

AGENDA

Rogue Valley Metropolitan Planning Organization

Policy Committee



Date: Tuesday, May 28, 2019

Time: 2:00 p.m.

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

Contact: Rebecca Swanz, RVCOG: 541-423-1375
 RVMPO website: www.rvmpos.org

1	Call to Order / Introductions / Review Agenda	Mike Quilty, Chair
Consent Agenda		
2	Review / Approve Minutes	Chair
Attachment	#1 RVMPO Policy Committee Meeting Draft Minutes 04232019	
Presentations		
3	Multi-Modal Criteria & Methods for Project Selection	Peter Schuytema, ODOT
Background	Peter Schuytema, Senior Transportation Analyst with Oregon DOT will be providing an overview of several different methods to assess the benefits of bicycle and pedestrian projects, as well as their pros and cons. Methods include those currently used by ODOT as well as applicable ones used in the 2016 Oregon Bike & Pedestrian Plan effort.	
Action Items		
4	Current PAC Member Term Renewal	Ryan MacLaren
Background	<ul style="list-style-type: none">• Jim Herndon’s current membership term concludes June 2019. New term of July 2019–July 2021, representing West Medford.• Robin Lee’s current membership term concludes in June 2019. New term of July 2019–July 2021, representing Seniors.	
Attachments	#2 J. Herndon’s 2017 PAC Application (No Changes) #3 R. Lee’s 2017 PAC Application (No Changes)	
Action Requested	Review and approve term renewals.	

Action Items continued...		
5	Discussion and Approval for Chairman to Sign Letter to Congressman Peter DeFazio regarding Twin 33's	Karl Welzenbach
Background	<p>An organization called Americans for Modern Transportation is trying to build support for a change to our national policy regarding the size of twin truck trailers.</p> <p>A 1982 government policy restricted twin truck trailers used on the U.S. National Highway Network to 28 feet in length. Tractor-trailers and their cargo are also limited to 80,000 pounds total weight.</p> <p>The American transportation and marketplace systems have changed dramatically since those length restrictions were implemented 36 years ago. The continuing growth of e-commerce is demanding a shift in transportation strategy and equipment. E-commerce produces a large amount of smaller shipments destined for consumers located everywhere and twin-33s are designed specifically to support this rapidly expanding freight transport sector.</p> <p>Twin 28s limit the capacity of each vehicle and require more vehicles to carry the country's freight. Therefore, a 5-foot maximum length increase from 28 feet to 33 feet would could reduce truck trips by 18%. Aligning federal policy on twin 33' s with Oregon's will bring immediate and meaningful national benefits at no taxpayer costs. Including:</p> <ul style="list-style-type: none">▪ Reduced Congestion – Twin 33' trailers would mean fewer trucks on roads and 53.2 million hours saved due to less congestion.▪ Environmental Gains – The efficiency gains from the adoption of twin 33' trailers would equate to 255 million fewer gallons of fuel and 2.9 million fewer tons of CO₂ emissions. <p>U.S. freight volumes are projected to grow 40 percent over the next 30 years as the population grows and e-commerce expands while a majority of that freight will move via truck. Congestion and delay are serious contributors to transportation emissions. Twin 33's are an immediate step we can take to reduce congestion, reduce emissions and reduce truck density on our roads.</p>	
Attachment	#4 Draft Letter of Support for Twin 33's	
Action Requested	Approval of Chairman Signing Letter to Congressman Peter DeFazio	
Discussion Items		
6	Public Comment	Chair
Regular Updates		
7	RVMPO Planning Update	Karl Welzenbach

Regular Updates *continued...*

8	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
9	Adjournment	Chair

- The next RVMPO Policy Committee meeting will be **Tuesday, June 25, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO TAC meeting will be **Wednesday, June 12, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, July 16, 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 Policy Committee
April 23, 2019**



The following attended:

Voting Members	Organization	Phone Number
Art Anderson	ODOT	774-6353
John Vial for Rick Dyer	Jackson County	774-6118
Jim Lewis	City of Jacksonville	899-7023
Al Densmore, Vice Chair	City of Medford	601-0704
Mike Quilty, Chair	City of Central Point	664-7907
Rich Rosenthal	City of Ashland	941-1494
Robert Miller for Ruth Jenks	City of Eagle Point	826-4212
Tonia Moro	RVTD	973-2063
Alternate Voting Members Present	Organization	Phone Number
Mike Baker	ODOT	957-3658
Paige West	RVTD	608-2429
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Ryan MacLaren	RVCOG	423-1338
Interested Parties	Organization	Phone Number
Mike Montero	Montero & Associates	944-4376
Alex Georgevitch	City of Medford	774-2114

[RVMPO Policy Committee April 23, 2019 Agenda Packet](#)

Full meeting recording: [2019-04-23 RVMPO Policy Committee Meeting Audio](#)

1. Call to Order / Introductions / Review Agenda 00:00–00:36

2:02 p.m. | *Quorum*: Ashland, Central Point, Eagle Point, Medford, Jackson County, ODOT, RVTD

2. Review / Approve Minutes 00:37–01:20

00:57 | Al Densmore moved to approve the March 26, 2019 policy committee meeting minutes as presented. Seconded by Jim Lewis.

No further discussion.

Motion carried unanimously by voice vote.

Public Hearing

3. Unified Planning Work Program (FFY 2019–2020) 01:21–12:54

The Chair read the public hearing procedures and public comment rules.

Staff provided background on the UPWP.

No committee members made comments. The Chair opened the hearing to public comment. No public comment was made. The hearing was closed.

11:48 | John Vial moved to approve the 2019–2020 UPWP as presented. Seconded by Jim Lewis.

No further discussion.

Motion carried unanimously by voice vote.

Action Items

Discussion Items

4. Public Comment 12:55–13:10

Regular Updates

5. MPO Planning Update 13:11–17:05

6. Other Business / Local Business 17:06–20:10


7. Adjournment 2:22 p.m.

Scheduled Meetings

RVMPO Policy Committee | May 28, 2019 | 2:00 p.m.

RVMPO TAC | May 8, 2019 | 1:30 p.m.

RVMPO PAC | May 21, 2019 | 5:30 p.m.

	Office Use Only	
	Committee:	_____
	Date Rec'd:	_____
	Appointed:	Yes No
	Appointment Date:	_____
	Term Ended Date:	_____

**ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION
(RVMPO)**

**Public Advisory Council (PAC)
Membership Application**

Return Application to:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments
P.O Box 3275 Central Point, OR 97502
541-664-6674 ext 360 | www.rvmppo.org

Email return to: sthune@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmppo.org

PLEASE PRINT

Personal Information: Please circle one (Mr.) / Mrs. / Ms.)

Name: James A Herndon

Home address (include Zip code): 805 Cherry Street, Medford, Oregon

Telephone: (home) 541-840-0741 (business) N/A

Email: jah7714837@yahoo.com

About PAC membership... The Rogue Valley Metropolitan Planning Organization Public Advisory Council (PAC) makes recommendations on transportation planning issues to the RVMPO's Policy Committee. PAC members are appointed by the Policy Committee to two-year terms, representing one of the RVMPO's regional areas of interest. The PAC has positions for both geographic and issue-specific interests. Appointments are based on an applicant's ability to represent one of the geographic or issue-specific interests.

- To represent one of the **Geographic Areas** listed below and illustrated on the attached RVMPO map, you must live, own property or operate a business within that area. You do not have to live within city limits. (Please refer to the RVMPO map, or call 664-6674 ext. 360, for clarification.)
- **Issue-Specific Positions** represent the freight industry, mass transit, low-income citizens, minorities, senior citizens, public health, and bicycle/pedestrian. Low-income and minority representatives do not have to be low income, or a racial minority, but would advocate for the concerns of those communities. Special-interest representatives may live, own property, or operate a business anywhere within the RVMPO.

Please indicate below the Geographic Area, or special interest that you would represent. Select only one from the following list, section (A) or (B) below.

A. Geographic Area (see *Citizen Involvement Area map on the last page*):

- | | | |
|---------------------------------------|--|--|
| <input type="checkbox"/> Ashland | <input type="checkbox"/> Central Point | <input type="checkbox"/> Eagle Point |
| <input type="checkbox"/> Jacksonville | <input type="checkbox"/> East Medford | <input checked="" type="checkbox"/> West Medford |
| <input type="checkbox"/> Phoenix | <input type="checkbox"/> Talent | <input type="checkbox"/> White City |

- B. Special Interest Area:** ☒ Freight industry ☒ Mass Transit ☒ Minority
- ☒ Low Income Citizens ☒ Senior Citizens ☐ Bicycle/Pedestrian
- ☐ Public Health

(Continued on Next Page)

1. What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?

As a former small business owner of a trucking company, I have several years working in the freight industry, dealing with the various sides of the business which would be of value to the Public Advisory Council. I was a law enforcement officer, in both local and federal positions for approximately 20 years. I will bring my experience in dealing with the public in official capacity to the Council. I was a civilian contractor to the Department of Defense in Iraq for almost five years and worked in the Washington, DC area for approximately three years. I was a supervisor of intelligence personnel both in Iraq and the United States. This provided me with understanding of how to deal with political questions and politicians. I am presently the Vice-President of Southern Oregon Veterans Benefit which assists veterans in the area of education and employment by helping with items their various benefits do not supply, such as, providing assistance for fuel until the veteran obtains their first pay check or providing assistance through RVTD bus passes to get to classes or medical appointments at the White City VA.

I am, also, a member of the Medford Urban Renewal Agency Budget Committee.

2. Why do you want to become a member of the Public Advisory Council?

As a member of the Public Advisory Council the position will provide me with the prospect of participating, assisting, and possibly providing a positive direction of the for our community in to the 21st century.

This position will, also, present an opening to take part in the continuing development and maintenance on the Rogue Valley Regional Transportation Plan by cooperation in the process of the various local governments. This position will also offer the chance to participate in the approval of the comprehensive transportation planning activities of the various agencies in the valley. It is the chance to assist in the 4-year development program for the highways and transit improvements.

Signature:



Date:

05/03/2017

Thank You!



Office Use Only

Committee: _____
Date Rec'd: _____
Appointed: Yes No
Appointment Date: _____
Term Ended Date: _____

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For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmppo.org

PLEASE PRINT

Personal Information: Please circle one (Mr. / Mrs. / Ms.)

Name: Robin Lee (Ms)

Home address (include Zip code): 415 Sunrise Av, Medford, 97504

Telephone: (home) 541-773-7185 (business) retired

Email: imrobinlee@charter.net

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- ☐ Public Health

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1. What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?

As many retirees also express I wish to, and feel I have a lot to, give back to the community in which I live. After I left my primary career (Insurance adjuster - personal lines) I worked for another thirteen years at Asante's Corporate Office, where I often encountered seniors who needed a little help. The position was part-time, which allowed me to do a number of volunteer things. Throughout my lifetime, I have learned to listen and emphasize; to discuss evaluate, and represent various points of view, especially in bringing parties with different issues together to resolve their needs. I've sat on a few boards, and been in numerous meetings where needs and expectations clash. I will bring experience in mediating, and can usually do so while keeping folks calm.

By way of additional information, I have lived in the Valley almost 29 years.

2. Why do you want to become a member of the Public Advisory Council?

I attended a meeting the 8-31-16 Legislative Transportation Hearing, where I heard divergent viewpoints but what was clearly evident is that Jackson County's transportation system is a matter of county-wide concern. Users need safe, efficient transportation systems and roads. There are several priorities and demands for funding, etc., that obviously compete for funding and timing. I am a very logical thinker. I express my ideas clearly (most of the time). I believe I will be an asset and a team player. I would like to add, and do, what I can to help as many of those as is possible to get their transportation needs met with (or within) the resources available in the Rogue Valley.

Signature:



Date:

5.4.17

Thank You!



**Rogue Valley
Metropolitan Planning Organization**

Attachment #4
(Agenda Item 5)

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

May 28, 2019

The Honorable Peter DeFazio
2134 Rayburn Office Building
Washington, DC 20515

Dear Congressman DeFazio,

The Rogue Valley Metropolitan Planning Organization (RVMPO) believes that increasing the national twin trailer standard from 28 feet to 33 feet is a policy proposal worthy of examination.

The RVMPO is the transportation policy-making organization representing Jackson County, and the cities of Medford, Central Point, Eagle Point, Jacksonville, Talent, Phoenix, and Ashland. Our role includes establishing a local forum for transportation decision making; evaluating transportation alternatives; developing and updating the long-range regional transportation plan; developing a Transportation Improvement Program (TIP); and getting the public involved.

Transportation planning supports the economic vitality of the Rogue Valley by promoting available options and enhancing the integration and connectivity of the transportation, across and between modes, for people and freight. An efficient transportation system is the backbone of the economy, can shape development patterns, and influence quality of life and the natural environment. Good planning takes into account shifting realities that impact our transportation including aging infrastructure, increased congestion and new forms of commerce.

The use of e-commerce has grown tremendously, and it is demanding a shift in how we approach transportation strategy. As e-commerce continues to grow it is important that manufacturers and distribution networks have a relationship that favors cost-efficient and timeliness of deliveries. This means coordinated truck routes throughout a network where each truck carries the variety of products purchased by consumers.

Twin-33s are designed specifically to support this type of transportation model. Trucking is a fast growing freight mode which makes it necessary to update our policies to meet the rising demands. This growth demands that we update the decades old policy on twin trailer lengths to match that of the 20 states, including Oregon, that already allow Twin 33-foot trailers in their state.

Making Twin 33-foot trailers a national standard will help meet the evolving freight demands and improve our infrastructure. It is commonsense policy that can be enacted today at no cost to the taxpayer while a larger infrastructure plan is developed. We respectfully urge you to consider Twin 33-foot trailers as part of the solution to address the future of transportation and freight in the country.

Sincerely,

Michael Quilty, Chairman
RVMPO