



AGENDA
Rogue Valley Metropolitan Planning Organization
Policy Committee

Date: Tuesday, December 17, 2024

Time: 2:00 p.m.

Join In-Person

Location: Lewis Conference Room
RVCOG, 155 N 1st Street,
Central Point

Transit: Served by RVTD Route #40

Contact: RVCOG: 541-423-1375

Website: www.rvmopo.org

Or via Zoom

Meeting ID: 846 2782 3341

Phone #: +1 346 248 7799

Zoom Link:

<https://us06web.zoom.us/j/84627823341>

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. 48-HOURS ADVANCE NOTICE IS PREFERABLE AND WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS.

1. Call to Order / Introductions / Review Agenda

Chair

Consent Agenda

2. Review / Approve Minutes

Chair

Attachment: [#1 RVMPO Policy Meeting Draft Minutes 10/22/2024](#)

Public Hearing

Chair will read the public hearing procedures

3. Amendment to the 2024-27 TIP

Ryan MacLaren

Background: The Policy Committee is being asked to consider amendments to the 2024–2027 Transportation Improvement Program (TIP) to include the following project(s):

- A. Add Project to TIP: *City of Ashland Comprehensive Safety Action Plan (KN23768)*
- B. Adjust Project in TIP: *Oregon Transportation Network - RVTD FFY25 (KN 23723)*
- C. Adjust Project in TIP: *NB Highland Dr to Barnett Rd (KN 23416)*
- D. Adjust Project in TIP: *OR99: Main St at Laurel Ave (Ashland) (KN 23022)*
- E. Add Project to TIP: *I-5: Regional truck parking information management system (KN 23810)*

The 21-day public comment period and public hearing was advertised on or before Friday, November 22, 2024, in the *Rogue Valley Times*, and information is currently available on the RVMPO website.

Attachment: [#2 TIP Amendments](#)
[#3 CMR for Amendment to KN23416](#)
[#4 Project Description for Amendment to KN23810](#)

Action Requested: *Approval of the Amendments*



Action Items

4. Discretionary Funds

Ryan MacLaren

Background: The TAC and Policy Committee have discussed how to allocate funding for MPO jurisdiction transportation projects since state gas tax funds replaced federal Surface Transportation Block Grant (STBG) funds. Staff are preparing to begin work on the 2027-2030 Transportation Improvement Program (TIP). Before work can proceed, the MPO needs to decide if gas tax funds will be used for 2027-2030 TIP projects or allocated to jurisdictions for local transportation needs. Last meeting requests for other options were made and are attached.

Attachment: [#5 Memo: 2027-30 TIP Discretionary Funding](#)

Action Requested: *Approval of the Allocation of Discretionary Funding*

5. ODOT-FTA-FHWA Amendment Matrix Update

Ryan MacLaren

Background: ODOT Program & Funding Services staff met with FHWA and FTA to revise the amendment matrix. The matrix outlines whether a TIP amendment is considered an “administrative” (MPO staff approval only) or “full” (requires MPO Policy Committee & FTA-FHWA approval).

Attachments: [#6 Current Matrix](#)
[#7 Draft 2024 Amendment Matrix](#)

Action Requested: *Approval of the changes to the Matrix*

Discussion Items

6. Project Funding Application

Ryan MacLaren

Background: Staff updated the project funding application and instructions for the 2027-2030 Transportation Improvement Program (TIP). The TAC is being asked to review and comment on the updated documents.

Links: [Instructions](#)
[Application Form](#)

7. Public Comment

Chair

Regular Updates

8. RVMPO Update

Ryan MacLaren

9. Other Business / Local Business

Chair

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

10. Adjournment

Chair



AGENDA

Rogue Valley Metropolitan Planning Organization

Policy Committee

Scheduled Meetings

RVMPO TAC	January 8, 2024	1:30 p.m.
RVMPO PAC	January 21, 2024	5:30 p.m.
RVMPO Policy Meeting	January 28, 2024	2:00 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



SUMMARY MINUTES
Rogue Valley Metropolitan Planning Organization
Policy Committee

Date: Tuesday, October 22, 2024

Voting Members	Organization	Phone Number
Tonya Graham	Ashland	488-6002
Mike Quilty	Central Point	621-4853
Donna Bowen	Jacksonville	899-1231
Terry Baker	Phoenix	535-1955
Eleanor Ponomareff, Vice Chair	Talent	535-1566
Colleen Roberts	Jackson County	774-6117
Tonia Moro	RVTD	973-2063
Alternate Members	Organization	Phone Number
Scott Fleury	Ashland	
John Vial	Medford	
Mike Baker	ODOT	
Paige West	RVTD	
Staff	Organization	Phone Number
Ryan MacLaren	RVCOG	423-1338
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	
Thomas Guevara	ODOT	

RVMPO Policy Minutes – Tuesday, October 22, 2024

[Agenda Packet](#)

[Meeting Audio](#)

1. Call to Order at 2:02 p.m. / Introductions / Review Agenda 00:00 – 01:15

Quorum: Ashland, Central Point, Medford, Talent, Jackson County, ODOT, RVTD

2. Review / Approve Minutes 01:15 – 01:41

01:27 Colleen Roberts moved to approve the September 24, 2024, RVMPO Policy Committee Meeting Minutes as presented. Seconded by Mike Quilty.
No further discussion.
Motion passed unanimously by voice vote.

Public Hearing

3. Amendments to the 2024-2027 Transportation Improvement Program 01:41 – 05:51

Vice Chair Eleanor Ponomareff opened the Public Hearing.

No comments received.

Vice Chair Eleanor Ponomareff closed the Public Hearing.



SUMMARY MINUTES

Rogue Valley Metropolitan Planning Organization

Policy Committee

- 05:17** Mike Quilty moved to approve the amendment to the 2024-2027 TIP as presented.
Seconded by John Vial.
No further discussion.
Motion passed unanimously by voice vote.

Action Items

4. Chapters 1 and 2 of the Regional Transportation Plan (RTP) **05:51 – 11:35**

- 10:25** Mike Quilty moved to adopt Chapter 1 and 2 of the RTP as presented. Seconded by Terry Baker.
No further discussion.
Motion Passed unanimously by voice vote.

Discussion Items

5. Public Comment **11:35 – 11:40**

No comments received.

Regular Updates

6. MPO Planning Update **11:40 – 24:32**

Provided by Ryan MacLaren regarding the change to the next Policy Committee meeting date, being held on December 17th, 2024, and 2:00 pm., upcoming project selection changes, and upcoming OMPOC meeting.

7. Other Business / Local Business **24:32– 59:59**

Updates from Jackson County, Medford, and ODOT.

8. Adjournment

2:34p.m.

Scheduled Meetings

RVMPO TAC	November 13, 2024	1:30 p.m.
RVMPO PAC	November 19, 2024	5:30 p.m.
RVMPO Policy Meeting	December 17, 2024	2:00 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

DATE: November 22, 2024
TO: RVMPO Policy Committee
FROM: Ryan MacLaren, Planning Program Director
SUBJECT: TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2024-2027 Transportation Improvement Program.

A press release for the 21-day public comment period and public hearing was sent on or before November 22nd to the Rogue Valley Times and information is currently available on the RVMPO website. The RVMPO TAC has recommended approval of the amendment(s) listed. Information on the projects is enumerated, below:

A. Add Project to TIP: *City of Ashland Comprehensive Safety Action Plan (KN23768)*

Description: Add new project funded through the 2024 SS4A grant program.

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	
Ashland														
City of Ashland Comprehensive Safety Action Plan	Planning study that will employ comprehensive safety strategies throughout the city of Ashland develop a safety plan based on community needs and goals to reduce or eliminate safety problems.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety	23768	2025	Planning	\$ 280,000	SS4A	\$ 70,000	Local	\$ 350,000			\$ 350,000
						Design	\$ -		\$ -		\$ -		\$ -	
						Land Purchase	\$ -		\$ -		\$ -		\$ -	
						Utility Relocate			\$ -		\$ -			
						Construction	\$ -		\$ -		\$ -			
						Other			\$ -		\$ -			
					Total FFY24-27		\$ 280,000		\$ 70,000		\$ 350,000	\$ -		\$ 350,000

B. Adjust Project in TIP: *Oregon Transportation Network - RVTD FFY25 (KN 23723)*

Description: Update the project to match the STBG 5310 allocation.

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	
RVTD														
Oregon Transportation Netw ork - RVTD FFY25	Urbanized public transit capital funding for federal fiscal year 2025. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	n/a	Exempt (40 CFR § 93.126 Table 2) - Tranist			Planning					\$ -			\$ -
						Design	\$ -		\$ -		\$ -			\$ -
						Land Purchase	\$ -		\$ -		\$ -			\$ -
						Utility Relocate				\$ -			\$ -	
						Construction	\$ -		\$ -		\$ -			\$ -
				23723	2025	Other	\$ 375,115	5310	\$ 42,934		\$ 418,049			\$ 418,049
					Total FFY24-27		\$ 375,115		\$ 42,934		\$ 418,049	\$ -		\$ 418,049

C. Adjust Project in TIP: *NB Highland Dr to Barnett Rd (KN 23416)*

Description: Increase PE budget by \$100k, ROW budget by \$150k and CN budget by \$1,345,271. The funding will come from the cancellation of K23034 - I-5: Rock Slope Stabilization project.

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														
NB Highland Dr to Barnett Rd	Widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety			Planning					\$ -			\$ -
				23416	2023	Design	\$ 928,705	STBG FLEX	\$ 106,295	ODOT	\$ 1,035,000			\$ 1,035,000
				23416	2025	Land Purchase	\$ 224,325	STBG FLEX	\$ 25,675	ODOT	\$ 250,000			\$ 250,000
				23416	2026	Utility Relocate	\$ 89,730	STBG FLEX	\$ 10,270	ODOT	\$ 100,000			\$ 100,000
				23416	2026	Construction	\$ 4,262,175	STBG FLEX	\$ 487,825	ODOT	\$ 4,750,000			\$ 4,750,000
						Other					\$ -			\$ -
					Total FFY24-27		\$ 5,504,935		\$ 630,065		\$ 6,135,000	\$ -		\$ 6,135,000

D. Adjust Project in TIP: *OR99: Main St at Laurel Ave (Ashland) (KN 23022)*

Description: Chage project scope, cancel the UR, RW and CN phase and convert to a design only project.

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														
OR99: Main St at Laurel Ave (Ashland)	Replace signal to improve functionality.	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety			Planning					\$ -			\$ -
				23416	2023	Design	\$ 340,168	NHPP IJA	\$ 38,934	ODOT	\$ 379,102			\$ 379,102
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
						Other					\$ -			\$ -
					Total FFY24-27		\$ 340,168		\$ 38,934		\$ 379,102	\$ -		\$ 379,102

E. Add Project to TIP: *I-5: Regional truck parking information management system (KN 23810)*

Description: Add new project from awarded INFRA Grant.

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														
I-5: Regional truck parking information management system	Deploy a regional truck parking information management system (TPIMS) at nine rest areas along the I-5 corridor. Work will include installing sensors and cameras in these rest areas that have dedicated truck parking stalls. This	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety			Planning					\$ -			\$ -
				23810	2025	Design	\$ 1,075,573	STBG IJA	\$ 268,894	ODOT	\$ 1,344,467			\$ 1,344,467
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				23810	2026	Construction	\$ 5,531,200	STBG IJA	\$ 1,382,800	ODOT	\$ 6,914,000			\$ 6,914,000
				23810	2025	Other	\$ 440,000	STBG IJA	\$ 110,000	ODOT	\$ 550,000			\$ 550,000
					Total FFY24-27		\$ 7,046,773		\$ 1,761,694		\$ 8,808,467	\$ -		\$ 8,808,467

Deploy a regional truck parking information management system (TPIMS) at nine rest areas along the I-5 corridor. Work will include installing sensors and cameras in these rest areas that have dedicated truck parking stalls. This will allow truckers a way to determine availability of a safe area to rest when needed. The States of Washington and California are completing similar projects so it is available along the entire I-5 corridor.

Change Management Request

Request Date:	10/21/24	CMR Number:	23416-00	Project Lead (TPM/RE-CP):	OBERLANDER ELI		
Project Name:	NB Highland Dr to Barnett Rd						
KN:	23416	Region:	3	Area:	ROGUE VALLEY	Project Delivery Phase:	DAP
Main Funding Program:	Fix-It Region 3						
Additional Funding Program(s):							
STIP Amendment:	Full	Approval Authority:	Delivery and Operations Administrator	MPO Amendment:	Yes		
IGA Amendment:	No	A&E Contract Amendment:	No	Re-baseline Schedule:	No		
				Re-baseline Budget:	No		
Scope, Schedule & Budget Change - Reason(s):	Not Applicable Not Applicable Not Applicable						
Current Scope:	Widen the existing single right turn lane on Highland northbound to Barnett Road eastbound to a dual right turn lane and a shared multiuse path to improve traffic flow for the traveling public.						

Change Management Request

Describe Scope Change: No scope change.

Justification for Scope
Change:

N/A

Change Management Request

Describe the Risk of not Approving the Scope Change:	N/A
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	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open – 008	08/03/23	08/03/23	PS&E Submittal – 551	04/20/26	04/20/26
PDT Kick-Off – 018	09/20/23	09/20/23	Bid Opening – 560	06/25/26	06/25/26
Project Initiation Phase Complete - 050	01/07/25	01/07/25	Forecasted 1 st Note - 735	08/07/26	08/07/26
DAP Phase Complete–325	01/07/25	01/07/25	Forecasted 2 nd Note - 790	07/12/27	07/12/27
ROW EA Open - 470	01/07/25	01/07/25	Forecasted 3 rd Note - 796	01/04/28	01/04/28

Change Management Request

<p>Describe Schedule Change:</p>	<p>No schedule change.</p>
<p>Justification for Schedule Change:</p>	<p>N/A</p>

Change Management Request

Describe the Risk of not Approving the Schedule Change:	N/A
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	Current Budget	Requested Budget	Change
Planning	\$0	\$0	
Preliminary Engineering	\$935,000	\$1,035,000	\$100,000
Right of Way	\$100,000	\$250,000	\$150,000
Utility Relocation	\$100,000	\$100,000	
Construction	\$3,404,729	\$4,750,000	\$1,345,271
Other	\$0	\$0	
Total:	\$4,539,729	\$6,135,000	\$1,595,271
Describe Budget Change (Break down the change by Funding Program):	Increasing PE budget by \$100k, ROW budget by \$150k and CN budget by \$1,345,271. All funding will come from the cancellation of K23034 - I-5: Rock Slope Stabilization project.		

Change Management Request

Justification for Budget Change:	Increasing CN and ROW phases based on DAP estimates.				
Describe the Risk of not Approving the Budget Change:	Will not be able to obligate ROW or complete DAP milestone if additional funding is not added.				

	Signatures	Dates		Signatures	Dates
Funding Prg Manager:	Darrin Neavoll	11/12/24	Additional Signator:		
STIP Coordinator:	Naomi Birch	11/20/24	Additional Signator:		
Area Manager:	MARMON JERRY	11/12/24	Additional Signator:		
Project Sponsor:	Jeremiah Griffin	11/13/24	Additional Signator:		
Tech Center Manager:	Mark Thompson	11/12/24	Additional Signator:		
Region Manager:	Darrin Neavoll	11/13/24	Additional Signator:		
Additional Signator:			Additional Signator:		

Project Description

Truck drivers moving goods nationwide require truck parking to meet basic human needs, such as resting, using the restroom, and eating. However, truck drivers face challenges finding safe and adequate truck parking along the nation's major freight corridors, particularly along Interstate 5 (I-5) – the most significant freight corridor connecting California, Oregon, and Washington. To address existing truck parking needs, the Washington State Department of Transportation (WSDOT), jointly with the California Department of Transportation (Caltrans) and the Oregon Department of Transportation (ODOT), is **requesting a \$12.3 million grant** from the U.S. Department of Transportation (USDOT) to deploy a regional truck parking information management system (TPIMS) project at 54 truck parking facilities along the I-5 corridor. The I-5 TPIMS project will collect and disseminate real-time truck parking information to connect truck drivers with available truck parking, resulting in safety, economic, environmental, infrastructure, and quality of life benefits for truck drivers, businesses, and communities that depend on the corridor.

Project Need: Truck Parking Issue and Impacts

The safe and efficient movement of freight depends on truck parking. Truck drivers require truck parking to take federally required Hours-of-Service (HOS) rest, access basic amenities such as restrooms and food, stage for shipper/receiver appointments, and stop during emergencies. However, truck drivers face persistent truck parking challenges, with 75% of truck drivers nationwide reporting problems finding safe parking one or more times a week.¹ When truck drivers are unable to find truck parking, they are forced to make a difficult choice between limited options – stopping before their HOS expire, searching for designated parking while fatigued or beyond their HOS allowance, or parking in an unsafe, undesignated location.

According to recently completed state truck parking studies and the 2019 Jason's Law Study, truck drivers report difficulties finding truck parking along I-5 in California, Oregon, and Washington. Truck GPS data analysis conducted in each state further identified truck parking issues – including concentrations of undesignated truck parking – occurring along this north-south corridor.² A shortage of truck parking leads to negative safety, economic, environmental, infrastructure, and quality of life impacts on truck drivers, as well as regional, national, and international businesses and communities that rely on freight movement along I-5.

Project Overview: Filling the Truck Parking Information Gap

In recognition of the critical need to improve truck parking conditions along the I-5 corridor, Caltrans, ODOT, and WSDOT began discussions to identify and assess regional opportunities to improve truck parking along the corridor. Through this coordination, the three state DOTs have partnered to advance a regional I-5 TPIMS project.

¹ Jason's Law Commercial Motor Vehicle Parking Survey and Comparative Assessment, FHWA, December 2020.

https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/workinggroups/2020/mtg/jasons_law_results.pdf; ATRI, Critical Issues in the Trucking Industry, 2018-2022, <https://truckingresearch.org/wp-content/uploads/2021/10/ATRI-Top-Industry-Issues-2021.pdf>

² Jason's Law Commercial Motor Vehicle Parking Survey and Comparative Assessment, FHWA, December 2020.

https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/workinggroups/2020/mtg/jasons_law_results.pdf; Caltrans, California Statewide Truck Parking Study, February 2022, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/freight-planning/plan-accordion/catrpkpgstdy-finalreport-all-y.pdf>; ODOT, Oregon Commercial Truck Parking Study, Final Report, July 2020, <https://www.oregon.gov/odot/Projects/Pages/Commercial-Truck-Parking-Study.aspx>; WSDOT, 2022 Washington State Freight System Plan Update, Appendix H: Washington Truck Parking Assessment, 2022, https://wsdot.wa.gov/sites/default/files/2022-11/Appendix-H-FSP-Truck-Parking-Assessment_0.pdf; Washington Joint Transportation Committee, Truck Parking Action Plan, December 2021, https://leg.wa.gov/JTC/Documents/Studies/Truck%20Parking/Final_TruckParkingActionPlan_2021.pdf

PROJECT DESCRIPTION | I-5 Truck Parking Information Management System

The I-5 TPIMS project will provide truck drivers with real-time information about truck parking availability at 54 truck parking locations³ along I-5 in California, Oregon, and Washington.

A TPIMS collects and disseminates real-time truck parking availability information to truck drivers, dispatchers, and other interested users. This enables truck drivers to make more informed decisions about truck parking, reducing time spent looking for designated spaces, parking in undesigned locations, and driving while fatigued and/or beyond driving time limits. This results in safety, environmental, economic, infrastructure, and quality of life benefits. The following details how the I-5 TPIMS project presents a unique opportunity to improve national and regional freight transportation:

- **Improve Use of Existing Capacity:** TPIMS is particularly effective in locations where undesigned truck parking occurs near available truck parking capacity. Recent analyses have identified undesigned truck parking occurring in proximity to available truck parking spaces on I-5.⁴ This signals an opportunity for TPIMS to fill an information gap and connect truck drivers to available spaces, in turn improving the use of existing truck parking and reducing undesigned truck parking, without the time-intensive and costly addition of spaces.
- **Regional Approach with National and International Benefits:** Caltrans, ODOT, and WSDOT have held dozens of planning meetings over the past year to develop a unified approach to deploying TPIMS. The three states are committed to advancing a corridor-wide TPIMS, in recognition of the importance and widespread impacts of I-5. The corridor connects major West Coast metropolitan areas (e.g., Los Angeles, Portland, Seattle), transcontinental interstate roadways (e.g., I-10, I-80, and I-90), border crossings in Canada and Mexico, and top international ports (e.g., Ports of Los Angeles, Long Beach, Oakland, Portland, Tacoma, and Seattle). The regional approach will also provide a consistent TPIMS data output and allow for a single, coordinated outreach effort with industry to support the effective use of the system.
- **Connected West Coast TPIMS Network:** This project is well-timed to build upon existing nearby truck parking information system efforts – in California, the I-10 Truck Parking Availability System (TPAS), and in Washington, a TPIMS pilot and ongoing Federal Motor Carrier Safety Administration (FMCSA)-funded TPIMS expansion. Coordination between projects will enable the I-5 TPIMS project to build upon existing systems and apply lessons learned, leading to maximum efficiency and seamless interoperability between the systems. Ultimately, the I-5 TPIMS project will connect two currently independent projects on the West Coast and contribute to the growing national network of truck parking information systems. Additionally, this project enables knowledge transfer between states, providing a robust approach to building out a statewide TPIMS.
- **Unique Partnership with Enforcement:** This project will share information about truck parking availability at weigh stations in Washington. The system will be designed to allow Washington State Patrol (WSP) to limit the number of truck parking spaces advertised to truck drivers as available during weigh station operation, to reserve spaces for inspection.
- **Advance In-Cab Information Sharing:** In addition to sharing information through websites/mobile applications, an application programming interface (API), and dynamic parking

³ The total number of I-5 TPIMS project locations includes: the deployment of data collection technology at and DPAS ahead of 26 public truck parking facilities in California; the deployment of data collection technology at 9 public truck parking facilities in Oregon; and the deployment of data collection technology and/or DPAS ahead of 19 public truck parking facilities (13 safety rest areas and 6 weigh stations) in Washington.

⁴ Caltrans, California Statewide Truck Parking Study, February 2022, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/freight-planning/plan-accordion/catrpkpgstdy-finalreport-a11y.pdf>; ODOT, Oregon Commercial Truck Parking Study, Final Report, July 2020, <https://www.oregon.gov/odot/Projects/Pages/Commercial-Truck-Parking-Study.aspx>

availability signs (DPAS), the I-5 states will actively work with private sector partners to ensure in-cab system providers use the I-5 TPIMS API to share information with truck drivers on the road. While the American Transportation Research Institute (ATRI) has identified in-cab information sharing as an efficient and effective solution, and drivers have shared favorable reviews for this approach,⁵ state DOTs currently have limited insight into the extent to which TPIMS information is shared by in-cab applications. This presents a need and opportunity to work with in-cab applications to inform them about the availability of TPIMS information, as well as provide a tailored data feed that lowers the barrier to them using this information.

- **Future-Proofed System:** The I-5 states are preparing for future freight trends, with plans to set up the TPIMS to accommodate future integration of electric vehicle charging information. Additionally, the I-5 states anticipate using TPIMS as a source of data on current truck parking location utilization and to inform future assessments of charging needs.

Project Location

The I-5 TPIMS project will provide real-time truck parking information for 54 public truck parking facilities along I-5, which is part of the federally designated Primary Highway Freight System (PHFS) on the National Highway Freight Network (NHFN). Project construction activities will involve:

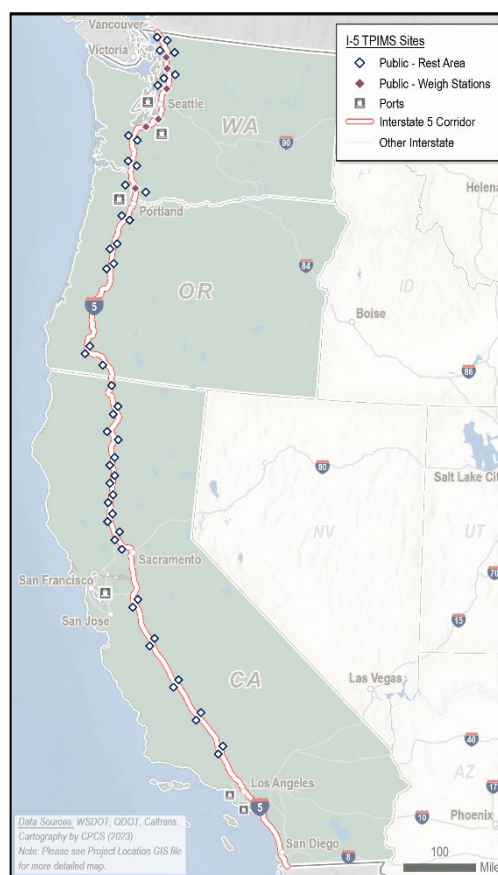
- Installation of data collection technology at four rest areas and two weigh stations in Washington, nine rest areas in Oregon, and 26 rest areas in California.
- Deployment of DPAS five and 20 miles ahead of 13 safety rest areas and six weigh stations in Washington⁶ and 26 rest areas in California.

The majority of I-5 TPIMS project activities will occur in rural areas. Some project activities will also occur in the urban areas of Seattle and Olympia in Washington, Portland in Oregon, and Sacramento and Stockton in California. In total, \$18.2 million will be spent in rural areas, with the remaining \$2.3 million spent in urban areas. Nearly a third (32%) of project costs will be spent in census tracts designated as Areas of Persistent Poverty, and over a third (36%) will be spent in those designated as Historically Disadvantaged Communities.

Proposed Project Scope and Work Plan

The I-5 TPIMS project will follow a coordinated work plan – developed in partnership with other public and private sector stakeholders – to deliver on schedule and within budget. The I-5 states will build on their history of regional partnership, including years of coordination on truck parking

Figure 1: I-5 TPIMS Project Map



⁵ ATRI, Truck Parking Information Systems: Truck Driver Use and Perceptions, June 2021, <https://truckingresearch.org/wp-content/uploads/2021/06/ATRI-Truck-Parking-Information-Systems-Driver-Use-and-Perceptions-06-2021.pdf>

⁶ In Washington, Silver Lake safety rest area southbound and Everett weigh station are located adjacent to one another, and therefore only require two DPAS upstream to share information for both locations.

topics. Since October 2022, Caltrans, ODOT, and WSDOT have dedicated time and resources to the I-5 TPIMS project, holding dozens of internal and regional discussions to advance planning, approval, permitting, and system design activities. This, combined with each state's truck parking research efforts, matured ITS, and ongoing truck parking information projects will enable the I-5 TPIMS project's successful implementation.

- **Caltrans** has conducted significant internal coordination to develop an I-5 TPIMS project scope that models after and will integrate with the state's ongoing I-10 TPAS project.
- **ODOT** is a leader in Intelligent Transportation System (ITS) deployment and innovative data solutions and has taken steps to ensure the project will integrate with ODOT's existing system.
- **WSDOT** has conducted significant internal coordination to develop an I-5 TPIMS project scope that models after and will integrate with the state's ongoing FMCSA-funded TPIMS expansion.

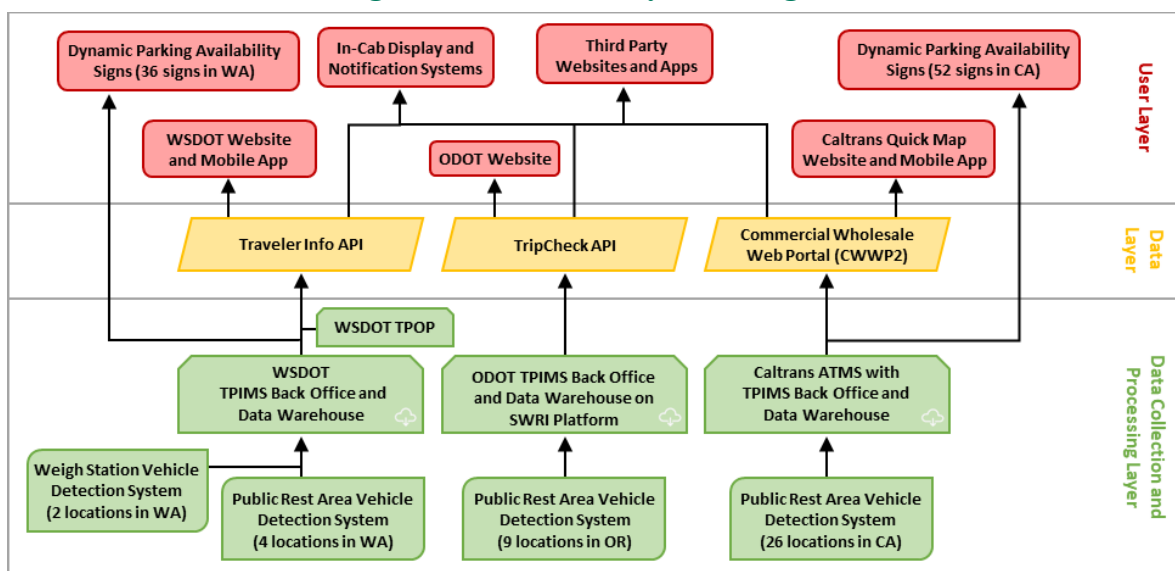
The award of funds will enable the I-5 states to continue these activities, targeting the obligation of funds by December 31, 2024.⁷ This will be followed by deployment activities: program planning and management, system design, procurement, construction and installation, and systems integration and testing. Corridor-wide program management will support the coordination of activities and documentation between Caltrans, ODOT, and WSDOT. Coordinated stakeholder outreach will occur throughout the project to inform design and implementation, and to promote TPIMS use by industry, with increased outreach upon deployment. With awarded funding, the I-5 TPIMS project is anticipated to be complete and operational by December 31, 2027.

Figure 2: I-5 TPIMS Project Activities



Figure 3 illustrates the draft I-5 TPIMS system diagram, which the state DOTs will continue to refine as project implementation advances.

Figure 3: I-5 TPIMS System Diagram



⁷ This assumes INFRA funding awards are announced Q1 of 2024.

PROJECT DESCRIPTION | I-5 Truck Parking Information Management System

As shown, the proposed project has been developed to provide states with the flexibility to develop their own systems – each state will be responsible for deploying technology to collect data, a data analytics and sharing system, and an information dissemination infrastructure. However, the data layer and user layer will follow consistent formatting to enable interoperability across state systems, as well as with other existing truck parking information system projects in the region.

Data Collection and Processing: Public truck parking locations will be outfitted with sensing technology to collect truck parking availability data. A range of technologies exists to collect this data, and each state has targeted a technology that aligns with existing DOT policies and systems.

- **Caltrans** anticipates deploying a hybrid solution that uses video detection to determine space occupancy and count entry/exit, in combination with in-ground sensors to validate space occupancy, at 26 locations. This approach aligns with the technology selected by Caltrans for the I-10 TPAS project, based on an evaluation of technologies conducted in the spring of 2023.
- **ODOT** anticipates deploying in-ground sensors to monitor space occupancy at nine locations, as well as installing video cameras in support of the parking monitoring system. The in-ground sensor technology ODOT plans to use integrates with central ITS software applications the agency currently uses.
- **WSDOT** anticipates deploying a radar and video system to detect the entry and exit of vehicles at six locations, in line with the technology selected for the ongoing FMCSA-funded TPIMS expansion in Washington. This selection is based on an evaluation of technologies conducted by WSDOT, in partnership with the University of Washington, in the spring of 2023.

Upon collection of truck parking availability data at each location, each state will undertake the data processing activity independently. Each state will determine whether this will be conducted in-house or through a vendor, in line with each DOT's existing capacity and processes.

Data Layer: The truck parking availability data will be added as a new feed within each state's existing data product. Users, including partner states, will be able to use data from each state's feed for their own use. A data manager and data management plan will provide guidance to the states to ensure the data layer is output in a format consistent across the corridor and with other existing truck parking information system data outputs.

User Layer: Real-time truck parking information will be shared with truck drivers, dispatchers, and other interested users through a variety of methods. To improve the effectiveness of the I-5 TPIMS project, each state will advance dissemination approaches that allow truck drivers to access information both while planning and while operating a vehicle.

- **Caltrans** will use its Commercial Wholesale Web Portal to populate the Caltrans Quick Map website and mobile application. Caltrans will also disseminate information through 52 DPAS, with signs located 5 and 20 miles ahead of each I-5 TPIMS truck parking location.
- **ODOT** will disseminate information through its TripCheck API and on the TripCheck website.
- **WSDOT** will disseminate information through its Traveler Information API to populate traveler information pages on the WSDOT website and mobile application, as well as through 28 DPAS, with signs located 5 and 20 miles ahead of each TPIMS-equipped truck parking location on I-5.

The I-5 states will also collectively engage in a unique partnership with the private sector – specifically, state DOTs will actively work with in-cab system technology and supporting application providers to ensure the I-5 TPIMS API is integrated into in-cab systems and shared with truck drivers on the road.



**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

Date: December 12, 2024
To: RVMPO Policy Committee
From: Ryan MacLaren, Planning Director
Subject: 2027-30 TIP Discretionary Funding

Staff are preparing to begin work on the 2027-2030 Transportation Improvement Program (TIP). Before work can proceed, the Policy Committee will need to decide if gas tax funds will be used for 2027-2030 TIP projects or allocated to jurisdictions for local transportation needs. MPO projects that are funded solely with state gas tax funds do not need to address federal requirements which is a huge cost savings to local jurisdictions. In addition, jurisdictions can use gas tax funds for local transportation projects, operations, maintenance, and administration.

There are a few ways the gas tax funds could be allocated to local jurisdictions and/or projects included the 2027-2030 TIP:

1. Follow the traditional project solicitation/selection process that uses available CMAQ and Gas Tax funds (see Table 1)
2. Gas tax funds could be allocated to local jurisdictions based on population. Funds could be used for local transportation projects, operations, maintenance, and administration (see Table 2).
3. Gas tax funds could be distributed equally to local jurisdictions for local transportation projects, operations, maintenance, and administration discretion (see Table 3).
4. The small MPO jurisdictions (Talent, Jacksonville & Phoenix) receive \$50,000 base amount per year & remaining funds allocated to remaining jurisdictions by population per year (see Table 4).
5. All jurisdictions receive \$50,000 base amount per year and remaining funds allocated by population per year (see Table 5).

At their December 11th meeting, the TAC reviewed and discussed the different scenarios (Tables 1 -5 attached) for allocating MPO state gas tax funds and recommended that the Policy Committee allocate MPO gas tax funds directly to local jurisdictions as shown in Table 4 (highlighted).

Table 1 – Funds Available for 2027-2030 TIP Projects Funds

2027-2030 TIP Years	Revenue		RVTD & PL Match		Available Funds	
	CMAQ	Gas Tax	RVTD	RVMPO Planning Funds Match	CMAQ	Gas Tax
2027	\$ 6,623,073	\$ -	\$ -	\$ -	\$ 6,623,073	\$ -
2028	\$ 1,126,435	\$ 2,177,849	\$ 566,240	\$ 75,000	\$ 1,126,435	\$ 1,536,609
2029	\$ 1,126,435	\$ 2,177,849	\$ 566,240	\$ 75,000	\$ 1,126,435	\$ 1,536,609
2030	\$ 1,126,435	\$ 2,177,849	\$ 566,240	\$ 75,000	\$ 1,126,435	\$ 1,536,609
Totals	\$ 10,002,378	\$ 6,533,547	\$ 1,698,720	\$ 225,000	\$ 10,002,378	\$ 4,609,827

Table 2 – Gas Tax Funds Allocated to Local Jurisdictions based on Population

Gas Tax Allocation - Population							
TIP Years			FY 2027	FY 2028	FY2029	FY2030	Totals
MPO's Annual Allocation of State Gas Tax			\$ -	\$ 2,177,849	\$ 2,177,849	\$ 2,177,849	\$ 6,533,547
RVTD Share			\$ -	\$ (566,240)	\$ (566,240)	\$ (566,240)	\$ (1,698,720)
*MPO PL Fund Match (Gas Tax Funds)			\$ (75,000)	\$ (75,000)	\$ (75,000)	\$ (75,000)	\$ (225,000)
Total Funds Available			\$ -	\$ 1,536,609	\$ 1,536,609	\$ 1,536,609	\$ 4,609,827
Jurisdiction	Population PSU 2023	% of Total Population	FY 2027	FY 2028	FY2029	FY2030	Totals
Ashland	21,457	11%	\$ -	\$ 170,670	\$ 170,670	\$ 170,670	\$ 512,009
Central Point	19,666	10%	\$ -	\$ 156,424	\$ 156,424	\$ 156,424	\$ 469,272
Eagle Point	9,955	5%	\$ -	\$ 79,182	\$ 79,182	\$ 79,182	\$ 237,547
Jacksonville	3,197	2%	\$ -	\$ 25,429	\$ 25,429	\$ 25,429	\$ 76,287
Medford	90,887	47%	\$ -	\$ 722,919	\$ 722,919	\$ 722,919	\$ 2,168,756
Phoenix	3,773	2%	\$ -	\$ 30,011	\$ 30,011	\$ 30,011	\$ 90,032
Talent	5,406	3%	\$ -	\$ 43,000	\$ 43,000	\$ 43,000	\$ 128,999
Jackson County	38,845	20%	\$ -	\$ 308,975	\$ 308,975	\$ 308,975	\$ 926,924
Total	193,186	100%	\$ -	\$ 1,536,609	\$ 1,536,609	\$ 1,536,609	\$ 4,609,827

*FY 2027 Gas Tax funds come from 2024-27 TIP

Table 3 – Gas Tax Funds Allocated to Local Jurisdictions based on Equal Shares

Gas Tax Allocation - Equal Shares				
Jurisdiction	FY 2028	FY 2029	FY2030	Totals
Ashland	\$ 192,076	\$ 192,076	\$ 192,076	\$ 576,228
Central Point	\$ 192,076	\$ 192,076	\$ 192,076	\$ 576,228
Eagle Point	\$ 192,076	\$ 192,076	\$ 192,076	\$ 576,228
Jacksonville	\$ 192,076	\$ 192,076	\$ 192,076	\$ 576,228
Medford	\$ 192,076	\$ 192,076	\$ 192,076	\$ 576,228
Phoenix	\$ 192,076	\$ 192,076	\$ 192,076	\$ 576,228
Talent	\$ 192,076	\$ 192,076	\$ 192,076	\$ 576,228
Jackson County	\$ 192,076	\$ 192,076	\$ 192,076	\$ 576,228
	\$ 1,536,609	\$ 1,536,609	\$ 1,536,609	\$ 4,609,827

Table 4 –Base Amount Jacksonville, Phoenix & Talent

Gas Tax Allocation - Base Amount Talent, Jacksonville & Phoenix (TAC Recommendation)										
TIP Years			**FY 2027 Gas Tax Funds	FY 2028 Gas Tax Funds		FY 2029 Gas Tax Funds		FY 2030 Gas Tax Funds		Totals
MPO's Annual Allocation of State Gas Tax			\$ 75,000	\$ 2,177,849		\$ 2,177,849		\$ 2,177,849		\$ 6,533,547
RVTD Share			\$ -	\$ (566,240)		\$ (566,240)		\$ (566,240)		\$ (1,698,720)
MPO PL Fund Match (Gas Tax Funds)			\$ (75,000)	\$ (75,000)		\$ (75,000)		\$ (75,000)		\$ (225,000)
Total Funds Available			\$ -	\$ 1,536,609		\$ 1,536,609		\$ 1,536,609		\$ 4,609,827
Jurisdiction	Population PSU 2023	% of Total Population	FY 2027	FY 2028 Base Allocation	FY 2028 Population Allocation	FY 2029 Base Allocation	FY 2029 Population Allocation	FY 2030 Base Allocation	FY 2030 Population Allocation	Totals
Jacksonville	3,197	NA	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 150,000
Phoenix	3,773	NA	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 150,000
Talent	5,406	NA	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ 150,000
Ashland	21,457	12%	\$ -	\$ -	\$ 164,551	\$ -	\$ 164,551	\$ -	\$ 164,551	\$ 493,653
Central Point	19,666	11%	\$ -	\$ -	\$ 150,816	\$ -	\$ 150,816	\$ -	\$ 150,816	\$ 452,448
Eagle Point	9,955	6%	\$ -	\$ -	\$ 76,344	\$ -	\$ 76,344	\$ -	\$ 76,344	\$ 229,031
Medford	90,887	50%	\$ -	\$ -	\$ 697,001	\$ -	\$ 697,001	\$ -	\$ 697,001	\$ 2,091,003
Jackson County	38,845	21%	\$ -	\$ -	\$ 297,897	\$ -	\$ 297,897	\$ -	\$ 297,897	\$ 893,692
Total	180,810	100%	\$ -	\$ 150,000	\$ 1,386,609	\$ 150,000	\$ 1,386,609	\$ 150,000	\$ 1,386,609	\$ 4,609,827
*For unincorporated areas, population estimates are derived from Southern Oregon ABM model data which uses PSU estimates										
**2027 Gas Tax Funds come from 2024-2027 TIP										

Table 5 – Base Amount + Population

Gas Tax Allocation - Base Amount + Population										
TIP Years			**FY 2027 Gas Tax Funds	FY 2028 Gas Tax Funds		FY 2029 Gas Tax Funds		FY 2030 Gas Tax Funds		Totals
MPO's Annual Allocation of State Gas Tax			\$ 75,000	\$ 2,177,849		\$ 2,177,849		\$ 2,177,849		\$ 6,533,547
RVTD Share			\$ -	\$ (566,240)		\$ (566,240)		\$ (566,240)		\$ (1,698,720)
MPO PL Fund Match (Gas Tax Funds)			\$ (75,000)	\$ (75,000)		\$ (75,000)		\$ (75,000)		\$ (225,000)
Total Funds Available			\$ -	\$ 1,536,609		\$ 1,536,609		\$ 1,536,609		\$ 4,609,827
Jurisdiction	Population PSU 2023	% of Total Population	FY 2027	FY 2028 Base Allocation	FY 2028 Population Allocation	FY 2029 Base Allocation	FY 2029 Population Allocation	FY 2030 Base Allocation	FY 2030 Population Allocation	Totals
Ashland	21,457	11%	\$ -	\$ 50,000	\$ 126,242	\$ 50,000	\$ 126,242	\$ 50,000	\$ 126,242	\$ 478,727
Central Point	19,666	10%	\$ -	\$ 50,000	\$ 115,705	\$ 50,000	\$ 115,705	\$ 50,000	\$ 115,705	\$ 447,114
Eagle Point	9,955	5%	\$ -	\$ 50,000	\$ 58,570	\$ 50,000	\$ 58,570	\$ 50,000	\$ 58,570	\$ 275,711
Jacksonville	3,197	2%	\$ -	\$ 50,000	\$ 18,810	\$ 50,000	\$ 18,810	\$ 50,000	\$ 18,810	\$ 156,429
Medford	90,887	47%	\$ -	\$ 50,000	\$ 534,733	\$ 50,000	\$ 534,733	\$ 50,000	\$ 534,733	\$ 1,704,200
Phoenix	3,773	2%	\$ -	\$ 50,000	\$ 22,198	\$ 50,000	\$ 22,198	\$ 50,000	\$ 22,198	\$ 166,595
Talent	5,406	3%	\$ -	\$ 50,000	\$ 31,806	\$ 50,000	\$ 31,806	\$ 50,000	\$ 31,806	\$ 195,419
Jackson County	38,845	20%	\$ -	\$ 50,000	\$ 228,544	\$ 50,000	\$ 228,544	\$ 50,000	\$ 228,544	\$ 785,633
Total	193,186	100%	\$ -	\$ 400,000	\$ 1,136,609	\$ 400,000	\$ 1,136,609	\$ 400,000	\$ 1,136,609	\$ 4,609,827
*For unincorporated areas, population estimates are derived from Southern Oregon ABM model data which uses PSU estimates										
**2027 Gas Tax Funds come from 2024-2027 TIP										

ODOT-FTA-FHWA AMENDMENT MATRIX

FULL AMENDMENTS	
1	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2	Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> - Projects under \$500K – increase/decrease over 50% - Projects \$500K to \$1M – increase/decrease over 30% - Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4	Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2	Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4	Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7	Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

Amendment Definition

An amendment is a change to project information and costs. For financial changes, this applies to unobligated phases or phases which have been obligated and have additional financial change within the same federal fiscal year

Public Comment Notes

For public comment, project updates need to be provided at a public meeting. Requirements are the project needs to be listed as part of the agenda and allow for the public to comment on the changes.

If project covers is in multiple ACT's, then project needs to be presented to both

ODOT-FTA-FHWA AMENDMENT MATRIX

Draft - 10/9/2024

FULL AMENDMENTS	
1	Adding/Cancelling a federally funded, regionally significant, or state/locally funded projects which will potentially be federalized. If project does not meet this criteria, see Administrative #1. For WFL or planning projects, see Administrative #7 & #8.
2	Major change in total project scope. Major scope change may include changes like: <ul style="list-style-type: none"> • Increase in project location greater than 1 mile • Project modifications that result in NEPA re-evaluation • Change affects air quality conformity • Adding capacity per FHWA Standards • Adding or deleting scope from the project that is outside of the current approved intent of the project
3	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • Total project cost increase/decrease (all phases, any type of funding increase/decrease): <ul style="list-style-type: none"> - Projects under \$1M – increase/decrease 50% and over - Projects \$1M to \$5M – increase/decrease 30% and over - Projects \$5M and over – increase/decrease 20% and over
4	Adding an emergency relief permanent repair project that involves substantial change in function, location, and capacity. **See note below for temporary emergency repair projects.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1	Any project changes that do not meet the STIP amendment criteria in the Full Amendments section above.
2	Advancing or slipping an approved project/phase within the current STIP (if slipping outside current STIP, project must be canceled in the current STIP).
3	Adding or canceling any phase of an approved project. See Full Amendment #3 for fiscal constraint thresholds.
4	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
5	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7	Adding or modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) or Surface Transportation Block Grant Program funds.
8	Adding Western Federal Lands, Recreational Trail, and Local Bridge projects where the projects are selected through a committee and involves public comment.

**Temporary emergency repair (ER) projects are not added to the STIP.

Amendment Definition: An amendment is a change to project information and costs. For financial changes, this applies to unobligated phases or phases which have been obligated and have additional financial change within the same federal fiscal year.

Public Comment Notes: For public comment, project updates need to be provided at a public meeting. Requirements are the project needs to be listed as part of the agenda and allow for the public to comment on the changes. If project covers is in multiple ACTs, then project needs to be presented to both.