

# AGENDA

## Rogue Valley Metropolitan Planning Organization Public Advisory Council



**Date:** Tuesday, May 21, 2019  
**Time:** 5:30 p.m.  
**Location:** Jefferson Conference Room  
RVCOG, 155 N. 1<sup>st</sup> Street, Central Point  
*Transit: served by RVTD Route #40*  
**Contact:** Rebecca Swanz, RVCOG: 541-423-1375  
RVMPO website: [www.rvmpos.org](http://www.rvmpos.org)

<b>1</b>	<b>Call to Order / Introductions / Review Agenda</b>	<b>Mike Montero, Chair</b>
<b>2</b>	<b>Review / Approve Minutes</b>	<b>Chair</b>
<i>Attachment</i>	#1   <a href="#">RVMPO PAC Draft Minutes 20190319</a>	
<b>3</b>	<b>Public Comment</b> <i>*Three-minute limit for each speaker</i>	<b>Chair</b>
<b>Presentations</b>		
<b>4</b>	<b>Presentation on Annual Obligation Report</b>	<b>Ryan MacLaren</b>
<i>Background</i>	A listing of transportation projects within the RVMPO planning area obligated to receive federal funds in the 2018 federal fiscal year (Oct. 1, 2017 through Sept. 30, 2018).	
<i>Attachments</i>	#2   <a href="#">Draft 2018 RVMPO Annual Report</a>	
<i>Action Requested</i>	<i>No action—informational purposes only.</i>	

Action Items		
<b>5</b>	<b>Current PAC Member Term Renewal</b>	<b>Ryan MacLaren</b>
<i>Background</i>	<ul style="list-style-type: none"> <li>• Jim Herndon’s current membership term concludes June 2019. New term of July 2019–July 2021, representing West Medford.</li> <li>• Robin Lee’s current membership term concludes in June 2019. New term of July 2019–July 2021, representing Seniors.</li> </ul>	
<i>Attachments</i>	<p>#3   <a href="#">PAC Membership Chart &amp; Map</a></p> <p>#4   <i>Applications will be made available at the meeting</i></p>	
<i>Action Requested</i>	Vote on term renewals and forward recommendation to Policy Committee.	
<b>6</b>	<b>Discussion Regarding Letter to Cong. Peter DeFazio</b>	<b>Karl Welzenbach</b>
<i>Background</i>	<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"> <li>▪ <b>Reduced Congestion</b> – Twin 33’ trailers would mean fewer trucks on roads and 53.2 million hours saved due to less congestion</li> <li>▪ <b>Environmental Gains</b> – 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.</li> </ul> <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 33s are an immediate step we can take to reduce congestion, reduce emissions and reduce truck density on our roads.</p>	
<i>Attachments</i>	#5   <a href="#">Draft Letter of Support for Twin 33’s</a>	

<i>Action Requested</i>	Forward recommendation to Policy Committee.	
<b>Discussion Items</b>		
<b>7</b>	<b>Local Transportation System Plans and the RTP</b>	<b>Karl Welzenbach</b>
<i>Background</i>	Oregon State Administrative Code requires coordination between local governments and MPOs as the former develop portions of their comprehensive plans and the latter develops the Regional Transportation Plan.	
<b>Regular Updates   Standing Items</b>		
<b>8</b>	<b>MPO Planning Update</b>	<b>Karl Welzenbach</b>
<b>9</b>	<b>Other Business</b>	<b>Chair</b>
<b>10</b>	<b>Next Meeting</b> <i>The next PAC meeting is scheduled for July 16, 2019, at 5:30 p.m. in the Jefferson Conference Room at RVCOG.</i>	<b>Chair</b>
<b>11</b>	<b>Adjournment</b>	<b>Chair</b>

- The next RVMPO PAC meeting is scheduled for **Tuesday, July 16**, at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO Policy Committee meeting will be **Tuesday, May 28**, 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.

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 IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY.