miles by mode			



## **RTP AMENDMENT**

### **APPENDIX D: PERFORMANCE BASED PLANNING**

When Congress passed the 2012 transportation bill called MAP-21 and again within the subsequent bill the FAST Act in 2015, they included the requirement that performance based planning be implemented by both states and MPOs. To support this effort, FHWA and FTA spent several years developing the different regulations covering the primary areas of concern which are:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled—on all public roads
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System
- Transit System Reliability/State of Good Repair
- Transit Safety

The State has developed targets for the performance measures mandated by the federal transportation law. The State's targets may be found in Appendix I of the State Highway Plan. One can also find these goals at the link below.

<https://www.oregon.gov/ODOT/PerformMang/Documents/FHWA%20Performance%20Management%20Area%20Targets.pdf>

Metropolitan Planning Organizations have the option of either adopting the statewide goals or developing their own. The MRMPO intends to adopt the State's goals with one exception –non-interstate national highway system. This goal/target will be set by the Policy Committee and reviewed on an annual basis. Once action has been taken by the Policy Committee, the MRMPO's targets will be posted on the MPO's website.

On the following page is a table showing all of the performance measures and their anticipated adoption dates.



Table i – Federal Performance Measures

Roadway Measures		First Target Due	
Safety - Final Rules as of May 27, 2016	ODOT	MPOs	
- Serious Injuries per 100 million vehicle miles traveled	Aug-17	Feb-18	
- Fatalities per 100 million vehicle miles traveled			
- Number of Serious Injuries			
- Number of Fatalities			
- Number of Fatalities and Serious Injuries for non-motorized users			
Pavement and NHS Bridge Condition as of March 2017			
Pavement	May-18	Nov-18	
- Percentage of pavements of the Interstate System in Good Condition			
- Percentage of pavements of the Interstate System in Poor Condition			
- Percentage of pavements of the non-Interstate NHS in Good Condition			
- Percentage of pavements of the non-Interstate NHS in Poor Condition			
NHS Bridge			
- Percentage of NHS Bridges Classified as in Good Condition			
- Percentage of NHS Bridges Classified as in Poor Condition			
Performance of National Highway System as of March 2017			
Travel Time Reliability	May-18	Nov-18	
- Percent of the Person-Miles traveled on Interstate System that are reliable			
- Percent of the Person-Miles traveled on non-Interstate System that are reliable			
Freight Movement			
- Truck Travel Time Reliability Index			
Congestion and Air Quality Improvement Program			
- Annual hours of Peak Hour Excessive Delay per Capita			
- Percent of non-SOV Travel			
- Total Emissions Reduction for All CMAQ funded projects			
Transit Measures			
System Reliability/State of Good Repair as of October 2016	Jan-17	Oct-18	
- Major mechanical system failures			
- Other mechanical system failures			
Transit Safety - Final Rules TBD			
- Total number of reportable fatalities and rate per total unlinked passenger trips by mode	Pending		180 days after state target due
- Total number of reportable injuries and rate per total unlinked passenger trips by mode			
- Total number of reportable events and rate per total vehicle miles by mode			



Oregon DOT Region 3 serves Coos, Curry, Douglas, Jackson and Josephine County. The Region is subdivided into two separate Districts: District 7 – comprised of Coos, Curry, and Douglas Counties, and District 8 - comprised of Jackson and Josephine Counties. Beyond the capacity enhancement projects individually identified in the RTP, the RVMPO expects that ODOT Region 3 will expend additional dollars on projects classified under three categories: preservation, safety, and operations.

Preservation projects include, but are not limited to, projects such as repaving of roadways, culvert replacements and installations, restriping of lanes, roadway treatments such as adding asphalt sealant and guardrail repairs.

Safety projects include, but are not limited to, projects such as guardrail installation, restriping of lanes and/or reconstruction of lanes to promote safer vehicular movements along a road and/or through an intersection, installation of warning/caution signage, lane reflectors, rumble strips, etc.

Operation projects include, but are not limited to, such projects as interconnection of traffic signals to promote more efficient operations of critical roadways, installation of Variable Message Signs along critical corridors and/or interstates and TDM strategies.

Utilizing trend numbers for the years 2013 through 2021, as provided by ODOT, RVMPO staff developed a yearly funding projection out to the year 2042 with an inflation rate of 2% to the average of the trend numbers for each category. In the table below are the calculated totals per category:

Preservation	\$	169,000,000
Safety	\$	121,000,000
Ops	\$	120,000,000

Although Region 3 is comprised of two districts the majority of the population is in District 8. Over a ten year period it is anticipated that roughly 60% of the funds in the three categories identified above may be spent in District 8 and roughly 40% will be expended in District 7.



## FEDERAL PERFORMANCE MEASURES

Impacts on MRMPO

October 18, 2018

## AREAS OF CONCERN

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled—on all public roads
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System, and
- Transit

## FATALITIES AND SERIOUS INJURIES

- MRMPO has adopted the State's Targets

Table 3: Statewide Targets

Base Period	Fatalities (People 2011-2015)	Fatality Rate (People per 100 million VMT 2011-2015)	Serious Injury Rate (People per 100 million VMT 2010-2014)	Nonmotorized Fatalities and Serious Injuries (People 2010-2014)
Baseline	357	1.04	1.491	4.42
2013-2017	357	0.94	1.491	4.42
2014-2018*	350	0.89	1.461	4.33
2015-2019	343	0.83	1.432	4.24
2016-2020	328	0.78	1.368	4.06
2017-2021	306	0.73	1.274	3.78

Table 4: Grants Pass Urbanized Area

Base Period	Average Fatalities (2011-15)	Fatality Rate per 100 million miles VMT 2011-15	Average Serious Injuries (People 2010-14)	Serious Injury Rate (People per 100 million miles VMT 2010-14)	Average Non-motorized Fatalities and Serious Injuries (People 2010-14)
2010-2015	3.4	0.56	11.6	1.95	3.4

## PAVEMENT CONDITION

- Recommend Adoption of State's Targets

Table 1: FHWA Performance Management Areas, Measures, and Targets.

Performance Measure	2022 Performance Target
1. Percentage of pavements of Interstate System in Good condition	35%
2. Percentage of pavements of the Interstate System in Poor condition	0.5%
3. Percentage of pavements of the non-interstate NHS in Good condition	2-Year: 50% 4-Year: 50%
4. Percentage of pavements of the non-interstate NHS in Poor condition	2-Year: 10% 4-Year: 10%

## BRIDGE CONDITION AND REPAIR

- Recommend Adoption of State's Targets

Performance Measure	2022 Performance Target
5. Percentage of NHS bridges classified as in Good condition	10%
6. Percentage of NHS bridges classified as in Poor condition	3%

## NATIONAL HIGHWAY SYSTEM PERFORMANCE

- Recommend MRMPO Develop Own Targets

National Highway System Performance

Performance Measure	2022 Performance Target
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%
8. Percent of person-miles traveled on the non-interstate NHS that are reliable (Non-interstate Travel Time Reliability measure)	78%

TPAU Calculations

	LOTTR - Interstate	LOTTR - Non-Interstate	TTTR
Statewide	80.9%	83.7%	1.36
AAMPO	100%	97.8%	1.22
BMPO	N/A	87.2%	N/A
CAMPO	N/A	89.3%	N/A
LCOG	98.7%	90.4%	1.25
METRO	46.3%	70.9%	2.95
MRMPO	100%	67.7%	1.09
RVMPD	100%	74.3%	1.18
SKATS	100%	76.9%	1.08



## FREIGHT RELIABILITY

- Recommend Adoption of State's Targets  
(Lower is Better)

Freight Movement on Interstate System	
Performance Measure	2022 Performance Target
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45

### TPAU Calculations

	LOTTR - Interstate	LOTTR - Non-Interstate	TTTR
Statewide	80.9%	83.7%	1.36
AAMPO	100%	97.8%	1.22
BMPO	N/A	87.2%	N/A
CAMPO	N/A	89.3%	N/A
LCOG	98.7%	90.4%	1.25
METRO	46.3%	70.9%	2.95
MRMPO	100%	67.7%	1.09
RVMPD	100%	74.3%	1.18
SKATS	100%	76.9%	1.08

## AIR QUALITY ON-ROAD SOURCES

- State Has Provided List of Impacted MPOs

Table 3: MPO Applicability of CMAQ PM On-Road Mobile Source Emissions & CMAQ Performance Plan									
As of 9/5/2017									
MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA, UZA with population > 1,000,000 and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of UZA with population > 1,000,000 overlapping with MPA	Name of additional UZA with population > 1,000,000 overlapping with MPA	PM10 B7	PM2.5 S7	PM2.5 06	PM2.5 12	Ozone 08	CO, JT
Central Lane MPO	No			Yes					Yes
Middle Rogue MPO	No			Yes					Yes
Portland Area Comprehensive Transportation Study	Yes - CMAQ Performance Plan Required	Portland, OR							Yes
Rogue Valley MPO	No			Yes					Yes
Salem-Kelso Area Transportation Study	No								Yes

## STATE'S CALCULATIONS

- Recommend MRMPO Support State's Targets

Table 1: Baseline Emissions Values for 2014-2017 <sup>1</sup>					
	HC (VOC) Emission Reduction (kg/day)	CO Emission Reduction (kg/day)	NOx Emission Reduction (kg/day)	PM-10 Emission Reduction (kg/day)	PM 2.5 Emission Reduction (kg/day) <sup>2</sup>
Metro	226.51	3438.62	313.25	-	-
Rogue Valley	-	179.82	-	105,269	-
Middle Rogue	-	0	-	0	-
Rural Cities	-	0	0	415.2	0.45
TOTAL (BASELINE)	226.51	3618.44	313.25	520,469	0.45
2020 2-Year Targets	29.49	594	71.45	363	0.12
2022 4-Year Targets	58.97	1168	142.9	726.4	0.23

## TRANSIT

- State will provide specific information by the end of October/early November

Asset Class	Performance Measure	Target
Equipment	Age	
Rolling Stock	Mileage	
Facilities	Condition	

QUESTIONS?





***Middle***  
***Metropolitan Planning Organization***  
**Regional Transportation Planning**

*Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation*

---

**DATE:** October 11, 2018  
**TO:** MRMPO Policy Committee  
**FROM:** Karl Welzenbach  
**SUBJECT:** Performance Measures Targets

---

Under the FAST Act, all MPOs must now incorporate Performance Based Planning into every aspect of their planning initiatives and planning documents including the RTP, TIP, and UPWP.

There are seven areas of interest that the Federal Government would like states and MPOs to track, measure, and set goals for improvement. These areas are:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled—on all public roads
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System, and
- Transit

The following is a summary of the presentation given at today's TAC meeting.



## FOR PAVEMENT CONDITION AND BRIDGE CONDITION ON NHS

**RECOMMENDATION:** Adopt State's Targets

Table 1: FHWA Performance Management Areas, Measures, and Targets.

Pavement Condition	
Performance Measure	2022 Performance Target
1. Percentage of pavements of Interstate System in Good condition	35%
2. Percentage of pavements of the Interstate System in Poor condition	0.5%
3. Percentage of pavements of the non-Interstate NHS in Good condition	2-Year 50% 4-Year 50%
4. Percentage of pavements of the non-Interstate NHS in Poor condition	2-Year 10% 4-Year 10%

Bridge Condition	
Performance Measure	2022 Performance Target
5. Percentage of NHS bridges classified as in Good condition	10%
6. Percentage of NHS bridges classified as in Poor condition	3%

## FOR NATIONAL HIGHWAY SYSTEM PERFORMANCE

**RECOMMENDATION:** Adopt State's Targets for Interstate System and Develop own Target for non-Interstate. Recommended Target of 63%

National Highway System Performance	
Performance Measure	2022 Performance Target
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%

### TPAU Calculations

	LOTTR - Interstate	LOTTR – Non-Interstate	TTTR
Statewide	80.9%	83.7%	1.36
AAMPO	100%	97.8%	1.22
BMPO	N/A	87.2%	N/A
CAMPO	N/A	89.3%	N/A
LCOG	98.7%	90.4%	1.25
METRO	46.3%	70.9%	2.95
MRMPO	100%	67.7%	1.09
RVMPO	100%	74.3%	1.18
SKATS	100%	76.9%	1.08



## FOR FREIGHT RELIABILITY

RECOMMENDATION: Adopt State's Targets

Freight Movement on Interstate System	
Performance Measure	2022 Performance Target
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45

### TPAU Calculations

	LOTTR - Interstate	LOTTR – Non-Interstate	TTTR
Statewide	80.9%	83.7%	1.36
AAMPO	100%	97.8%	1.22
BMPO	N/A	87.2%	N/A
CAMPO	N/A	89.3%	N/A
LCOG	98.7%	90.4%	1.25
METRO	46.3%	70.9%	2.95
MRMPO	100%	67.7%	1.09
RVMPO	100%	74.3%	1.18
SKATS	100%	76.9%	1.08

## FOR AIR QUALITY ON-ROAD SOURCES

RECOMMENDATION: Support State's Targets

Table 1: Baseline Emissions Values for 2014-2017 <sup>1</sup>					
	HC (VOC) Emission Reduction (kg/day)	CO Emission Reduction (kg/day)	NOx Emission Reduction (kg/day)	PM-10 Emission Reduction (kg/day)	PM 2.5 Emission Reduction (kg/day) <sup>2</sup>
Metro	226.51	3438.62	313.25	-	-
Rogue Valley	-	179.82	-	105.269	-
Middle Rogue	-	0	-	0	-
Rural Cities	-	0	0	415.2	0.45
<b>TOTAL (BASELINE)</b>	<b>226.51</b>	<b>3618.44</b>	<b>313.25</b>	<b>520.469</b>	<b>0.45</b>
<b>2020 2-Year Targets</b>	<b>29.49</b>	<b>584</b>	<b>71.45</b>	<b>363</b>	<b>0.12</b>
<b>2022 4-Year Targets</b>	<b>58.97</b>	<b>1168</b>	<b>142.9</b>	<b>726.4</b>	<b>0.23</b>



## Ongoing MRMPO Projects 10-04-18

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)		Comments Received
				P	S	
Grants Pass	Alt Fuel Facility Plan	15-18	15	PL		On hold.
				D		
				LP		
				UR		
				CN		
				OT		
Grants Pass	Bike/Ped Improvements	15-18	16	PL		Completed Pine Street & lower sections of Beacon.
				D	2	
				LP		
				UR		
				CN	2	
				OT		
Grants Pass	Redwood Ave Phase 2	15-18	14	PL	3	Complete.
				D	3	
				LP	3	
				UR	3	
				CN	3	
				OT	3	
Grants Pass	Redwood Ave Phase 3	15-18	15	PL	3	Complete.
				D	3	
				LP	3	
				UR	3	
				CN	3	
				OT	3	
JCT	Commuter Service	15-18	14	PL	0	Looking for STIF funds to keep commuter line going.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	2	



## Ongoing MRMPO Projects 10-04-18

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)		Comments Received
Josephine County	Merlin Road Sidewalk	15-18	17	PL		Complete.
				D	2	
				LP	1	
				UR	1	
				CN	1	
				OT	1	
RVCOG	Hybrid Vehicle	15-18	14	OT	3	Complete.
Grants Pass	Allen Creek Road Improvements	18-21	18	PL	0	Talking with ODOT and working with the County. Scoping out possible different project. Would have to reimburse spent funds for project.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
JCT	Electric Transit Vehicles	18-21	19	PL	0	Approved by the county commissioners to put together a PO for two electric vehicles.
				D	0	
				LP	0	
				UR	0	
				CN	0	
				OT	0	
JCT	Transit Hub	18-21	19	PL	1	Waiting for the FTA grants management system to open up then transfer funds from federal highway to FTA.
				D	1	
				LP	1	
				UR	1	
				CN	1	
				OT	1	
Jackson County	Rogue River Greenway: Rock Point to Twin Bridges Rd	18-21	19,20	PL	3	Still looking to deliver in 2019. Working with the railroad to improve existing crossing.
				D	2	
				LP	1	
				UR	1	
				CN	1	
				OT	1	



## Ongoing MRMPO Projects 10-04-18

Agency	Project Name	TIP	Year Programmed (20XX)	Project Status (Phase / Status)	Comments Received
--------	--------------	-----	------------------------------	--	-------------------

<u>Phase</u>	<u>Status</u>
PL= Planning	0 = N/A
D = Design	1 = Not Started
LP = Land Purchase	2 = In Process
UR = Utility Relocate	3 = Complete
CN = Construction	
OT = Other	