



**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

Pre-analysis Consensus Plan for Transportation Conformity

2017- 2042 Regional Transportation Plan

2018-2021 Transportation Improvement Program

September 7, 2016

The Rogue Valley Metropolitan Planning Organization (RVMPO) proposes the following pre-analysis consensus plan and procedures to conduct a transportation conformity analysis for the **2017- 2042 Regional Transportation Plan (RTP)** and the **2018-2021 Transportation Improvement Program (TIP)**. This plan is being submitted to the interagency consultation partners to solicit consensus as work begins on a full-scale transportation conformity analysis. The plan and procedures may be further revised as the RVMPO proceeds with the analysis. Notification of such changes will be made to the interagency consultation partners.

A demonstration of conformity is necessary because several new regionally significant, non-exempt roadway projects are proposed to be added to the 2017-2042 RTP (see *Table 4: Project List Excerpt – New Projects for 2042 RTP*). These projects are not exempt from conformity under 40 CFR 93-126 and 93-127.

Purpose: The RVMPO is adopting the **2017-42 RTP and 2018-21 TIP**. A demonstration of conformity to State Implementation Plans for Carbon Monoxide (CO) and particulate matter over 10 microns (PM₁₀) is required.

New projects are identified in Table 4; the draft 2042 RTP project list is attached as Appendix A. Both lists contain project descriptions and RVMPO finding of conformity status.

Rogue Valley Regional Transportation Conformity Assumptions

The USDOT issued a Transportation Conformity Determination on May 20, 2015 for the amended 2013-2038 RTP and 2015-18 TIP. For this conformity analysis, the RVMPO proposes to utilize the demographic and travel demand model assumptions developed for the 2017-42 RTP and 2018-21 TIP. These are the most recent planning assumptions.

Demographics

- a. **Population:** The population projections are based on the official Portland State University (PSU) forecast for Jackson County and the allocations to each city/UGB. The RVMPO travel demand model is consistent with the RVMPO population estimates through coordination with the RVMPO Technical Advisory Committee (TAC) and ODOT's Transportation Planning Analysis Unit (TPAU) in September 2016.

- b. Employment:** RVCOG developed a forecast of total employment for Jackson County and the MPO boundary, and a forecast for each city based on: (1) the 2014 QCEW data about covered employment, (2) the forecasts for employment in the Bear Creek Valley economic opportunities analysis, and (3) adjustments to the forecast based on changes in the Region over the last few years and based on the population forecasts. The employment forecast presents the following information for each city: (1) total employment and (2) employment by broad sectors used in the TPAU model (i.e., retail, commercial services, industrial, and government).

Table 1: RVMPO Population, Employment

Analysis Year	2017	2027	2037	2042
Population	177,827	198,070	217,464	225,387
Employment	77,737	92,340	102,901	107,038

- c. Land Use:** Both future year employment and population were allocated to Transportation Analysis Zones (TAZs) based on existing local land uses, with consideration to available vacant and buildable land, projects currently in the planning process, redevelopment and infill potential. Allocations are consistent with all existing comprehensive land use plans, and made in consultation with each jurisdiction. All urban area growth was assigned to TAZs within Urban Growth Boundaries (UGBs).

The RVMPO allocated a portion of future growth to Urban Reserve Areas (URAs) as identified in the Regional Problem Solving (RPS) Plan. These urban growth allocations were made at the direction of each city, consistent with the city’s forecast for full build-out of the UGB area. The RPS Plan has been adopted by each participating city and approved by the state (Land Conservation and Development Commission (LCDC)). Distributing population and employment over a wider geographical area (beyond UGBs) can be expected to produce greater vehicle miles traveled (VMT) estimates, and thereby yield higher emissions estimates.

- d. Transit:** The financial analysis for the 2017-2042 RTP found that the resources that are reasonably expected to be made available for Rogue Valley Transportation District (RVTD) transit service are not sufficient to maintain existing service. Details of the financial forecast are in Part 6 of the RTP. RVTD does not have plans to reduce service, and is considering seeking another tax levy (after 2021), which may make service cut backs unnecessary. However, such considerations are not sufficient to fiscally constrain service under federal guidelines. In light of this uncertainty, *through inter-agency consultation* on the 2013 – 2038 RTP conformity determination, it was determined that the most appropriate course of action would be for the RVMPO to demonstrate conformity under two transit scenarios: 1) Sufficient funds are identified and existing transit service would be maintained through 2042; and 2) Sufficient funds are not identified and service reductions would be required. This process will produce two sets of emissions estimates by which conformity will be demonstrated. The RVMPO will use the same approach for the 2017 – 2042 RTP conformity determination.

For the first scenario, existing transit service will be incorporated in the RVMPO travel demand model. Non-auto travel will be estimated through a mode choice model, which takes into account current transit route and headway information. In May 2016, voters approved a tax levy for RVTD that will fund a new transit route and increase transit service by several hours a week by

extending service into weekday evenings and Saturdays. Identified funds are limited to five years (to 2021). This will affect the short range portion of the RTP (2017 – 2021).

For the second scenario, the travel model will be run without any transit inputs. Certainly, funds are anticipated to maintain some level of service, however, the planning necessary to determine in sufficient detail what that service would consist of (routes, hours of operation, headways, etc.) hasn't occurred. So absent the knowledge of what a fiscally constrained transit program will look like, removing transit entirely from the travel model will be the most protective of the airshed.

Travel Model Validation year:	2010
RTP years	2017-2042
TIP year(s)	2018-2021
Conformity Analysis Years	
a. CO SIP Budget Years	NA
c. PM ₁₀ SIP Budget Year	2017
d. Intermediate Years	2027 and 2037
d. Plan Horizon	2042
Maintenance Areas	Medford Urban Growth Boundary – Maintenance for CO Medford/Ashland Air Quality Maintenance Area (contained within RVMPO area) – Maintenance for PM ₁₀
Travel Demand Model	Vehicle Miles Traveled forecasted by RVMPO 4.2 travel demand model in all conformity years (2017, 2027, 2037, & 2042).
Modal Split/Mode Choice	Mode-split for transit, bicycle and pedestrian travel determined through RVMPO 4.2 model (EMME-2 software) for all conformity years.
Local Streets(off network) VMT	Local travel (off-network) determined as 10% of network travel (VMT) per Oregon Department of Environmental Quality (DEQ) CO & PM ₁₀ SIPs, and used by Oregon MPOs in estimating regional travel. This will be consistent with previous RVMPO conformity determinations.

State Implementation Plans

Carbon Monoxide

The Oregon Department of Environmental Quality (ODEQ) developed a CO Limited Maintenance Plan (LMP) for the Medford area, which was submitted to the U.S. Environmental Protection Agency (EPA) in December 2015. On March 7, 2016, the Rogue Valley Council of Governments (RVCOG) received notice from EPA of the adequacy for transportation conformity purposes of the on-road motor vehicle emissions budgets in the Medford CO LMP for the CO national ambient air quality standard (see Appendix A below).

In addition, the Medford Carbon Monoxide 2nd 10 year Limited Maintenance Plan has been published in the Federal Register. The following links are the proposed and direct final rule.

<https://www.federalregister.gov/articles/2016/07/20/2016-17060/air-plan-approval-oregonmedford-area-carbon-monoxide-second-10-year-maintenance-plan>

<https://www.federalregister.gov/articles/2016/07/20/2016-17058/approval-of-medford-oregoncarbon-monoxide-second-10-year-limited-maintenance-plan>

As a result of EPA’s adequacy finding, RVCOG ODEQ, Oregon Department of Transportation (ODOT), and the U.S. Department of Transportation (USDOT) are not required to conduct a regional emissions analysis for transportation conformity for CO; however, other transportation conformity requirements for CO still remain such as consultation, transportation control measures, and project level analysis. Below is a description of how the RVMPO will demonstrate transportation conformity for the 2017-42 RTP and 2018-21TIP.

Transportation Conformity as it Applies to the RVMPO for CO

According to federal rules, while areas with approved limited maintenance plans are not required to perform a regional emission analysis, they are required to demonstrate conformity of the transportation plans as stated in 40 CFR part 93, subpart A.

These requirements and how the RVMPO will meet regulations in regards to the adoption of the 2042 RTP and 2017-21 TIP are presented below.

- a. Transportation plans and projects provide for timely implementation of SIP transportation control measures (TCMs) in accordance with 40 CFR 93.113;
 1. There are no TCMs identified in the SIP for the CO Maintenance areas.
- b. Transportation plans and projects comply with the fiscal constraint element per 40 CFR 93.108;
 1. As required by federal regulations, the adopted RVMPO 2042 RTP will be financially constrained, containing only those projects that funds are identified for or ‘reasonably expected’ to be available over the time frame of the plans.
- c. The MPO’s interagency consultation procedures meet applicable requirements of 40 CFR 93.105;
 1. A draft of the Air Quality Conformity Determination (AQCD) document will be circulated to ODOT, EPA, Oregon DEQ, FHWA, and FTA prior to adoption.
- d. Conformity of transportation plans is determined no less frequently than every four years, and conformity of plan amendments and transportation projects is demonstrated in accordance with the timing requirements specified in 40 CFR 93.104;
 1. The equivalent State Rule is OAR 340-252-0050 which currently specifies conformity to be determined every three years. DEQ has proposed rulemaking to align this with federal statute.

- e. The latest planning assumptions and emissions model are used as set forth in 40 CFR 93.110 and 40 CFR 93.111;
 - 1. Estimates of population and employment for the area have been made, which are based on the adopted comprehensive plans and TSPs for the RVMPO area. Assumptions regarding the financial situation the RVMPO area is anticipated to face over the next 25 years have been updated, in conjunction with ODOT, RVTD, and the local jurisdictions.
 - 2. Equivalent State Rule is OAR 340-252-0120 regarding the latest emissions model.
 - 3. The Medford area is designated as attainment for CO. EPA adequacy findings for the CO LMP went into effect in March 2016. As such, no regional emissions modeling is required for CO for the conformity determination.
- f. Projects do not cause or contribute to any new localized carbon monoxide violations, in accordance with procedures specified in 40 CFR 93.123; and
 - 1. Projects included in the RVMPO 2042 RTP that are required to perform hot spot analyses will have this conducted by the project sponsors during the appropriate phase of the project.
- g. Project sponsors and/or operators provide written commitments as specified in 40 CFR 93.125.
 - 1. Project sponsors and operators will conform to the CAA requirements.
- b. Particulate Matter-PM₁₀:** The Medford/Ashland PM₁₀ Maintenance SIP, Aug. 18, 2006, applies to entire RVMPO area. SIP budget for annual emissions only.

<u>Year</u>		<u>Yearly Budget</u>
2017	Budget Yr.	3,754 tons
2027	Intermediate Yr.	3,754 tons
2037	Intermediate Yr.	3,754 tons
2042	Plan Horizon Yr.	3,754 tons

Mobile Source Emission Reduction and Control Strategies

If necessary, the RVMPO could take emission-reduction credits derived from numerous projects including many funded through the Congestion Mitigation and Air Quality program that will impact air quality during the planning period. These strategies are discussed briefly below.

- **CO Strategies:** Motor Vehicle Inspection and Maintenance Program mandatory in Medford/Ashland Air Quality Maintenance Area (contained within RVMPO boundary) and credit is taken when estimating emission rates. Projects to reduce emissions by reducing congestion and delay include signal timing systems, intersection channelization and investment in driving alternatives, however credits for such projects are not being taken.
- **PM₁₀ Strategies:** Projects to reduce road dust by paving surfaces are numerous. Total length of unpaved roads, as estimating through Jackson County maps (GIS) has been declining. Also, the RVMPO is programming and planning project that add curbs, gutters, sidewalks and bicycle lanes to arterial and collect streets, encouraging non-motorized travel, reducing track out

generating road dust and making street cleaning more effective (see Transportation Control Measure below. These projects have been identified in the plan and program for several planning update cycles including this one, however credits are not being taken.

- Transportation Control Measures:** Street cleaning programs for City of Medford, White City urban containment area, connecting corridors including Hwy. 62 and significant intervening travel corridors. At minimum, programs must use high-efficiency vacuum street sweepers, or equivalent, and occur at least twice per month. Although these programs are identified in the PM₁₀ SIP, they are not recognized as a TCM by EPA. Medford and Jackson County conduct the cleaning program, however credits are not being taken. Additionally most RVMPO jurisdictions over the past decade have purchased new high-performance street-sweepers and use them regularly.

Emissions Estimations/Rates

The RVMPO will use EPA’s MOVES2014a emissions model to determine conformity.

Table 2: RVMPO inputs to MOVES2014a, PM₁₀

Summary of 2017-2042 RTP Conformity Modeling Elements		
Parameter	Value	Source/Notes
Vehicle Emission Model	MOVES2014a	Latest version of MOVES
PM ₁₀ Fugitive Dust, Paved Roads	EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)	Link-level travel activity combined with area-specific silt loadings from SIP/MP
PM ₁₀ Fugitive Dust, Unpaved Roads	EPA AP-42, Latest Unpaved Road Dust Methodology (Nov. 2006)	Unpaved road travel activity estimates from ODEQ combined with emission factors from SIP/MP
Pollutants Reported	PM ₁₀	Budgets from ODEQ/EPA Medford-Ashland SIP/MP
Analysis Years	2017, 2027, 2037, 2042	Confirmed under IAC
Nonattainment Season	Annual, based on SIP conformity budget for PM ₁₀	Per SIP/MP, to be confirmed under IAC
Analysis/Planning Areas	PM ₁₀ : Medford/Ashland Air Quality Maintenance Area	Will need to spatially apportion countywide data to the smaller planning area
MOVES Input - Fleet VMT by HPMSVType	TBD from TPAU modeling network VMT, apportioned by current statewide HPMS travel splits to be provided by ODOT	Will use PM ₁₀ Maintenance Area shapefile to extract VMT within planning area
MOVES Input - Vehicle Populations by Source Type	TBD from Jackson County registration data, data in 2015 TIP was based on 2011 DMV data from ODEQ for passenger car and light truck counts, suggest use of MOVES default splits for other SourceType categories	Best approach satisfying “latest planning assumption” requirements to be confirmed under IAC
MOVES Input - Fleet Age Distributions	TBD, data in 2015 TIP was based on 2011 DMV data from ODEQ	Best approach satisfying “latest planning assumption” requirements to be confirmed under IAC
MOVES Input - Road Type VMT Distributions	TBD from link-level travel model outputs with road type identified	Confirm acceptability under IAC
MOVES Input - Vehicle Speed Distributions	TBD from link-level travel model outputs by time of day	MOVES speed distributions are VHT, not VMT based
MOVES Input - Temporal VMT Allocations (Monthly, Daily, Hourly)	TBD, recommend MOVES defaults	Data availability/best approach confirmed under IAC
MOVES Input -	Latest Jackson County fuel properties data developed	Data availability/best approach

Summary of 2017-2042 RTP Conformity Modeling Elements		
Parameter	Value	Source/Notes
Fuels/Properties	by ODEQ	confirmed under IAC
MOVES Input - Meteorology	MOVE default meteorology values (temperature and humidity) by month and hour for Jackson County	Confirm acceptability under IAC
MOVES Input - I/M	Not applicable	Although I/M Program in Medford, MOVES assumes no I/M benefits for PM)
MOVES Input - Ramp Fractions	Develop from link-level travel model outputs if possible, otherwise MOVES default ramp fractions	Confirm acceptability under IAC

PM₁₀ Emission Factors—Re-suspended Road Dust

PM₁₀, tailpipe (and brake/tire wear) emissions will be based on MOVES. Fugitive road dust emissions will be calculated separately using the latest AP-42 emission factors, with silt-loading factors from the Medford-Ashland PM₁₀ SIP as shown in Table 3. On unpaved roads an emissions factor of 1.15 pounds per VMT was used in the SIP and will be used in the conformity determination.

Table 3: Medford-Ashland Silt-Loading Factors

Location	Silt Factor (grams/mile ²)
White City Low ADT Roads	3.4
White City High ADT Roads	1.35
White City Industrial Roads	11.0
Medford Ashland AQMA Low ADT	0.54
Medford Ashland AQMA High ADT	0.19
Interstate 5	0.015

New Projects for 2042 RTP

The remaining pages of the Pre-Analysis Consensus Plan include; EPA Adequacy Finding letter, Federal Register Adequacy Finding, Appendix A – Draft 2017 – 2042 RTP projects.

REC'D MAR 07 2016

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 101200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

MAR 01 2016

OFFICE OF
AIR, WASTE AND TOXICS

Mr. Dick Pedersen
Director
Oregon Department of Environmental Quality
811 Southwest Sixth Avenue
Portland, Oregon 97204-1390

Re: Adequacy Finding for the Medford Carbon Monoxide Limited Maintenance Plan

Dear Mr. Pedersen:

The purpose of this letter is to inform you of the U.S. Environmental Protection Agency's determination of the adequacy for transportation conformity purposes of the on-road motor vehicle emissions budgets in the *Medford Carbon Monoxide Limited Maintenance Plan* for the carbon monoxide national ambient air quality standard. This limited maintenance plan (LMP) addresses the second 10-year maintenance period as required by Clean Air Act, section 175A(b). As a result of our adequacy finding, the Rogue Valley Council of Governments, the Oregon Department of Environmental Quality, Oregon Department of Transportation, and the U.S. Department of Transportation are not required to conduct a regional emissions analysis for transportation conformity; however, other transportation conformity requirements still remain such as consultation, transportation control measures, and project level analysis.

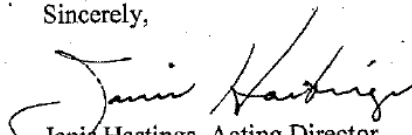
The LMP was submitted to the EPA on December 11, 2015, and a supplement was submitted on December 30, 2015. We announced receipt of the LMP on the EPA's Office of Transportation and Air Quality web site on January 21, 2016, and requested public comment on the on-road portion of the LMP by no later than February 22, 2016. Because limited maintenance plans do not contain on-road motor vehicle emissions budgets, the adequacy review period for these maintenance plans serves to allow the public to comment on whether the LMP option is appropriate for these areas. We received no comments during the comment period.

This letter transmits our decision that the on-road motor vehicle emissions budget in this LMP is adequate for transportation conformity decisions. Pursuant to 40 CFR 93.118(e)(4) of the Transportation Conformity Rule (40 CFR part 93, subpart A), the EPA reviewed the submitted LMP. The state of Oregon received no applicable public comments on the LMP during the public comment period or the associated hearing. As a result of our review, we believe it is appropriate to find the LMP adequate for transportation conformity purposes while the EPA continues to review the other aspects of the LMP. We have determined that the LMP's approach to on-road emissions, when considered with all other emissions sources in the Medford area, is consistent with applicable requirements for maintenance of the carbon monoxide national ambient air quality standards through the year 2022. The LMP also meets the other adequacy criteria found in 40 CFR 93.118(e) as detailed in the enclosed "Transportation Conformity Adequacy Review."

A copy of this letter and its enclosure will be posted on the Internet at <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>. The EPA's adequacy finding for purposes of transportation conformity is not dispositive of the EPA's ultimate approval or disapproval of the LMP.

The EPA intends to publish a notice of this adequacy finding in the *Federal Register* and the finding will become effective 15 days after the *Federal Register* publication. If you have any questions, please contact Karl Pepple of my staff at (206) 553-1778 or at pepple.karl@epa.gov.

Sincerely,


Janis Hastings, Acting Director
Office of Air, Waste, and Toxics

Enclosure

cc: Ms. Jasmine Harris
Federal Highway Administration

Mr. Ned Conroy
Federal Transit Administration

Ms. Natalie Liljenwall
Oregon Department of Transportation

Ms. Carole Newvine
Oregon Department of Transportation

Mr. Johnathon David
Rogue Valley Council of Governments

Ms. Michelle Eraut
Federal Highway Administration

Mr. Dave Nordberg
Oregon Department of Environmental Quality

Mr. David Collier
Oregon Department of Environmental Quality

Mr. Dan Moore
Rogue Valley Council of Governments

ODEQ Enclosure to Letter Dated February XX, 2015 from Jan Hastings to Dick Pedersen

Transportation Conformity Adequacy Review

The Medford Carbon Monoxide Limited Maintenance Plan

Submitted December 11 and 30, 2015

Adequacy Determination of Motor Vehicle Emissions Budget 40 CFR 93.118 (c) (4)

(4) EPA will not find a motor vehicle emissions budget in a submitted control strategy implementation plan revision or maintenance plan to be adequate for transportation conformity purposes unless the following minimum criteria are satisfied:

<i>Adequacy Review Criteria</i>	<i>Is this Criterion Satisfied?</i>	<i>Reference in SIP Documents/Comments</i>
(i) The submitted control strategy implementation plan revision or maintenance plan was endorsed by the Governor (or his or her designee) and was subject to a State public hearing;	Yes	The <i>Medford Carbon Monoxide Limited Maintenance Plan</i> (hereafter "Medford Limited Maintenance Plan (LMP)") was filed by the Governor of Oregon's designee, Joni Hammond, Deputy Director of the Oregon Department of Environmental Quality (ODEQ), on December 11, 2015 and a supplement was submitted on December 30, 2015. The Medford LMP was submitted to meet the second 10-year maintenance plan requirement located in Clean Air Act §175A(b). The Medford LMP was the subject of a public hearing held in Medford, OR on September 17, 2015. The details of the hearing can be located in the ODEQ document recommending action by the Environmental Quality Commission, located at http://www.oregon.gov/deq/EQC/Documents/2015/1215Item1.pdf .
(ii) Before the control strategy implementation plan or maintenance plan was submitted to EPA, consultation among federal, State, and local agencies occurred; full implementation plan documentation was provided to EPA; and EPA's stated concerns, if any, were addressed;	Yes	A draft of the Medford LMP and supporting documentation was reviewed by EPA Region 10 and discussed with ODEQ and the Rogue Valley Council of Governments (RVCOG) prior to state adoption by ODEQ on December 9, 2015. In addition, informal consultations between the EPA, ODEQ, and RVCOG were held as the draft plan was being developed. The EPA's concerns were addressed during this consultation process.
(iii) The motor vehicle emissions budget(s) is clearly identified and precisely quantified;	Yes	Section 4 of the Medford LMP demonstrates that the area meets the criteria to use the LMP option*. A motor vehicle emissions budget is not required for areas that chose the LMP option. The LMP option memorandum explains that the "EPA believes if the area begins the maintenance period at or below 85 percent of exceedance levels, the air quality along with the continued applicability of PSD requirements, any control measures already in the SIP, and Federal measures, should provide adequate assurance of maintenance...." The memo further explains that "when EPA approves a limited maintenance plan, EPA is concluding that an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable

	<p>(iv) The motor vehicle emissions budget(s), when considered together with all other emissions sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given implementation plan submission);</p> <p>(v) The motor vehicle emissions budget(s) is consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan revision or maintenance plan; and</p>	<p>Yes</p>	<p>to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result". Thus, the Medford LMP is consistent with the LMP option policy regarding motor vehicle emissions budgets.</p> <p>For areas that chose to use the LMP option, the maintenance demonstration requirement is considered to be satisfied. There is no requirement to project emissions over the maintenance period or for a motor vehicle emissions budget as discussed above in (4)(iii). Thus, the Medford LMP is consistent with the LMP option policy regarding motor vehicle emissions budgets.</p> <p>Areas that chose to use the LMP option are not required to have an emissions inventory or motor vehicle emissions budget as discussed in (4) (iii) above. However, the "control measures already in the SIP" are one of the criteria considered in the LMP option that should provide adequate assurance of maintenance, as discussed in (4)(iii) above. Section 6 of the Medford LMP lists the control measures relied on to demonstrate attainment and explains that they will continue in the 10-year maintenance period. Thus, the Medford LMP is consistent with the LMP option policy regarding motor vehicle emissions budget, emissions inventory and control measures.</p> <p>The assumptions, methods and computations used in the Medford LMP are addressed in sections 3, 5, and 6. Section 6 indicates that no control measures were modified from the previous 10-year maintenance plan submitted by ODEQ. Appendix 2 of the Medford LMP provides additional detail on inventory preparations.</p>
<p>(vi) Revisions to previously submitted control strategy implementation plans or maintenance plans explain and document any changes to previously submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see Sec. 93.101 for definition); and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).</p> <p>93.118 (c) (5) Before determining the adequacy of a submitted motor vehicle emissions budget, EPA will review the State's compilation of public comments and response to comments that are required to be submitted with any implementation plan. EPA will document its consideration of such comments and responses in a letter to the State indicating the adequacy of the submitted motor vehicle emissions budget.</p>	<p>Yes</p>	<p>The State supplied proof of public notices and a public hearing. ODEQ received no comments on this LMP.</p>	

*Memorandum: *Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas*, October 6, 1995, Joseph W. Paisie, Group Leader, Integrated Policy and Strategies Group. The EPA has determined that for second 10-year maintenance plans, the limited maintenance plan option is available to any CO or PM₁₀ maintenance area that meets the requirements of the respective policies. The EPA has offered this option to a wider number of areas that meet the policy requirements, based on the fact that such areas would have already maintained the standard for 10 years.



25394

Federal Register / Vol. 81, No. 82 / Thursday, April 28, 2016 / Notices

Response, Compensation and Liability Act (CERCLA), the United States Environmental Protection Agency (EPA) has entered into a settlement with James R. Forshaw and Wood Protection Products, Inc., concerning the Forshaw Chemicals Superfund Site located in Charlotte, Mecklenburg County, North Carolina. The settlement addresses recovery of CERCLA costs for a cleanup action performed by the EPA at the Site.

DATES: The Agency will consider public comments on the settlement until May 31, 2016. The Agency will consider all comments received and may modify or withdraw its consent to the proposed settlement if comments received disclose facts or considerations which indicate that the proposed settlement is inappropriate, improper, or inadequate.

ADDRESSES: Copies of the settlement are available from the Agency by contacting Ms. Paula V. Painter, Program Analyst, using the contact information provided in this notice. Comments may also be submitted by referencing the Site's name through one of the following methods:

Internet: <https://www.epa.gov/nc/public-notice-settlement-concerning-forshaw-chemicals-superfund-site>.

- *U.S. Mail:* U.S. Environmental Protection Agency, Superfund Division, Attn: Paula V. Painter, 61 Forsyth Street SW., Atlanta, Georgia 30303.
- *Email:* Painter.Paula@epa.gov

FOR FURTHER INFORMATION CONTACT: Paula V. Painter at 404-562-8887.

Dated: April 5, 2016.

Anita L. Davis,
Chief, Enforcement and Community
Engagement Branch, Superfund Division.

[FR Doc. 2016-09998 Filed 4-27-16; 8:45 am]

BILLING CODE 6560-50-P

**ENVIRONMENTAL PROTECTION
AGENCY**

[EPA-HQ-OECA-2012-0703; FRL-9945-61-OEI]

**Information Collection Request
Submitted to OMB for Review and
Approval; Comment Request; NESHAP
for Prepared Feeds Manufacturing
(Renewal)**

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency has submitted an information collection request (ICR), "NESHAP for Prepared Feeds Manufacturing (40 CFR part 63, subpart DDDDDDD) (Renewal)" (EPA ICR No. 2354.04, OMB Control No. 2060-0635), to the Office of

Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). This is a proposed extension of the ICR, which is currently approved through April 30, 2016. Public comments were previously requested via the **Federal Register** (80 FR 32116) on June 5, 2015 during a 60-day comment period. This notice allows for an additional 30 days for public comments. A fuller description of the ICR is given below, including its estimated burden and cost to the public. An Agency may neither conduct nor sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

DATES: Additional comments may be submitted on or before May 31, 2016.

ADDRESSES: Submit your comments, referencing Docket ID Number EPA-HQ-OECA-2012-0703, to: (1) EPA online using www.regulations.gov (our preferred method), or by email to docket.oeca@epa.gov, or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW., Washington, DC 20460; and (2) OMB via email to oira_submission@omb.eop.gov. Address comments to OMB Desk Officer for EPA.

EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI), or other information whose disclosure is restricted by statute.

FOR FURTHER INFORMATION CONTACT: Patrick Yellin, Monitoring, Assistance, and Media Programs Division, Office of Compliance, Mail Code 2227A, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460; telephone number: (202) 564-2970; fax number: (202) 564-0050; email address: yellin.patrick@epa.gov.

SUPPLEMENTARY INFORMATION: Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed either online at www.regulations.gov or in person at the EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The telephone number for the Docket Center is 202-566-1744. For additional information about EPA's public docket, visit: <http://www.epa.gov/dockets>.

Abstract: Owners and operators of affected facilities are required to comply

with reporting and record keeping requirements for the general provisions of 40 CFR part 63, subpart A, as well as for the specific requirements at 40 CFR part 63, subpart DDDDDDD. This includes submitting initial notification reports, performance tests and periodic reports and results, and maintaining records of the occurrence and duration of any startup, shutdown, or malfunction in the operation of an affected facility, or any period during which the monitoring system is inoperative. These reports are used by EPA to determine compliance with the standards.

Form Numbers: None.

Respondents/affected entities: Prepared feeds manufacturing facilities.

Respondent's obligation to respond: Mandatory (40 CFR part 63, subpart DDDDDDD).

Estimated number of respondents: 1,800 (total).

Frequency of response: Initially and annually.

Total estimated burden: 64,100 hours (per year). Burden is defined at 5 CFR 1320.3(b).

Total estimated cost: \$6,490,000 (per year), which includes \$37,200 in either annualized capital/startup or operation & maintenance costs.

Changes in the Estimates: There is an adjustment increase in the respondent labor hours and cost in this ICR compared to the previous ICR. This is not due to program changes. The increase occurred because this ICR assumes all existing respondents will take some time each year to re-familiarize with the regulatory requirements. Additionally, there is a small decrease of \$36 in the estimated O&M cost due to rounding. This ICR rounds all calculated burden and costs to three significant digits. There is no change in the methodology or assumption used to calculate O&M cost.

Courtney Kerwin,
Acting Director, Collection Strategies
Division.

[FR Doc. 2016-09903 Filed 4-27-16; 8:45 am]

BILLING CODE 6560-50-P

**ENVIRONMENTAL PROTECTION
AGENCY**

[EPA-R10-OAR-2015-0854; FRL-9945-88-Region 10]

**Adequacy Determination for the
Medford, Oregon Carbon Monoxide
State Implementation Plan for
Transportation Conformity Purposes**

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy determination.

SUMMARY: The Environmental Protection Agency (EPA) is notifying the public of its finding that the Medford, Oregon second 10-year limited maintenance plan (LMP) for carbon monoxide (CO) is adequate for transportation conformity purposes. The LMP was submitted to the EPA by the State of Oregon Department of Environmental Quality (ODEQ or the State) on December 11, 2015, and a supplement was submitted on December 30, 2015. As a result of our adequacy finding, regional emissions analyses will no longer be required as part of the transportation conformity determinations for CO for the Medford area.

DATES: This finding is effective May 13, 2016.

FOR FURTHER INFORMATION CONTACT: The finding will be available at the EPA's conformity Web site: <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>. You may also contact Dr. Karl Pepple, U.S. EPA, Region 10 (OAWT-107), 1200 Sixth Ave., Suite 900, Seattle WA 98101; (206) 553-1778; or by email at pepple.karl@epa.gov.

SUPPLEMENTARY INFORMATION: This action provides notice of the EPA's adequacy finding regarding the second 10-year CO limited maintenance plan (LMP) for the Medford area for purposes of transportation conformity. The EPA's finding was made pursuant to the adequacy review process for implementation plan submissions delineated at 40 CFR 93.118(f)(1) under which the EPA reviews the adequacy of a state implementation plan (SIP) submission prior to the EPA's final action on the implementation plan.

The State submitted the LMP to the EPA on December 11, 2015, and submitted a supplement to EPA on December 30, 2015. Pursuant to 40 CFR 93.118(f)(1), the EPA notified the public of its receipt of this plan and its review for an adequacy determination on the EPA's Web site and requested public comment by no later than February 22, 2016. The EPA received no comments on the plan during the comment period. As part of our analysis, we also reviewed the State's compilation of public comments and response to comments that were submitted during the State's public process for the LMP. There were no applicable adverse comments directed at the on-road portion of the LMP.

Based on our review, the EPA believes it is appropriate to find this LMP adequate for use in transportation

conformity determinations prior to final action on the LMP. The EPA notified ODEQ in a letter dated March 1, 2016 (adequacy letter), subsequent to the close of the EPA comment period, that the EPA had found the LMP to be adequate for use in transportation conformity determinations. A copy of the adequacy letter and its enclosure are available in the docket for this action and at the EPA's conformity Web site: <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>.

Pursuant to 40 CFR 93.109(e), limited maintenance plans are not required to contain on-road motor vehicle emissions budgets. Accordingly, as a result of this adequacy finding, regional emissions analyses will no longer be required as a part of the transportation conformity determinations for CO for the Medford area. However, other conformity requirements still remain such as consultation (40 CFR 93.112), transportation control measures (40 CFR 93.113), and project level analysis (40 CFR 93.116).

Transportation conformity is required by section 176(c) of the Clean Air Act. Transportation conformity to a SIP means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The minimum criteria by which we determine whether a SIP is adequate for conformity purposes are specified at 40 CFR 93.118(e)(4). The EPA's analysis of how the LMP satisfies these criteria is found in the adequacy letter and its enclosure.

Authority: 42 U.S.C. 7401-7671q.

Dated: April 19, 2016.

Dennis J. McLerran,

Regional Administrator, Region 10.

[FR Doc. 2016-09968 Filed 4-27-16; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OECA-2012-0677; FRL-9945-26-OEI]

Information Collection Request Submitted to OMB for Review and Approval; Comment Request; NSPS for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction or Modification Commenced After June 11, 1973 and Prior to May 19, 1978 (Renewal)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency has submitted an information collection request (ICR), "NSPS for Storage Vessels for Petroleum Liquids for Which Construction, Reconstruction or Modification Commenced After June 11, 1973 and Prior to May 19, 1978 (40 CFR part 60, subpart K) (Renewal)" (EPA ICR No. 1797.07, OMB Control No. 2060-0442), to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*). This is a proposed extension of the ICR, which is currently approved through April 30 2016. Public comments were requested previously via the **Federal Register** (80 FR 32116) on June 5, 2015 during a 60-day comment period. This notice allows for an additional 30 days for public comments. A fuller description of the ICR is given below, including its estimated burden and cost to the public. An Agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

DATES: Additional comments may be submitted on or before May 31, 2016.

ADDRESSES: Submit your comments, referencing Docket ID Number EPA-HQ-OECA-2012-0677, to: (1) EPA online using www.regulations.gov (our preferred method), or by email to docket.oeca@epa.gov, or by mail to: EPA Docket Center, Environmental Protection Agency, Mail Code 28221T, 1200 Pennsylvania Ave. NW., Washington, DC 20460; and (2) OMB via email to oira_submission@omb.eop.gov. Address comments to OMB Desk Officer for EPA.

EPA's policy is that all comments received will be included in the public docket without change including any personal information provided, unless the comment includes profanity, threats, information claimed to be Confidential Business Information (CBI), or other information whose disclosure is restricted by statute.

FOR FURTHER INFORMATION CONTACT: Patrick Yellin, Monitoring, Assistance, and Media Programs Division, Office of Compliance, Mail Code 2227A, Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460; telephone number: (202) 564-2970; fax number: (202) 564-0050; email address: yellin.patrick@epa.gov.

SUPPLEMENTARY INFORMATION: Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed online at www.regulations.gov

Short Range 2017 - 2021								
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Local Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Ashland								
120	Laurel St. RR Crossing	R/R X-ing improvements, surface improvements	short	\$ 813,552			Exempt-Table 2	PM10
160	Hersey St. N. Main to Oak St Sidewalk	Sidewalk Construction	short	\$ 591,776			Exempt-Table 2	PM10
161	E. Nevada Street Extension	Extend street over Bear Creek to link roadway at Kestrell; sidewalks, bicycle lanes	short	\$ 5,055,500			Non-Exempt	PM10
162	Independent Way	Extend street from Washington St to Tolman Creek Rd; sidewalks, bicycle lanes	short	\$ 1,055,000			Non-Exempt	PM10
Ashland Short Range (2017-2021)				Total	\$ 7,515,828	\$ 7,635,000	\$ -	
Central Point								
	Twin Creeks Rail Crossing	Add new at grade crossing and signal, sidewalks at OR99 and Twin Creeks Crossing	short	\$ 3,900,000			Non-Exempt	PM10
234	IAMP 33 - N. Bound off ramp	Add second right turn lane	short	\$ 1,300,000			Exempt - Table 3	PM10
233	E. Pine Street Downtown Improvement Projects	New Sidewalks, street lights, and new signals at 2nd and 4th Streets. New Pedestrian Crossing at 6th Street	short	\$ 5,000,000			Exempt-Table 2	PM10
Central Point Short Range (2017-2021)				Total	\$ 10,200,000	\$ 11,473,000	\$ -	
Eagle Point								
330	Stevens Road - East Main Street to Robert Trent Jones	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	short	\$ 2,700,000			Exempt-Table 2	PM10
331	Linn Rd: OR62 to Buchanan	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	short	\$ 2,098,000			Exempt-Table 2	PM10
329	South Shasta Avenue - Alta Vista Road to Arrowhead Trail (Phase I)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	short	\$ 450,000			Exempt-Table 2	PM10
New	Stevens Road - Riley Road	Pedestrian Path to EP National Cemetery	short	\$ 300,000			Exempt-Table 2	PM10
Eagle Point Short Range (2017-2021)				Total	\$ 5,548,000	\$ 6,626,000	\$ -	
Jackson County								
809	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector, add signal	short	\$ 2,500,000			Non-Exempt	PM10
810	Regional Active Transportation Plan		short	\$ 200,000			Exempt-Table 2	PM10
821	Table Rock Rd: I-5 Crossing to Biddle	Widen to 3 & 5 Lanes, curb, gutter, & Sidewalk + bike lanes	short	\$ 7,883,540			Non-Exempt	PM10/CO
873	Table Rock Rd. at Gregory	New traffic signal	short	\$ 350,000			Exempt-Table 2	PM10
874	Kirtland to Gold Ray	Rogue River Greenway extension	short	\$ 400,000			Exempt-Table 2	PM10
Jackson County Short Range (2017-2021)				Total	\$ 11,333,540	\$ 9,253,000	\$ 2,080,540	
Jacksonville								
<i>No Short Range Projects Proposed</i>			short	\$ -				
Jacksonville Short Range (2017-2021)				Total	\$ -	\$ -	\$ -	

Appendix A
RVMPO Pre-Analysis Consensus Plan, September 2, 2016

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Local Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
ODOT								
903	OR 62: I-5 to Dutton Road (Medford), JTA Phase	Right of Way Acquisition and construct phase funded by Oregon Jobs and Transportation Act	short	\$ 118,485,000			Non-Exempt	PM10/CO
906	I-5 S. Medford - N. Ashland Paving	Grid/Inlay	short	\$ 7,358,000			Exempt-Table 2	PM10/CO
907	Antelope Road, White City	CNG Fueling Station	short	\$ 2,213,575			Exempt-Table 2	PM10
908	Jackson & Josephine Counties	Sign and Delineation Upgrades	short	\$ 729,191			Exempt-Table 2	PM10
910	Jackson County	I-5: Barnett Road Overpass Deck Overlay	short	\$ 759,600			Exempt-Table 2	PM10/CO
912	OR99 Ashland Creek Bridge	Repair Concrete Deterioration, Bridge #0M274	short	\$ 660,460			Exempt-Table 2	PM10
913	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location	short	\$ 14,715,185			Exempt-Table 2	PM10
914	I-5 Southern Oregon	Install cable barriers at various locations	short	\$ 2,500,000			Exempt-Table 2	PM10
917	Hwy 62 & Hwy 140 Intersection Improvements	Relocate signal, modify lane configuration	short	\$ 1,622,500			Exempt-Table 3	PM10/CO
945	OR99: Rapp Road to Ashland	Reducing to 3 lanes, consolidating accesses, adding bike/ped improvements	short	\$ 3,341,000			Exempt-Table 2	PM10
946	I-5: Bear Creek Bridges NB & SB, Scour Repair	Scour Repair, Bridges 08771N & 08771S	short	\$ 1,994,000			Exempt-Table 2	PM10
950	I-5 California State Line - Ashland Paving	Grind/Inlay	short	\$ 13,631,000			Exempt-Table 2	PM10
953	OR99: Laurel Street Signal Upgrade	Upgrade traffic signal	short	\$ 620,000			Exempt-Table 2	PM10
954	Rogue Valley VMS Replacement Project	Replace boards: I-5/MTN Ave, I-5 Table Rock, Hwy 199	short	\$ 700,000			Exempt-Table 2	PM10/CO
955	I-5 Medford Viaduct	Environmental Assessment Study	short	\$ 4,000,000			Exempt-Table 2	PM10/CO
956	OR-99: Coleman Crk to Birch Street	Restripe highway to add bike lanes. Adds Sidewalks. Adds Bus Signal Prioritization Ashland to Central Point.	short	\$ 7,300,000			Exempt-Table 2	PM10
ODOT Short Range (2017-2021) Total				Total	\$ 180,629,511	\$ 180,629,511	\$ -	

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Local Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Medford * does not reflect current need - TSP currently under review - project list may change								
863	Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes	short	\$ 13,000,000			Non-Exempt	PM10/CO
5014	Delta Waters Rd, Provincial to Foothill	Widen to three lanes with curb, gutter, bike lanes and sidewalks	short	\$1,200,000			Exempt-Table 2	PM10/CO
5015	Springbrook at Spring	Install new traffic signal or roundabout	short	\$575,000			Exempt-Table 2	PM10/CO
5016	4th at Riverside	Add NBR lane (City/MURA)	short	\$500,000			Exempt-Table 3	PM10/CO
5017	Main St at Barneburg	Install new traffic signal	short	\$300,000			Exempt-Table 2	PM10/CO
5018	Crater Lake at Jackson	Add left-turn lanes on all approaches and protect movements	short	\$2,500,000			Exempt-Table 3	PM10/CO
5020	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications	short	\$400,000			Exempt-Table 2	PM10/CO
Medford Short Range (2017-2021) Total			Total	\$ 18,475,000	\$ 67,887,000	\$ -		
Phoenix								
627	N. Church: W. 1st to w. 6th & N. Pine W. 1st to W. 5th	Asphalt overlay, roadway widening to City standards, curb, gutter, sidewalks and storm drainage, AC waterline replacement, sharrows	short	\$ 1,197,000			Exempt-Table 2	PM10
Phoenix Short Range (2017-2021) Total			Total	\$ 1,197,000	\$ 776,000	\$ 421,000		
Talent								
<i>No Short Range Projects Proposed</i>			short	\$ -	\$ -	\$ -		
Talent Short Range (2017-2021) Total			Total	\$ -	\$ -	\$ -		
Rogue Valley Transportation District (RVTD)								
1054	TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District, 2015 program		short	\$ 150,000			Exempt - Table 2	
1057	Urban Operations Support, FFY2015		short	\$ 4,900,000			Exempt - Table 2	
1058	Urban Operations Support, FFY2016		short	\$ 5,000,000			Exempt - Table 2	
1059	Urban Operations Support, FFY2017		short	\$ 5,100,000			Exempt - Table 2	
1060	Urban Operations Support, FFY2018		short	\$ 5,200,000			Exempt - Table 2	
1064	Capitalization of Maintenance (MPO STP Transfer, FFY2015)		short	\$ 1,047,769			Exempt - Table 2	
1065	Capitalization of Maintenance (MPO STP Transfer, FFY2016)		short	\$ 1,034,726			Exempt - Table 2	
1066	Capitalization of Maintenance (MPO STP Transfer, FFY2017)		short	\$ 1,049,214			Exempt - Table 2	
1067	Capitalization of Maintenance (MPO STP Transfer FFY2018)		short	\$ 1,063,903			Exempt - Table 2	
1073	Valley Feeder		short	\$ 111,445			Exempt - Table 2	
1077	Drive Less Connect Outreach		short	\$ 149,000			Exempt - Table 2	
1078	E-Fare System		short	\$ 764,516			Exempt - Table 2	
1078	FTA 5310 E&D Transit Capital STP Transfer (2015-2017)		short	\$ 1,329,533			Exempt - Table 2	
1079	FTA 5310 Enhanced Mobility Program (2016)		short	\$ 233,042			Exempt - Table 2	
1080	FTA 5310 Enhanced Mobility Program (2015)		short	\$ 233,042			Exempt - Table 2	
RVTD Short Range (2017-2021) Total			Total	\$ 27,366,191	\$ 27,366,191			
Total Short Range (2017-2021)				\$ 262,265,070	\$ 311,645,702	\$ 2,501,540	Funds Needed	
						\$ 9,479,000	Short Range Discretionary Funds Available	
						\$ 6,977,460	Balance	

Medium Range 2022 - 2030								
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Local Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Ashland								
163	Intersection Improvements: Ashland-Oak Knoll-E. Main	Realign intersection, install speed-reduction treatments	medium	\$ 1,184,195			Exempt-Table 2	PM10
Ashland Medium Range (2022-2030)				Total	\$ 1,184,195	\$ 6,499,000	\$ -	
Central Point								
215	OR 99: Traffic Calming Unit 3	Traffic Calming	medium	\$ 259,043			Exempt-Table 2	PM10
227	W. Pine St., Hanley St. to Haskell St.	Widen to add center turn lane, bike lanes, sidewalks	medium	\$ 3,286,685			Exempt-Table 2	PM10
Central Point Medium Range (2022-2030)				Total	\$ 3,545,727	\$ 18,276,000	\$ -	
Eagle Point								
322	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail	medium	\$ 150,000			Exempt-Table 2	PM10
325	Arrowhead Trail - Black Wolf lane to Pebble Creek Blvd	Extension (Collector) with Bike Lanes and Sidewalks	medium	\$ 1,800,000			Non-Exempt	PM10
334	South Royal Avenue - OR62 to Loto Street	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	medium	\$ 5,100,000			Exempt-Table 2	PM10
323	Barton Road - Highway 62 to Reese Creek Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	medium	\$ 475,000			Exempt-Table 2	PM10
327	Havenwood Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks	medium	\$ 525,000			Non-Exempt	PM10
308	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks	medium	\$ 625,000			Non-Exempt	PM10
Medium Range (2022-2030)				Total	\$ 8,675,000	\$ 4,912,000	\$ 3,763,000	
Jackson County								
858	Foothill Rd., Delta Waters to Coker Butte	Improve (widen) to rural major collector standards	medium	\$ 2,220,366			Exempt-Table 2	PM10
859	Foothill Rd., Coker Butte to Vilas	Improve (widen) to rural major collector standards	medium	\$ 2,220,366			Exempt-Table 2	PM10
875	Gold Ray Rd, Blackwell Rd to Upper River Rd.	Rogue River Greenway extension	medium	\$ 2,000,000			Exempt-Table 2	PM10
Jackson County Medium Range (2022-2030)				Total	\$ 6,440,733	\$ 4,000,000	\$ 2,440,733	
Jacksonville								
<i>No Medium Range Projects Proposed</i>			medium	\$ -				
Jacksonville Medium Range (2022-2030)				Total	\$ -	\$ 485,000	\$ -	

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Local Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
ODOT								
957	OR-99: Birch Street to Garfield	Add sidewalks and bikelanes; Upgrade Storm Drain	Medium	\$ 10,000,000			Exempt-Table 2	PM10/CO
958	OR-99: Talent to Phoenix	Restripe to 3-lane cross section; Add transit pullouts	Medium	\$ 3,000,000			Exempt-Table 2	PM10
959	OR-140 @ Agate and @ Leigh Way	Improve intersections alignments and change thru movement to favor the highway alignment.	Medium	\$ 7,000,000			Exempt-Table 3	PM10
ODOT Medium Range (2022-2030)				Total	\$ 20,000,000	\$ 20,000,000	\$ -	
Medford * does not reflect current need - TSP currently under review - project list may change								
5024	Barnett at N. Phoenix	Widen and add WBR lane and second EBL lane	medium	\$ 500,000			Exempt-Table 3	PM10/CO
5025	Crater Lake at Delta Waters	Add EBL and WBL turn lanes and protect movements. Add EBR lane	medium	\$ 2,500,000			Exempt-Table 3	PM10/CO
5026	Main at Columbus	Add NBL and SBL lanes and protect movements. Extend second WB lane further west. Add SBR lane.	medium	\$ 1,500,000			Exempt-Table 3	PM10/CO
5027	Springbrook, Cedar Links to Delta Waters	Widen to three lanes with curb, gutter, bike lanes and sidewalks	medium	\$ 3,500,000			Exempt-Table 2	PM10/CO
5028	Highland, Barnett Rd to Siskiyou Blvd	Widen to three lanes with bike lanes and sidewalks	medium	\$ 2,500,000			Exempt-Table 2	PM10/CO
5029	Arterial or collector locations as needed	2070 signal controller upgrades	medium	\$ 650,000			Exempt-Table 2	PM10/CO
5031	10th Street Bridge at Bear Creek	Repair bridge (assume 80% federal share/20% city share – city share shown)	medium	\$ 2,000,000			Exempt-Table 2	PM10/CO
5032	Garfield, Holly to Kings Highway	Widen to provide curb, gutter, bike lanes and sidewalk	medium	\$ 1,602,000			Exempt-Table 2	PM10/CO
Medford Medium Range (2022-2030)				Total	\$ 14,752,000	\$ 52,283,000	\$ -	

Appendix A
RVMPO Pre-Analysis Consensus Plan, September 2, 2016

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Local Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Phoenix								
628	Urban Reserve Areas PH-5, PH-10	Construct new street network	Medium	\$ 20,000,000			Non-Exempt	PM10
629	Rose St, Oak to 1st	Install sidewalks	Medium	\$ 346,500			Exempt-Table 2	PM10
630	Camp Baker Road, Hilsinger to Colver	new or improved sidewalks on both sides	Medium	\$ 445,000			Exempt-Table 2	PM10
631	Oak St. Rose to Main	Install sidewalks	Medium	\$ 363,000			Exempt-Table 2	PM10
611	Colver Rd., First St. to 4th	Widen and construct sidewalks, bike lanes	Medium	\$ 595,000			Exempt-Table 2	PM10
632	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side	Medium	\$ 250,000			Exempt-Table 2	PM10
Phoenix Medium Range (2022-2030)				Total			\$ 21,999,500	\$ 2,307,000
Talent								
717	Rapp Rd.: 150' South of Graham Way to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicycle lanes, sidewalks)	medium	\$ 3,430,000			Exempt-Table 2	PM10
728	Wagner St.: Talent Ave to West Valley View Rd.	Construct new collector street (50 feet)	medium	\$ 730,000			Non-Exempt	PM10
729	Wagner Creek Greenway Path: West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway (install new creek crossing)	medium	\$ 880,000			Exempt-Table 2	PM10
Talent Medium Range (2022-2030)				Total	\$ 5,040,000	\$ 2,607,000	\$ 2,433,000	
Rogue Valley Transportation District (RVTD)								
<i>Medium Range Projects, Funding in Finacial Chapter</i>			medium	\$ 117,648,000				
RVTD Medium Range (2022-2030)				Total	\$ 117,648,000	\$ 117,648,000	\$ -	
Total Medium Range (2022-2030)				\$ 199,285,155	\$ 229,017,000	\$ 28,329,233	Funds Needed	
						\$ 32,131,000	Medium Range Discretionary Funds Available	
						\$ 6,977,460	Short Range Discretionary Funds Carryover	
						\$ 10,779,227	Balance	

Long Range 2031 - 2042								
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Local Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Ashland								
164	Normal Avenue Extension	Extend roadway to East Main; sidewalks, bicycle lanes	long	\$ 5,916,032			Non-Exempt	PM10
165	Clear Creek Drive Extension	Extend road to connect with N. Mountain Ave.	long	\$ 4,601,359			Non-Exempt	PM10
Ashland Long Range (2031-2042)				Total	\$ 10,517,391	\$ 12,754,000	\$ -	
Central Point								
214	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidewalks (urban upgrade)	long	\$ 865,078			Exempt-Table 2	PM10
219	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	long	\$ 1,751,803			Exempt-Table 3	PM10
224	Scenic Ave, 10th St. to Scenic Middle School	Widen to add continuous turn lane with bike lanes and sidewalks	long	\$ 1,117,473			Exempt-Table 2	PM10
235	IAMP 33- South Bound on ramp	Add second left turn lane	long	\$ 1,700,000			Exempt-Table 3	PM10
Central Point Long Range (2031-2042)				Total	\$ 5,434,354	\$ 9,001,000	\$ -	
Eagle Point								
343	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks	long	\$ 575,000			Non-Exempt	PM10
344	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks	long	\$ 750,000			Non-Exempt	PM10
335	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	long	\$ 1,500,000			Exempt-Table 2	PM10
332	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	long	\$ 750,000			Exempt-Table 2	PM10
333	North Royal Avenue - Loto Street to Reese Creek Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	long	\$ 1,500,000			Exempt-Table 2	PM10
336	Hannon Road - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	long	\$ 1,600,000			Exempt-Table 2	PM10
337	Nick Young Road - OR 62 to Hannon Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	long	\$ 375,000			Exempt-Table 2	PM10
339	West Linn Road - OR 62 to Dahlia Terrace	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	long	\$ 1,800,000			Exempt-Table 2	PM10
341	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	long	\$ 550,000			Exempt-Table 2	PM10
342	South Shasta Avenue - Highway 62 to Arrowhead Trail (Phase II)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	long	\$ 1,500,000			Exempt-Table 2	PM10
New	Royal Ave/Old Highway 62 Intersection	Intersection Realignment	long	\$ 550,000			Exempt-Table 3	PM10
New	Little Butte Park Pedestrian Bridge	New Pedestrian Bridge Near Teakwood	long	\$ 2,500,000			Exempt-Table 2	PM10
New	S. Shasta Ave - Arrowhead Trail to Loto Street	Urban Upgrade (Collector) with Bike Lanes	long	\$ 650,000			Exempt-Table 2	PM10
New	Cottonwood at Hwy 62	Realign Intersection	long	\$ 250,000			Exempt-Table 3	PM10
New	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	\$ 120,000			Exempt-Table 3	PM10
New	Onyx St Extension	Extension Collector with Bike Lanes and Sidewalks	long	\$ 225,000			Non-Exempt	PM10
New	Hwy 62 @ Rolling Hills Dr	Signalization	long	\$ 250,000			Exempt-Table 3	PM10
Eagle Point Long Range (2031-2042)				Total	\$ 15,445,000	\$ 8,289,000	\$ 7,156,000	

Appendix A
RVMPO Pre-Analysis Consensus Plan, September 2, 2016

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Local Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Jackson County								
860	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards	long	\$ 3,286,685			Exempt-Table 2	PM10
861	Table Rock Rd., Mosquito to Antelope	Widen to 4 lanes	long	\$ 2,191,123			Non-Exempt	PM10
862	Old Stage Rd., Winterbrook to Taylor	Improve (widen) to rural major collector standards	long	\$ 3,286,685			Exempt-Table 2	PM10
866	Beall Ln., Highway 99 to Merriman	Upgrade to 3 lane urban standard	long	\$ 6,573,369			Exempt-Table 2	PM10
868	Kings Highway, S Stage to Medford UGB	Upgrade to 3 lane urban standard	long	\$ 3,286,685			Exempt-Table 2	PM10
870	Beall Ln. at Bursell	New traffic signal	long	\$ 438,225			Exempt-Table 2	PM10
876	Upper River Rd., Gold Ray Rd to RVMPO Boundary	Rogue River Greenway extension	long	\$ 1,500,000			Exempt-Table 2	PM10
877	Old Stage Rd, Taylor to RVMPO Boundary	Rogue River Greenway extension	long	\$ 3,000,000			Exempt-Table 2	PM10
New	E. Vilas Rd, Medford city limits to McLouglin	Improve (widen) to rural major collector standards	long	\$ 1,815,000			Exempt-Table 2	PM10
New	Wilson Rd, Upton to Table Rock	Improve (widen) to rural minor collector standards	long	\$ 1,680,000			Exempt-Table 2	PM10
New	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility	long	\$ 850,000			Exempt-Table 2	PM10
Jackson County Long Range (2031-2042)				Total	\$ 27,907,771	\$ 6,600,000	\$ 21,307,771	
Jacksonville								
<i>No Long Range Projects Proposed</i>			long	\$ -				
Jacksonville Long Range (2031-2042)				Total	\$ -	\$ 787,000	\$ -	
ODOT								
951	South Valley View Bridge Replacement	Realign and widen the Bear Creek Bridge over South Valley View Rd, located off Exit 19 near Ashland. It will also widen and add turning lanes to South Valley View Rd from the Interstate to Hwy 99 and connect peds and bikes with the Bear Creek Greenway.	Long	\$ 15,000,000			Exempt-Table 3	
960	OR-238: West Main to N. Ross Lane	Realign and widen highway; add adequate shoulders and/or bikelanes, add pedestrian improvements in urban areas.	Long	\$ 18,000,000			Exempt-Table 2	
ODOT Long Range (2031-2042)				Total	\$ 33,000,000	\$ 33,000,000	\$ -	

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Local Funds Available	Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Medford * does not reflect current need - TSP currently under review - project list may change								
5037	Hillcrest at N. Phoenix	Add EBR turn lane and provide signal overlap	long	\$ 750,000			Exempt-Table 3	PM10/CO
5038	McAndrews at Royal	Add second NBL lane from Royal onto McAndrews	long	\$ 750,000			Exempt-Table 3	PM10/CO
5039	McAndrews at Springbrook	Add SBR lane	long	\$ 750,000			Exempt-Table 3	PM10/CO
5040	Black Oak, Hillcrest to Acorn	Widen to two lanes with curb, gutter and sidewalks	long	\$ 750,000			Exempt-Table 2	PM10/CO
5041	Cherry Lane, N Phoenix Rd to Hillcrest	Widen to three lanes with bike lanes and sidewalks (eastern ¾)	long	\$ 2,500,000			Exempt-Table 2	PM10/CO
568	Lear Way, Coker Butte to Vilas	Construct new two lane road with bike lanes and sidewalks	long	\$ 2,500,000			Exempt-Table 2	PM10/CO
5042	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications	long	\$ 200,000			Exempt-Table 2	PM10/CO
5043	Foothill Rd, McAndrews to Delta Waters	Widen to three lanes with bike lanes and sidewalks	long	\$ 22,000,000			Exempt-Table 2	PM10/CO
5044	Kings Hwy, South Stage Rd to Stewart Ave	Widen to three lanes with bike lanes and sidewalks	long	\$ 4,000,000			Exempt-Table 2	PM10/CO
Medford Long Range (2031-2042)				Total	\$ 34,200,000	\$ 125,574,000	\$ -	
Phoenix								
633	Hilsinger, Colver Road to UGB Boundary	Total reconstruct with addition of bike lanes and sidewalks, stormwater management facilities	long	\$ 770,000			Exempt-Table 2	PM10
Phoenix Long Range (2031-2042)				Total			\$ 770,000	\$ 3,236,000
Talent								
720	Railroad District Collector: Belmont Rd. to Rapp Rd.	Construct new railroad district collector street	long	\$ 4,100,000			Non-Exempt	PM10
730	Belmont Rd.: Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hill Top)	long	\$ 800,000			Non-Exempt	PM10
731	Westside Bypass: Wagner Creek Rd/Rapp Rd to Colver Rd.	Construct new collector street west of city in Urban Reserve area TA-1	long	\$ 2,730,000			Non-Exempt	PM10
Talent Long Range (2031-2042)				Total	\$ 7,630,000	\$ 3,881,000	\$ 3,749,000	
Rogue Valley Transportation District (RVTD)								
<i>Long Range Projects, Funding in Finacial Chapter</i>			long	\$213,794,000				
RVTD Long Range (2031-2042)				Total				
Total Long Range (2031-2042)				\$ 348,698,517	\$ 412,893,000	\$ 32,212,771	Funds Needed	
						\$ 62,603,000	Long Range Discretionary Funds Available	
						\$ 10,779,227	Medium Range Discretionary Funds Carryover	
						\$ 41,169,456	Balance	