

**AGENDA**

**Rogue Valley Metropolitan Planning Organization  
Policy Committee**



**Date:** *Tuesday, March 28, 2017*

**Time:** *2:00 p.m.*

**Location:** *Jefferson Conference Room, RVCOG 155 N. 1<sup>st</sup> Street, Central Point*

*Transit: served by RVTD Route #40*

**Phone :** *Ryan MacLaren, RVCOG, 541-423-1338*

*RVMPO website : [www.rvmpo.org](http://www.rvmpo.org)*

- 1. Call to Order/Introductions/Review Agenda ..... Mike Quilty, Chair**
- 2. Review/Approve Minutes (Attachment #1)..... Chair**
- 3. Public Comment, Items not on the Agenda ..... Chair**  
*(Comments on Agenda Items allowed during discussion of each item)*

**Public Hearing:**

- **Chair will read the public hearing procedures.**

- 4. 2017 – 2042 Regional Transportation Plan, Transportation Improvement Program & Air Quality Conformity Determination .....Dan Moore**

*Background:* The RVMPO is required to update the RTP every four years, and the TIP must be amended to be consistent with the RTP. Showing that both documents conform to the Clean Air Act is required.

*Attachments:* #2 - Drafts were distributed Feb. 28; attached memo summarizes the process and contains draft adoption resolutions.

*Action Requested:* Approve resolutions adopting the RTP, TIP and conformity determination.

**Action Item:**

- 5. Public Advisory Council (PAC) New Member Application ..... Ryan MacLaren**

*Background:* Larry Martin, representing Central Point has submitted a new member application for the Public Advisory Council.

*Action Requested:* Appoint new member to the Council.

***Discussion Items:***

**6. What are MPO’s Presentation..... Karl Welzenbach**

*Background:* Presentation on history of MPO’s and what they are.

*Attachments:* None.

*Action Requested:* Information only

**7. RVMPO Planning Update..... Karl Welzenbach**

**8. Public Comment..... Chair**

**9. Other Business / Local Business ..... Chair**

*Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.*

**10. Adjournment ..... Chair**

The next MPO Policy Committee meeting is scheduled for Tuesday, April 25 at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, May 16 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, April 12 at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

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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  
FEBRUARY 28, 2017**



The following attended:

**MPO Policy Committee**

<b><u>Member</u></b>	<b><u>Organization</u></b>	<b><u>Phone</u></b>
Art Anderson	ODOT	774-6353
Mike Quilty, Chairman	City of Central Point	664-7907
Rich Rosenthal	City of Ashland	941-1494
Mike Zarosinski	City of Medford	
Julie Brown for Tonia Moro	RVTD	973-2063
Bruce Sophie, Vice Chairman	City of Phoenix	
Bob Strosser	JACO	
Jim Lewis	City of Jacksonville	
Ruth Jenks	City of Eagle Point	

<b><u>Staff</u></b>	<b><u>Organization</u></b>	<b><u>Phone</u></b>
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Ryan MacLaren	RVCOG	423-1338
Karl Welzenbach	RVCOG	423-1360

**Others Present**

Sara Westover	City of Phoenix
Bruce Bauer	SOCAN
Carol Stanton	Citizen

Mike Baker	ODOT
Mike Kuntz	Jackson County
Bev Layer	Citizen
Tom Steen	Citizen
Steve Grigsby	Citizen
Tony Paxton	Citizen
Louise Shawkat	SOCAN
Paige Townsend	RVTD
Gordon Challstrom	Citizen
James Stevenson	Ashland

### **1. Call to Order / Introductions/ Review Agenda**

The Chairman called the meeting to order at 2:00 p.m. The Committee began with introductions.

### **2. Review / Approve Minutes**

The Chairman asked if there were any additions or corrections to the previous meeting minutes.

**On a motion by Bruce Sophie, seconded by Jim Lewis, the minutes of the November 22, 2016 and January 24, 2017 meetings were approved as presented. The motion passed unanimously by voice vote.**

### **3. Public Comment**

Louise Shawkat, representing SOCAN, asked that the MPO include electric busses in the transportation plans. Bruce Baer gave details on the benefits of electric over all other types of busses. Mike Quilty shared some of the facts about the current transit situation, and explained that RVTD has its own elected board to cover its operations. Julie Brown spoke on behalf of RTVD policies, and explained that the District is in the middle of a study on the feasibility of electric vehicles, noting that there is often an issue with using coal, etc. to create the electricity. RVTD received grants to create the new CNG facility; there are restrictions associated with the grants in terms of allowing for other forms of fuel for the next twenty years. Ms. Brown invited those commenting to attend RTVD Board meetings.

Steve Grigsby spoke about the fact that dams are being removed, and burning coal to generate electricity is viewed very negatively; therefore, the cost for future electricity production will come from increased rates.

***Action Item(s):*****4. Election of 2017 Chair & Vice Chair****Chairman**

On a motion by Jim Lewis, seconded by Ruth Jenks, Mike Quilty was nominated to be the 2017 Policy Committee Chairman.

On a motion by Bob Strosser, seconded by Rich Rosenthal, Michael Zarosinski was nominated to be the 2017 Policy Committee Chairman.

On a motion by Julie Brown, seconded by Jim Lewis, the nominations were closed by unanimous voice vote.

**Vice Chairman Bruce Sophie conducted a “show of hands” vote. Mr. Quilty was elected by five votes. Mr. Zarosinski received two votes.**

**Vice Chairman**

**On a motion by Mike Quilty, seconded by Julie Brown, the Committee unanimously elected Michael Zarosinski as 2017 Policy Committee Vice Chairman.**

On a motion by Rich Rosenthal, seconded by Julie Brown, the nominations were closed prior to the unanimous voice vote.

**5. Proposed RVMPO Dues / Review Draft Work Plan 2017-2018**

Staff proposed maintaining the dues formula and rate that was approved by the Policy Committee in December 2013. The rate, \$0.16 per capita, would generate a total of \$28,104 for the 2017-18 fiscal year. **Table 1** (below) summarizes population and proposed dues for each jurisdiction. Population estimates are certified as of July 2016 from Portland State University. The TAC recommended approval of the dues schedule at their February 2 meeting.

**Table 1 – MRMPO Proposed 2017-18 Dues**

<b>Jurisdiction</b>	<b>Population</b>	<b>Dues/Capita</b>	<b>Proposed FY 2017-18 Dues</b>	<b>FY 2016 Dues</b>	<b>Dues Change</b>
<b>Ashland</b>	20,620	\$.16	\$3,299	\$3,265	\$34
<b>Central Point</b>	17,685	\$.16	\$2,814	\$2,798	\$16
<b>Eagle Point</b>	8,765	\$.16	\$1,402	\$1,391	\$11
<b>Jacksonville</b>	2,920	\$.16	\$467	\$461	\$6
<b>Medford</b>	78,500	\$.16	\$12,560	\$12,425	\$135
<b>Phoenix</b>	4,585	\$.16	\$734	\$724	\$0
<b>Talent</b>	6,305	\$.16	\$1,009	\$1,003	\$6
<b>Jackson County</b>	36,367	\$.16	\$5,819	\$5,738	\$81
<b>Total</b>	<b>175,647</b>		<b>\$9,656</b>	<b>\$8,388</b>	<b>\$289</b>

All population estimates are Portland State University certified July, 2016

Dues provide funding for general operations, which primarily consist of activities that require local funds including lobbying and local match obligations. Dues also pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of MPOs and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget. Table 2 summarizes anticipated use of FY2018 member dues. The TAC recommended Policy Committee approval of the dues schedule.

**Table 2 – Dues Estimates**

<b>Policy Committee Dues, Travel: state, regional national</b>	<b>\$11,241.41</b>
<b>UWPW Work Activities Support</b>	<b>\$16,862.11</b>
<b>Total</b>	<b>\$28,103.52</b>

**On a motion by Jim Lewis, seconded by Bruce Sophie, the proposed 2017-18 RVMPO Dues Schedule was unanimously approved by voice vote.**

***Discussion Item(s):***

**6. 2017–2042 Regional Transportation Plan (RTP), 2018–2021 Transportation Improvement Program (TIP) & Air Quality Conformity Determination (AQCD) Workshop**

Dan Moore welcomed the meeting visitors, and explained that all projects must be fiscally constrained and go through air quality conformity determination. The Policy Committee will conduct a public hearing next month on the 2017-2042 RTP, 2018-2021 TIP, and AQCD.

**Attachments: #4** –Draft 2018-21 TIP; AQCD for the 2017-42 RTP, Draft conformity document (Link below). Draft 2017-42 RTP & 2018-21 TIP project lists.

[http://rvcog.org/FTP/2017%20RVMPO%20AQCD/2017%20AQCD\\_Final%20Draft.pdf](http://rvcog.org/FTP/2017%20RVMPO%20AQCD/2017%20AQCD_Final%20Draft.pdf)

Dan Moore gave a Power Point presentation on the three referenced documents, along with explanatory overviews of each:

**2017-42 RTP -**

- Chapter 1 – Introduction (Overview, RVMPO, Plan Contents, Plan Consistency)
- Chapter 2 – Goals & Policies (Goals, Policies, Potential Actions, Performance Indicators)
- Chapter 3 – Public Involvement (RTP Planning Process & Public Participation, including a survey rating graph)
- Chapter 4 – Planning Area Characteristics (Demographics, Employment Characteristics with pie charts comparing the RMPO and MRMPO area employment related travel patterns)
- Chapter 5 – Regional Transportation System Management/Options (Air & Rail, Multi-Modal Safety/Security, Land Use Nexus)
- Chapter 6 – Air Quality (Conformity, CO [Medford UGB] & PM<sub>10</sub> [Medford-Ashland AQMA])
- Chapter 7 – Environmental Considerations (Considerations in Planning (avoiding/managing negative impacts), Environmental Justice)
- Chapter 8 – Plan Implementation (RTP Projects, Selection Criteria, RTP Project List)

- Chapter 9 – Financial Plan (Required Fiscal Constraints, Funding Availability, Source Identification, Accounting for Inflation, Revenue Sources [charts provided for Street Systems & Transit])
- Chapter 10 – Future Conditions (Travel Demand Modeling [population/employment forecasting], RVMPO Model)

Other Information:

- Mode Share (RVMPO v4.2 Model)
- Future Congestion
- 2017 & 2042 Estimated Congestion Maps (comparisons of increases to 2042)

Tony Paxton asked if the Hwy 62 bypass was considered on the congestion map, and Art Anderson explained how that had been done.

**Air Quality Conformity Determination**

- Carbon Monoxide (CO) (EPA approved Limited Maintenance Plan in September, 2016)
- PM<sub>10</sub> (Particulates & Transportation Control Measure (TCM)) analyses were done with/without transit.

Julie Brown was concerned how the model worked with respect to transit. Mr. Welzenbach explained that the Rogue Valley transit model has a dispersed impact because of the current employment center/high density layout. Mike Quilty stressed that smaller community sizes in the area make transit problematic. Steve Grigsby asked if rising fuel costs had been considered with regard to modeling and increased transit. A discussion ensued regarding how ridership increased in the early 2000s when gas prices were so high. Ms. Brown spoke about the fact that the first thing – even before alternative fuels (CNG/electricity) – that needed to be addressed was the significant problem of single-driver vehicles being used throughout the region. Sara Westover wondered if the Plan made policy recommendations or studies that forecasted beyond past trends; Dan Moore shared that the policies, performance indicators and the recent Strategic Assessment associated with Chapter 2 in the Plan have all been used to help with this situation. Policy directions and Alternative Measures need to be further reviewed. The Regional Problem Solving (RPS) process set the urban reserve boundaries for the next 40-50 years, and was also designed to encourage higher densities in existing cores, rather than forcing them into new areas. RVTD cannot forecast for this Plan, but is working on a Transit Master Plan that will include additional modeling scenarios with greatly improved transit service that will also benefit the RVTD Master Plan (which does not need to be constrained). RTVD also has an in-house model that allows for expanded scenarios and analysis. Bruce Bauer asked about whether rail was included in the model, but was told by Staff and the Chairman that it was not sustainable or cost effective in this area. Also, the transit system is not impacted by trips that leave the area. Mike Montero commented on the benefits of periodic updates to the models as related to future demand and changes in disposable income of the Valley's population.

Dan Moore talked about the Transportation Control Measure Street Sweeping (EPA Report) implemented by the MPO for White City and Medford, which used CMAQ funds to purchase sweepers. The program has been in place for years, but has not been being used in the intended fashion. Staff is meeting with the EPA, USDOT and ODOT in the next few days to discuss strategies to meet conformity. Meeting air quality standards is not an issue now because PM<sub>10</sub> measurements are below the budget limits. It is hoped that a consensus will be reached that the

2003 TCM has met conformity, and that it would then be appropriate to create a Limited Maintenance Agreement to continue conformity.

Gordon Challstrom commented that street sweeping could be more cost effective if it were handled on a contract basis with private companies.

Art Anderson and Karl Welzenbach explained that the conformity issue must be addressed in a timely manner because the TCM is part of the SIP.

### **2018-21 Transportation Improvement Program**

- 4- year MPO investment program
- RTP/RTP Consistency
- TIP includes federally funded and regionally significant projects
- Projects meet Clean Air Act (AQCD)
- TIP approved by Governor & part of statewide STIP

The public hearing on the three documents will be held on March 28<sup>th</sup> @ 2:00 p.m.

### **7. Planning Update**

Mike Quilty shared that regional MPO representatives attended the CMAQ meeting; no additional funds will be forthcoming. Four funding scenarios were proposed. Currently, the RVMPO is set for a 47% reduction in funds. METRO MPO is also expected to take a significant CMAQ loss. Various formulas will be considered as discussions continue. Three discussion topics were: 1) determination of the specific disbursement formula that will be used, 2) rural area funding protocols, and 3) small city funding methods.

### **8. Other Business / Local Business**

None addressed.

### **9. Public Comment**

James Stevens asked if there were greenhouse gasses included in the air quality emissions analysis, and was told that only CO and PM<sub>10</sub> were studied for the AQCD.

### **10. Adjournment**

The meeting was adjourned at 3:40 p.m.

### **Scheduled Meetings:**

RVMPO PAC	Tuesday, March 21st @ 5:30 pm
RVMPO TAC	Wednesday, March 8th @ 1:30 pm
RVMPO Policy	Tuesday, March 28th @ 2:00 pm





**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

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**DATE:** March 21, 2017  
**TO:** RVMPO Policy Committee  
**FROM:** Dan Moore, MPO Coordinator  
**SUBJECT:** 2017-2042 RTP, 2018-2021 TIP, and Air Quality Conformity Determination

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The Policy Committee is conducting a public hearing on three related items, as identified below. Given the linked nature of these items, staff suggests conducting a single hearing, asking for testimony on each item:

1. **2017-2042 RTP:** Goals/policies, draft project lists, financial forecasts, and travel demand model update were developed in consultation with jurisdictions. Draft RTP provided to Policy Committee at public workshop and posted online on February 28, 2017 (beginning of 30-day public comment period). See draft document at:  
[http://rvcog.org/FTP/2017%20RVMPO/Draft%202017-2042%20RTP\\_3.2.17.pdf](http://rvcog.org/FTP/2017%20RVMPO/Draft%202017-2042%20RTP_3.2.17.pdf)
2. **2018-2021 TIP:** draft project lists were developed in consultation with jurisdictions. Draft TIP was distributed by email, posted online and advertised February 28, 2017. See draft document at:  
[https://www.rvmop.org/images/RTP\\_Documents/RVMPO\\_2018-21\\_TIP\\_Draft.pdf](https://www.rvmop.org/images/RTP_Documents/RVMPO_2018-21_TIP_Draft.pdf)
3. **2017 Air Quality Conformity Determination:** RVMPO presents all newly funded projects in the program of projects. A PM<sub>10</sub> emissions analysis was completed to demonstrate conformity. CO analysis is not required under Limited Maintenance Plan (LMP) status. The draft AQCD was distributed by email to the air quality interagency consultation group (IACG) on February 6, 2017; posted online and advertised February 28, 2017. See document at:  
[http://rvcog.org/FTP/2017%20RVMPO%20AQCD/2017%20AQCD\\_Final%20Draft.pdf](http://rvcog.org/FTP/2017%20RVMPO%20AQCD/2017%20AQCD_Final%20Draft.pdf)

**Advisory Committee Recommendations**

The Technical Advisory Committee and Public Advisory Council, consistent with the RVMPO's Public Participation Plan, have discussed these items in public, advertised meetings and recommend approval of all three items.

**2017-2042 RTP, 2018-2021 TIP and Air Quality Conformity Determination**

The 30-day public comment period of the draft RTP, TIP and AQCD began February 28, 2017. The documents and the March 28, 2017 public hearing have been noticed in the Mail Tribune. Interagency consultation was held, and agency partners – Environmental Protection Agency, Federal Highway Administration, Federal Transit Administration, Oregon Department of Environmental Quality and ODOT – have agreed on the adequacy of the draft 2017 AQCD. The synopsis from the draft 2017 AQCD is attached along with Exhibit A, *Timely Implementation of Transportation*

***Control Measures (TCMs) 40 CFR 93.113*** which is a revision to Section 2.2 Criteria and Procedures for Determining Conformity within the AQCD.

Adoption resolutions for all three documents are also attached.

The RVMPO is required to update the RTP on a 4-year cycle. The last update was in March 2013. This major update includes a new travel demand model, project lists, financial plan, and revisions to the goals and policies and RTP chapters. The 2017-42 RTP will replace the current 2013-2038 RTP.

The 2021 TIP programs \$113,917,099 in federal, state and local funds for transportation system improvements. The draft TIP includes a comparison of funding levels from previous TIPs broken down by jurisdiction, descriptions of funding sources, information on the amendment process in addition to the list of projects and project map. Also, as an appendix, the TIP reports the status of all projects from the current 2015-18 TIP—whether they've been completed or slipped to the new TIP.

After Policy Committee adoption by resolution of the 2042 RTP, 2021 TIP and 2017 AQCD, the TIP project list is submitted to ODOT for inclusion in the Statewide Transportation Improvement Program (STIP). The STIP and TIPs from all eight Oregon MPOs are submitted to the governor for signature. Once signed, USDOT will consult with the Environmental Protection Agency and consider making air quality conformity determinations as necessary. For the RVMPO, official approval of the TIP occurs when USDOT makes the conformity determination.

## *Synopsis*

*An Air Quality Conformity Determination (AQCD) for a plan and program is a finding that the plan and program conform to appropriate air quality requirements.*

**This AQCD shows that with the implementation of the Rogue Valley Metropolitan Planning Organization (RVMPO) 2017-2042 Regional Transportation Plan and 2018-21 Transportation Improvement Program, current federal and state on-road air quality requirements will continue to be met in the Medford carbon monoxide (CO) and Medford-Ashland particulate matter (PM<sub>10</sub>) Air Quality Maintenance Areas.**

The CO and PM<sub>10</sub> Air Quality Maintenance Areas (AQMA) are two distinct maintenance areas with different boundaries. The CO AQMA encompasses the City of Medford's Urban Growth Boundary (UGB). The Medford-Ashland PM<sub>10</sub> AQMA covers about 228 square miles and approximates the Bear Creek Basin. The area is generally described as the Rogue Valley.

On December 15, 2015, the Oregon Department of Environmental Quality (ODEQ) submitted a Carbon Monoxide Limited Maintenance Plan (LMP) for the Medford area to EPA for approval. ODEQ submitted a supplemental plan to EPA on December 30, 2015. To be eligible for a CO LMP, an area has to have a design value at or below 7.65 ppm. Based on ODEQ's review of available CO emissions data for Medford the area met the requirements for an LMP. The CO LMP went into effect on September 19, 2016.

With the approval of the CO LMP, the area is exempt from performing a regional emissions analysis for CO and there is no "budget" test. The CO Maintenance area, however, must meet project level conformity analyses, and must respond to transportation conformity criteria in 40 CFR 93 Subpart A.

### **Conformity Criteria**

On September 19, 2016, US-EPA approved a CO maintenance plan, known as a "limited maintenance plan" (LMP) for the Medford area. This limited maintenance plan has a 2025 horizon year. Because of the approved LMP, the Rogue Valley MPO no longer has to complete a regional emissions analysis for the Medford area for CO pursuant to 40 CFR 93.109(e).

However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply. This RTP and TIP conformity determination meets all applicable requirements under the conformity rule as described below.

#### **40 CFR 93.104 *Frequency of conformity determinations.***

*Conformity of transportation plans and TIPS must be determined no less frequently than every four years. Conformity of plan and TIP amendments, except for those that add or delete exempt projects, must be demonstrated prior to approval of the action. All FHWA/FTA projects must be found to conform or must be re-conformed following any significant status or scope change, before they are adopted, accepted, approved or funded. This conformity determination is for the RVMPO 2017 - 2042 Regional Transportation Plan*

(RTP) and the 2018-2021 Transportation Improvement Program (TIP). The next RTP update will occur in four years (March 2021).

40 CFR 93.105 **Consultation**

*Interagency consultation procedures must be carried out in accord with OAR 340-252-0060 and the MPO's public involvement policies developed under 23 CFR Part 450.*

A Pre-Analysis Consensus Plan and a draft of this document along with the project list (Appendix B) was circulated by the MPO to ODOT, US-EPA, and USDOT (FHWA and FTA) during interagency consultation. The air quality implications of each project were reviewed to determine which projects had the potential for hot spot requirements.

Public notice was provided on the MPO's web site and through emails to interested parties in the region. A public hearing was held at the policy committee review meeting, and the 30 day public comment period required by the MPO's Public Participation Plan was held.

The RVMPO Technical Advisory Committee (TAC), the standing committee for interagency consultation, reviewed the project list and subsequently reviewed the results of the public comment period and the interagency consultation. No comments were provided at the public hearing or were submitted during the public comment period.

The **project sponsor** is responsible for assuring the conformity of FHWA/FTA projects and regionally significant projects in the RTP or TIP for which hot spot analysis is required. The project sponsor is also responsible for distributing draft and final project environmental documents prepared by the project sponsor to other agencies. It is the responsibility of the project sponsor to consult with the affected transportation and air quality agencies prior to making a project level conformity determination. These activities occur during the project design planning phase.

40 CFR 93.108 **Transportation plans and TIPs must be fiscally constrained.**

Fiscal constraint is described and affirmed in the 2042 RTP and the 2018-2021 TIP.

For the Medford PM<sub>10</sub> maintenance area, all non-exempt projects in the 2017-42 RTP and the 2018-2021 Transportation Improvement Program within the Medford-Ashland Air Quality Maintenance Area were reviewed under the interagency consultation process.

Analysis of future travel conditions shows that estimates of emissions of particulate matter (PM<sub>10</sub>) within the Air Quality Maintenance Area are lower than permitted in corresponding state maintenance plans, which set emissions budgets. The table below show emissions budgets and summarizes estimated particulate matter emissions. As shown, RTP/TIP emissions in all applicable analysis years under both transit cases are well below the established motor vehicle

PM<sub>10</sub> emission budgets. Across all analysis scenarios, total motor vehicle PM<sub>10</sub> emissions are less than 55% of the budgets.

**Table of Particulate Emissions**

Analysis Year	2017	2027	2037	2042
PM <sub>10</sub> Budget	3,754 tons/year	3,754 tons/year	3,754 tons/year	3,754 tons/year
Estimated PM <sub>10</sub> Emissions <i>With</i> Transit Service	1,559 tons/year	1,730 tons/year	1,938 tons/year	2,049 tons/year
Estimated PM <sub>10</sub> Emissions <i>Without</i> Transit Service	1,561 tons/year	1,733 tons/year	1,940 tons/year	2,052 tons/year

***The purpose of this document***

An AQCD is required whenever the Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP) is updated, or every four years, whichever comes first. The U.S. Department of Transportation (USDOT) conformed the current RTP April 26, 2013. USDOT must make the conformity determination before the plan and program can go into effect.

In the Rogue Valley Metropolitan Planning Organization area, the conformity document must show that through the horizon of the plan and program air quality requirements for CO and PM<sub>10</sub> will be met. Specifically:

**Carbon Monoxide**—The area encompassed by the Medford urban growth boundary (UGB) was re-designated from nonattainment to attainment by the U.S. Environmental Protection Agency (EPA) in 2002. A CO LMP was approved by EPA on September 19, 2017. As summarized above, the RVMPO is no longer required to complete an emissions analysis for CO, but must still comply with other conformity requirements under 40 CFR 93.109(b).

**PM<sub>10</sub>**—The area within the Medford-Ashland Air Quality Maintenance Area, which is entirely within the RVMPO planning area, was re-designated from nonattainment to attainment by EPA in 2006, and the emissions budget shown above for PM<sub>10</sub> from transportation (mobile) sources was approved to maintain air quality.

Analysis by the RVMPO found that through the horizon of the RTP (2042) and the TIP (2021), and in intervening years, PM<sub>10</sub> emissions from transportation will not exceed emission budgets, as shown in the table above.

***Actions to be taken***

The RVMPO Policy Committee, as the policy board for the federally designated Metropolitan Planning Organization in the urbanized area that includes the cities of Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, Eagle Point, Jackson County, Rogue Valley Transportation District (RVTD) and the Oregon Department of Transportation (ODOT), must formally adopt the findings described in this report. Then USDOT and the federal Environmental Protection Agency confer on the analysis. Ultimately, USDOT will make a conformity determination based on this document. At that time, the RVMPO's 2017-2042 RTP, and the 2018-2021 TIP will go into effect.

***Basis of the analysis***

The analysis uses computer models to project the amounts of PM<sub>10</sub> anticipated in the respective planning area from on-road transportation. The region's travel demand model, developed jointly by RVMPO and ODOT, estimates the amount of vehicle travel anticipated, expressed as vehicle miles traveled (VMT). Emission factors are generated using an EPA-approved model. From these calculations, future emissions are estimated. The models takes into account several key factors that can change over time including population and employment growth, land-use changes, changes to the transportation system and motor vehicle technology.

***Details of the Air Quality Conformity Determination***

This report shows that with the implementation of the 2042 RTP and 2021 TIP, all current federal and state requirements for on-road transportation emissions within the planning area will be met. For the entire Medford-Ashland Air Quality Maintenance Area, an area within the RVMPO planning area, PM<sub>10</sub> emissions from on-road transportation will not exceed the budget set by ODEQ and approved by EPA in 2006. This means that transportation projects will not impede the area in continuing to meet air quality requirements.

The report also describes the finding that since the EPA approved a CO LMP for the Medford CO Maintenance Area, the RVMPO is no longer required to complete a regional emissions analysis for CO.

In addition to the analysis itself, this report details how required consultation among appropriate agencies and organizations and the public occurred.

**Exhibit A**  
**(To be Included in RVMPO 2017 AQCD)**

***Timely Implementation of Transportation Control Measures (TCMs)***  
**40 CFR 93.113**

The PM<sub>10</sub> maintenance plan lists street cleaning programs for the City of Medford, White City and the connecting transportation corridor (Hwy. 62). This street cleaning program is considered by ODEQ to be a Transportation Control Measure (TCM) for reducing particulate pollution. At a minimum, the cleaning program must use high-efficiency, vacuum street sweeper(s) or the equivalent over a geographic area that includes Medford, White City and the section of Hwy. 62, at a frequency of at least two times a month.

It was determined during interagency consultation on March 1, 2017 that the street-sweeping program is not a true TCM as defined in 40 CFR 93.101. It is considered an on-road reduction measure, and not subject to 40 CFR 93.113 – Timely Implementation of TCMs.

The regional emissions analysis for this conformity determination reflects what is actually being done for street sweeping rather than what is described in the SIP on-road reduction measure above. The current street sweeping efforts being undertaken by Jackson County, Medford and ODOT are different than what is in the SIP. Below is a description of the current street sweeping effort.

**City of Medford Street Sweeping**

1. The city owns 5 Sweepers broken down as follows:
  - 4 Schwartz A-7000 Diesel Sweepers
  - 1 Schwartz A-7000 CNG Sweeper
2. Medford runs 3 sweepers full time year round and 2-3 months out of the year the city runs an additional sweeper for leaves.
3. Medford sweeps State highways within Medford's city limits for ODOT.
4. 2016 Stats
  - 4,207 production hours and a total of 12,276 miles swept.
  - 4,085 cubic yards of debris removed.
5. Schedule
  - Central Business District (CBD) once per week
  - Lower Order (Residential) Streets every 30 days
  - State Highways once per week
  - Higher Order Streets twice a month
  - At times the city can run 5 sweepers at once (typically after a snow event when the city is trying to get the rock picked up).

**Jackson County Street Sweeping**

Since the last report from Jackson County, which was done in 2003, Jackson County lost approximately 1/3 of their road maintenance budget due to the loss of federal timber harvest funds in 2007. Due to this budget reduction all of the County's maintenance activities have been significantly impacted. The Schwartz A-700 sweeper previously used was aged out of

the fleet and has been replaced with a sweeper which is similar in performance. However, the County’s frequency of sweeping has diminished significantly. Within the White City Urban Containment boundary arterials and collectors are swept monthly and local streets are swept as required, typically 2-4 times per year.

**ODOT Hwy 62 Sweeping**

ODOT sweeps from Vilas Road north to White City on Hwy 62 a minimum of four times a year.

The City of Medford sweeps the CBD and state highways within the city limits once a week (4-5 times a month), which exceeds the SIP requirement of sweeping twice a month. The RVMPO will request that ODEQ amend the SIP to remove this SIP emission reduction measure as a “TCM” and then develop and approve a PM<sub>10</sub> Second 10-Year Limited Maintenance Plan (LMP).

Data provided by ODEQ in Table 1 below shows that PM<sub>10</sub> levels have remained quite low ever since the PM<sub>10</sub> attainment/maintenance plan was developed. Additionally, when looking at the source contributions for PM<sub>2.5</sub> (the pollutant ODEQ is most concerned about right now in Medford), the dust contribution is only 3% of the total pie. In other words, actions to address road dust through street sweeping are helpful but not a critical component in keeping PM<sub>10</sub> and PM<sub>2.5</sub> levels down. It’s still probably good to maintain street sweeping measures in the Medford area, but it may not be so critical in White City especially now that ODEQ no longer has a PM<sub>10</sub> monitor there.

Table 1

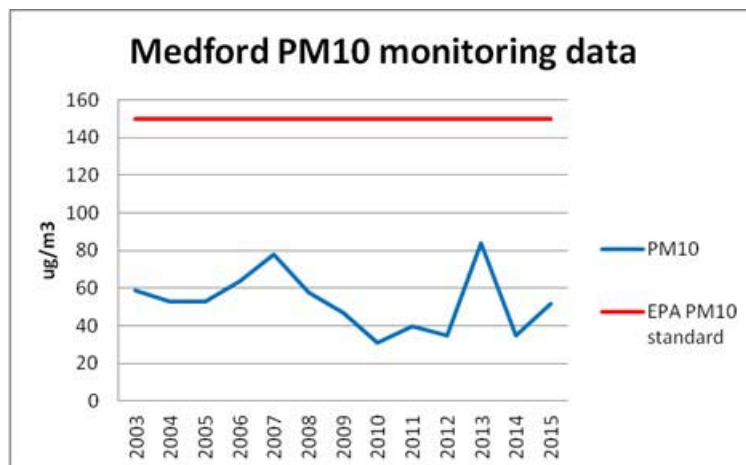
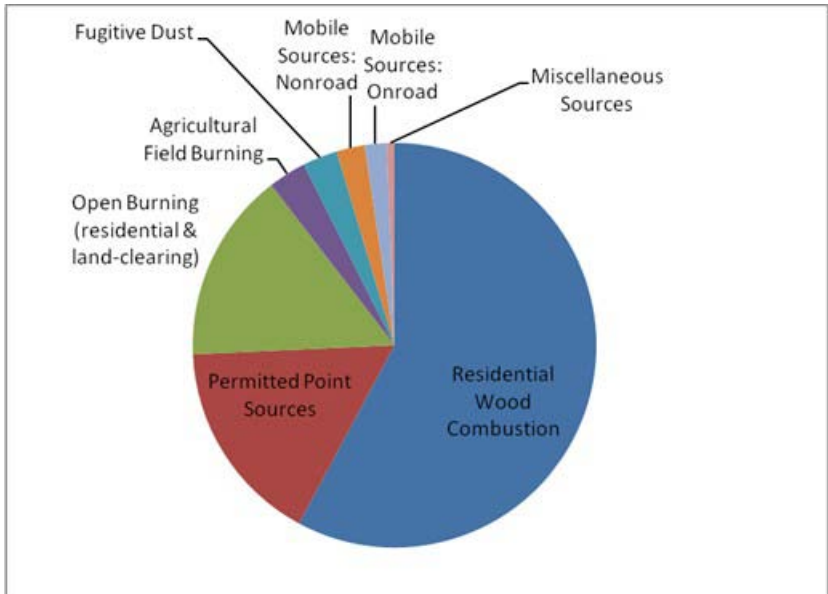




Table 2



**Resolution Number 2017 - 1**  
**Rogue Valley Metropolitan Planning Organization - Policy Committee**  
**Adoption of the RVMPO 2017-2042 Regional Transportation**

**Whereas**, the Rogue Valley Council of Governments (RVCOG) has been designated by the State of Oregon as the Metropolitan Planning Organization (MPO) for the greater Medford Urbanized Area; and

**Whereas**, the RVCOG has delegated responsibility for MPO policy functions to the RVMPO Policy Committee, a Committee of elected officials from Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, the Rogue Valley Transportation District, and the Oregon Department of Transportation; and

**Whereas**, a project identification and selection process was carried out through the development of the 2017-2042 Regional Transportation Plan (RTP); and

**Whereas**, a public involvement process consistent with the RVMPO Public Participation Plan was developed and implemented throughout the development of the RTP; and

**Whereas**, the RVMPO, as required by law, held a 30-day public comment period to secure input and comment on the RTP and the comments received were explicitly considered; and

**Whereas**, the 2017-2042 RTP has been shown to meet state and federal air quality requirements as demonstrated in the Air Quality Conformity Determination; and

**Whereas**, the projects contained in the 2017-2042 RTP demonstrate financial constraint;

**NOW THEREFORE**, the Metropolitan Planning Organization Policy Committee approves and adopts the 2017–2042 Regional Transportation Plan.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 28<sup>th</sup> day of March 2017.

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Michael G. Quilty  
RVMPO Policy Committee Chair

**Resolution Number 2017-2**  
**Rogue Valley Metropolitan Planning Organization - Policy Committee**  
**Adopting 2018-2021 Transportation Improvement Program**

**Whereas**, the Rogue Valley Council of Governments (RVCOG) has been designated by the State of Oregon as the Metropolitan Planning Organization (MPO) for the greater Medford Urbanized Area; and

**Whereas**, the RVCOG has delegated responsibility for MPO policy functions to the RVMPO Policy Committee, a Committee of elected officials from Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, the Rogue Valley Transportation District, and the Oregon Department of Transportation; and

**Whereas**, a project identification and selection process was carried out through the development of the 2018-2021 Transportation Improvement Program (TIP); and

**Whereas**, a public involvement process was developed and implemented throughout the development of the TIP; and

**Whereas**, the RVMPO advertised and held a 30-day public comment period and public hearing to secure input and comment on the proposed TIP; and

**Whereas**, the improvements contained in the TIP demonstrate financial constraint; and

**Whereas**, the 2018-2021 TIP has been shown to meet the requirements of the Clean Air Act Amendments and state law;

**NOW, THEREFORE**, the Rogue Valley Metropolitan Planning Organization Policy Committee approves and adopts the attached 2018-2021 TIP.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 28<sup>th</sup> day of March 2017.

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Michael G. Quilty  
RVMPO Policy Committee Chair

**Resolution Number 2017 - 3**  
**Rogue Valley Metropolitan Planning Organization - Policy Committee**  
**Adoption of Air Quality Conformity Determination for the RVMPO 2017-2042 Regional**  
**Transportation Plan and 2018-2021 Transportation Improvement Program**

**Whereas**, the Rogue Valley Council of Governments (RVCOG) has been designated by the State of Oregon as the Metropolitan Planning Organization (MPO) for the greater Medford Urban Area; and

**Whereas**, the RVCOG has delegated responsibility for MPO policy functions to the RVMPO Policy Committee, a committee of elected officials from Ashland, Eagle Point, Central Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, the Rogue Valley Transportation District and the Oregon Department of Transportation; and

**Whereas**, a project identification and selection process was carried out through the development of the 2017-2042 Regional Transportation Plan (RTP) and the 2018-2021 Transportation Improvement Program (TIP); and

**Whereas**, a public involvement process was developed and implemented consistent with the RVMPO Public Participation Plan throughout the development of the RTP ,TIP, and Air Quality Conformity Determination (AQCD); and

**Whereas**, the MPO, as required by law, held a 30-day public comment period to secure input and comment on the proposed conformity determination and the comments received were explicitly considered; and

**Whereas**, the 2017-2042 RTP and 2018-2021 TIP have been shown through this document to meet state and federal air quality requirements; and

**Whereas**, the demonstration of air quality conformity was based on inputs that produced conservative (high) emissions estimates including:

- Using annual average travel estimates rather than permitted lower winter estimates,
- Counting travel beyond air quality area boundaries in emission estimates,
- Using a constant length for unpaved roads through 2042 rather than assuming a continuation of the historic decline in unpaved-road miles,
- Not taking certain allowable emissions credits derived from transportation projects that improve air quality,
- Not assuming a transit mode share increase despite historic trend increases and planned projects and land use assumptions intended and expected to increase transit mode share, and
- Developing emissions estimates without transit service because the continuation of existing services is not fully constrained;

**Whereas**, the improvements contained in the 2017-2042 RTP and the 2018-2021 TIP demonstrate financial constraint;

**NOW THEREFORE**, the Metropolitan Planning Organization Policy Committee approves and adopts the attached Air Quality Conformity Determination for the Regional Transportation Plan and the Transportation Improvement Program.

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 28<sup>th</sup> day of March 2017.

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Michael G. Quilty, MPO Policy Committee Chair