



Air Quality Conformity Determination

For the

**2017-2042 Regional
Transportation
Plan**

&

**2018-2021
Transportation
Improvement
Program**

**Adopted March 28, 2017
Revised June 27, 2017**



Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

**Rogue Valley
Metropolitan Planning Organization**

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2017-2042 Regional Transportation Plan

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**2018-2021 Transportation Improvement
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Adopted
March 28, 2017
Revised June 27, 2017

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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 (PM₁₀) Air Quality Maintenance Areas.

The CO and PM₁₀ 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 PM₁₀ 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 PM₁₀ 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 (PM₁₀) 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 PM₁₀ emission budgets. Across all analysis scenarios, total motor vehicle PM₁₀ emissions are less than 55% of the budgets.

Table of Particulate Emissions

Analysis Year	2017	2027	2037	2042
PM ₁₀ Budget	3,754 tons/year	3,754 tons/year	3,754 tons/year	3,754 tons/year
Estimated PM ₁₀ Emissions <i>With</i> Transit Service	1,559 tons/year	1,730 tons/year	1,938 tons/year	2,049 tons/year
Estimated PM ₁₀ 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 PM₁₀ 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).

PM₁₀—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 PM₁₀ 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, PM₁₀ 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 PM₁₀ 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, PM₁₀ 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.

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 28th day of March 2017.


Michael G. Quilty, MPO Policy Committee Chair



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June 12, 2017

HAD-OR/ FTA-TRO-10
File Code:
724.441

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Rogue Valley Council of Governments
155 N. 1st St., P.O. Box 3275
Central Point, OR 97502

RE: USDOT Air Quality Conformity Determination of Rogue Valley Metropolitan Planning Organization, 2017-2042 Regional Transportation Plan

Dear Mr. Welzenbach:

The Clean Air Act Amendments of 1990 (CAAA) require that transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay the attainment of the NAAQS. The U.S. Department of Transportation (Federal Highway Administration, FHWA and Federal Transit Administration, FTA) is required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR 93.104 (Frequency of Conformity Determinations) and 23 CFR Part 450 (FHWA and FTA Planning Rule). The CAAA requires States and Metropolitan Planning Organizations (MPOs) to demonstrate, through the conformity process, that the transportation program, as a whole, is consistent with the State Implementation Plan (SIP). Transportation conformity ensures that federal funding and approval are given to those transportation activities that are consistent with air quality goals and do not worsen air quality or interfere with the purpose of the SIP.

The United States Environmental Protection Agency (EPA) approved a carbon monoxide (CO) limited maintenance plan (LMP), effective September 19, 2016 (see 81 FR 47029; July 20, 2016) and a PM₁₀ maintenance plan, effective August 18, 2006, (see 71 FR 35163; June 19, 2006) for the Medford area. With the approved CO LMP, the Rogue Valley Metropolitan Planning Organization (RVMPO) is no longer required to complete regional emissions analysis for the Medford area for CO; however, emissions analysis is required for the Medford-Ashland area for PM₁₀. All other transportation conformity requirements still apply to both pollutants (see 40 CFR 93.109(b)).

This letter constitutes the joint FHWA and FTA air quality conformity determination (AQCD) for the RVMPO 2017-2042 Regional Transportation Plan (RTP), adopted by the RVMPO Policy Committee March 28, 2017. The conformity analysis provided by RVMPO indicated that the air quality conformity requirements have been met. Based on our review of the RVMPO air quality conformity determination, analysis, and documentation submitted to our offices on April 3, 2017,

we find the 2017-2042 RTP conforms to the SIP, in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP. This federal conformity determination was made after interagency consultation with EPA Region 10, Oregon Department of Environmental Quality, and Oregon Department of Transportation, pursuant to the Transportation Conformity Rule.

Your letter also included a request for an AQCD for the 2018-2021 Metropolitan Transportation Improvement Program (TIP), adopted by RVMPO Policy Committee March 28, 2017. However, RVMPO is readopting the 2018-2021 TIP to include additional projects. The USDOT will make an AQCD for the MPO TIP at a later date.

Please contact Mr. Chris Bucher of FHWA at 503-316-2555 or Mr. Jeremy Borrego of FTA at 206-220-7956 if you have any questions.

Sincerely,

**PHILLIP A
DITZLER**

Digitally signed by PHILLIP A DITZLER
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for Linda M. Gehrke
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cc:

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1.0 OVERVIEW

This document is prepared by the Rogue Valley Metropolitan Planning Organization to demonstrate conformity of the 2017-2042 Rogue Valley Regional Transportation Plan (RTP) and the 2018-2021 Transportation Improvement Program (TIP) with the Clean Air Act, as required by federal and state requirements as set forth in 40 CFR 93.102(a)(1) and OAR 340-252-0010.

Federal air quality conformity requirements are described in 40 CFR Part 93. Oregon's Conformity State Implementation Plan (SIP), adopted by the Oregon Environmental Quality Commission (EQC) and approved by EPA, establishes rules and standards for determining air quality conformity of transportation plans, programs and projects within Oregon (OAR 340 Division 252). This conformity determination meets all federal and state conformity requirements.

1.1 Document Organizational Structure

This document is organized into three main sections. Section 1 provides a general overview of the document purpose. Section 2 lists the critical legislative requirements that must be met through this conformity determination, and shows how the RVMPO emissions analysis process meets requirements. This section includes details about analysis results. Section 3 summarizes the analysis demonstrating that the 2042 RTP and the 2021 TIP are within emission budgets for area pollutants.

1.2 Changes Since Last Conformity Determination

USDOT approved the conformity for the RVMPO 2038 plan and amended 2012-15 TIP on April 26, 2013 (notification in Appendix B) and for the amended 2038 RTP and the 2015-18 TIP on May 20, 2015. A new conformity determination is necessary for adoption of the 2042 RTP and 2018-21 TIP. This conformity includes updates to the travel demand model network and other travel data and updating inputs to EPA's MOVES2014a emissions model.

In the Medford-Ashland PM₁₀ maintenance area, the 2042 RTP adds new, financially constrained arterial and collector streets in some jurisdictions and these have been represented in an update to the travel demand model. As is typical for the RVMPO, most projects are exempt from conformity because they do not add network capacity, rather they add turn lanes, bicycle lanes and sidewalks. The largest source of funding that is under RVMPO discretion continues to be the Congestion Mitigation and Air Quality Program (CMAQ).

1.3 Status of Air Pollutants

The U.S. Environmental Protection Agency (EPA) has established health-based National Ambient Air Quality Standards (NAAQS) for six air pollutants: carbon monoxide (CO), particulate matter (PM₁₀ and PM_{2.5}), ozone (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂) and lead (Pb). Areas that fail to meet the standards are designated “non-attainment” and are required to develop plans to come into compliance with the standards. Once compliance is achieved, a maintenance plan is developed to ensure that air quality will not be compromised in the future. Plans are approved by EPA and then included in the State Implementation Plan (SIP).

The SIPs also include measures to regulate emissions from non-mobile, or non-transportation related area sources and point sources. EPA defines an area source as a stationary source that emits less than 10 tons per year of a single hazardous air pollutant (HAP) or 25 tons per year of all HAPs combined. EPA defines a point source as stack, vent, duct, pipe or other confined air stream from which chemicals may be released to the air. Area and point sources are not addressed in this AQCD; this document demonstrates transportation conformity only.

The Medford Urban Growth Boundary (UGB) is a maintenance area for carbon monoxide (Medford CO maintenance area) and the Medford-Ashland Air Quality Maintenance Area is a maintenance area for particulate matter of less than 10 microns (PM₁₀). See Figure 1 on page 4 for more detail. Air quality for all other criteria pollutants meets the NAAQS and demonstration of conformity for these pollutants is not required. Rogue Valley Council of Governments (RVCOG) is the responsible agency for CO and PM₁₀ conformity for state purposes.

Status of CO

EPA approved the Medford CO maintenance plan (State Implementation Plan or SIP), with a daily transportation emissions budget effective Sept. 23, 2002. Formal notice of approval is in Appendix A. The boundary of the Medford CO maintenance area is the Medford Urban Growth Boundary, as shown on Figure 1. The CO SIP also mandates a motor vehicle Inspection and Maintenance (I&M) program covering the entire Medford-Ashland Air Quality Maintenance Area (AQMA). All gasoline-powered motor vehicles registered to owners living within the Medford-Ashland AQMA must have vehicle emissions and on-board diagnostic systems tested biennially. Credits for this program are taken in the emissions factor calculation process described in section 2.3. There has not been a violation of the CO NAAQS in the maintenance area since 1991. The CO concentrations are well below the NAAQS. While these data show that CO levels are in compliance with the NAAQS, demonstration of conformity relies upon compliance with the federal and state conformity regulations.

In December, 2015, the Oregon Department of Environmental Quality (ODEQ) submitted a Carbon Monoxide Limited Maintenance Plan (LMP) for the Medford area to EPA for approval. 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.

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>

Status of PM₁₀

EPA approved the PM₁₀ maintenance plan (State Implementation Plan or SIP) for the Medford-Ashland AQMA effective Aug. 18, 2006. Formal notice of approval is in Appendix A. The plan establishes an annual transportation emissions budget. The Medford-Ashland PM₁₀ AQMA is shown on Figure 1.

There have been no violations of the NAAQS for PM₁₀ since 1993. As with CO conformity, demonstration of PM₁₀ conformity relies on compliance with federal and state conformity regulations.

1.4 Purpose of this Determination

The RVMPO 2017-2042 RTP serves as the federally-required long range transportation plan, and the 2018-2021 TIP as the short-range implementing program for projects in the Medford Urbanized Area. Federal and state regulations require these plans to demonstrate conformity to the State Implementation Plan. These regulations provide the basis for the RVMPO’s issuance of a determination that projects in the 2042 RTP and 2021 TIP comply with the SIP as required by the Clean Air Act Amendments of 1990, codified in federal statute under 40 CFR Part 93, as amended January 2008, and state statute under OAR 340 Division 252.

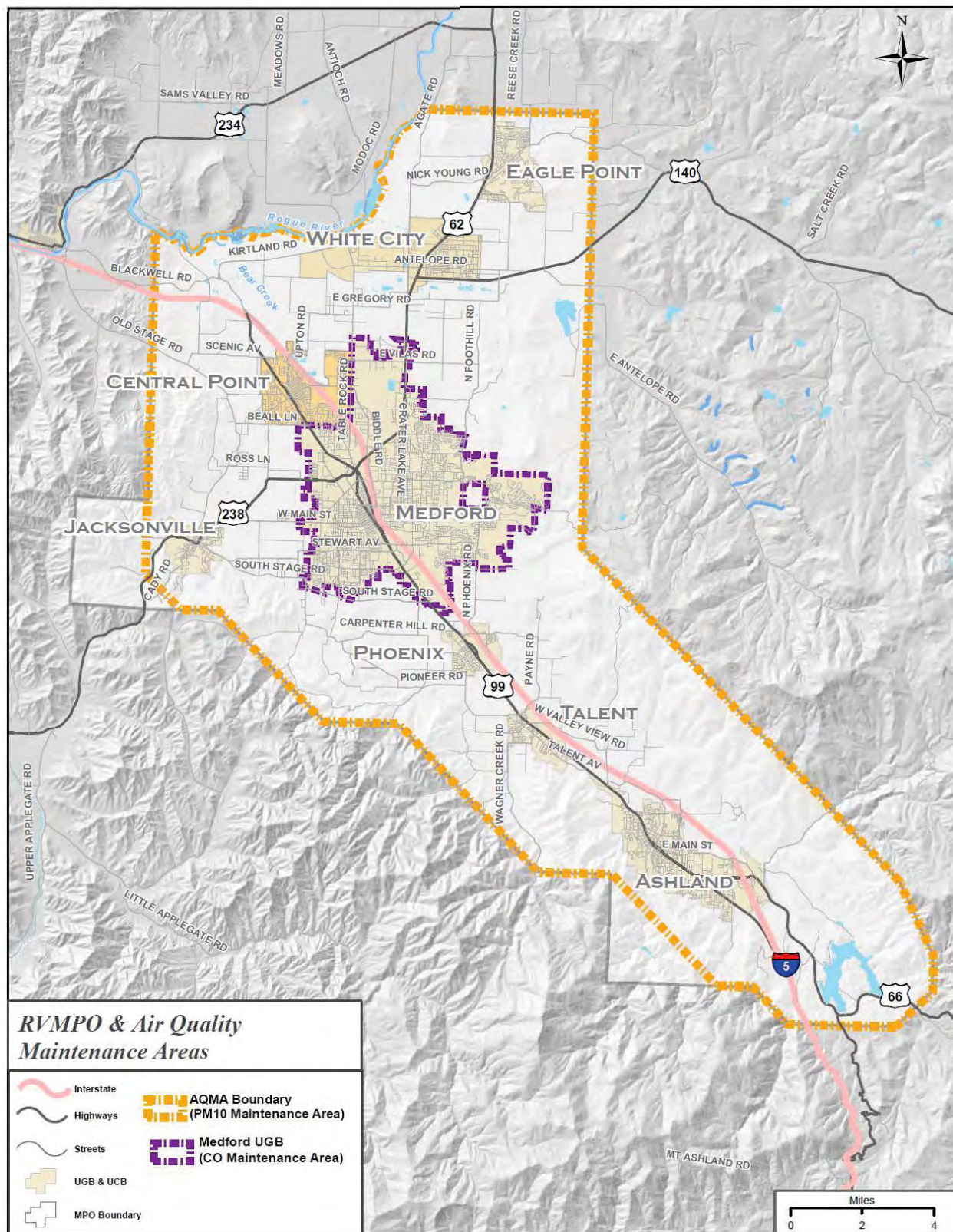
1.5 Structure and Authority of the RVMPO and RVCOG

The Governor of Oregon designated the Rogue Valley Council of Governments (RVCOG) as the Rogue Valley Metropolitan Planning Organization (RVMPO) on July 27, 1982. The RVCOG Board of Directors delegated responsibility for RVMPO policy functions to the RVMPO Policy Committee, a committee of elected and appointed officials from Ashland, Talent, Jacksonville, Central Point, Medford, Phoenix, Eagle Point, Jackson County, the Oregon Department of Transportation (ODOT), and the Rogue Valley Transportation District (RVTD). As such, the RVMPO Policy Committee is responsible for ensuring that the region’s transportation planning process is conducted in accordance with federal transportation planning regulations (23 CFR 450). In addition, transportation planning must be consistent with the Oregon Transportation Planning Rule (OAR 660, Division 12), the Oregon Transportation Plan and local plans. The

RVMPO is responsible for preparing the regional long range transportation plan, the RTP, (23 CFR 450-322) and the short-range improvement program, the TIP, (23 CFR 450-322), and for making conformity determinations for those documents. RVCOG provides staffing to the RVMPO to fulfill RVMPO obligations. RVCOG provides opportunities for public participation in all RVMPO functions, prepares plans and programs, air quality conformity analysis and documents and partners with ODOT's Transportation Planning and Analysis Unit (TPAU) to develop and maintain the region's travel demand model, which is used to estimate vehicle miles traveled (VMT) for air quality conformity.

In addition to the Policy Committee, which is the decision making body for the RVMPO, there are two RVMPO advisory committees: the Technical Advisory Committee (TAC), made up of planning and public work staff of all RVMPO members, U.S. Department of Transportation (USDOT), Oregon Department of Land Conservation and Development (DLCD), Oregon Department of Environmental Quality (ODEQ) and the Oregon Department of Transportation (ODOT) ; and the Public Advisory Council (PAC) made up of citizens from all of the RVMPO geographic areas and interest areas (transit, and minority and low-income communities). Committees meet monthly and bimonthly respectively to review and make recommendations on matters going before the Policy Committee. The TAC is specifically designated under OAR 340-252-0060(2)(b)(A)(iv) as the standing committee for purposes of consultation for air quality planning.

Figure 1 RVMPO Area Planning Boundaries



2.0 DEMONSTRATION OF CONFORMITY FOR CO & PM₁₀

This section addresses state and federal requirements for both the Medford CO conformity determination and the Medford-Ashland AQMA PM₁₀ conformity determination, and describes how those requirements have been fulfilled. The analysis for determining conformity is described in this section.

State rules on transportation conformity are contained in Oregon Administrative Rules (OAR), section 340-252; Federal rules are contained in section 40 Code of Federal Regulations (CFR) section 93.

2.1 General Requirements

Frequency of Conformity Determinations **40 CFR 93.104**

The most recent conformity determination on the Rogue Valley RVMPO's RTP and TIP was April 26, 2013 (see Appendix B). Conformity of the RTP and TIP must be determined no less frequently than every four years or when there is an amendment (40 CFR 93.104). Because there is an updated RTP and new TIP, they must be shown to conform with the SIP before they can be adopted by the RVMPO. On March 28, 2017, the RVMPO Policy Committee adopted the 2017-42 RTP, 2018-2021 TIP and the AQCD.

The 2042 RTP fulfills the requirement under 23 CFR 450.322(c) to update the RTP at least every four years and 23 CFR 450.324 (a) to update the TIP at least every four years.

Consultation **OAR 340-252-0060** **40 CFR 93.105**

Federal, state and local interagency consultation is required before making a conformity determination. Additionally, activities described in the RVMPO Public Participation Plan must be followed, as specified in 40 CFR 93.105, 40 CFR 93.112 and 23 CFR Part 450.

The RVMPO is the lead agency responsible for making the conformity determination for the RTP and TIP. The RVMPO Technical Advisory Committee (TAC), described in section 1.5, is the standing committee for the purposes of consultation on air quality under OAR 340-252-0060(2)(b)(A)(iv). TAC meetings are open to the public and are advertised by both e-mails to interested parties and web postings.

The RVMPO initiated interagency consultation on September 8, 2016 by publishing the RVMPO Pre-Analysis Consensus Plan and distributing it among interagency partners. Consistent with Part 93.110, which requires that conformity determinations be based on the most recent planning assumptions in force at the time conformity analysis begins, and EPA guidance on latest planning assumption (December 2008) directing that "The time analysis begins is to be defined through interagency consultation," RVMPO confirmed formally beginning analysis on November 14, 2016, by taking the following actions:

1. Coordinated with ODOT (Transportation Planning Analysis Unit) to begin running updated travel demand model to generate VMT estimates. Model updates are based on changes to the network.
2. Obtained from ODEQ 2016 vehicle registration data for Jackson County for the air quality conformity analysis (requested by RVMPO MOVES modeling consultant).

Consultation partners concurred that analysis for this conformity began November 14, 2016. The full record of consultation is kept in the RVCOG office in Central Point.

A new regional emissions analysis was conducted for the Medford-Ashland PM₁₀ maintenance area because regionally-significant projects have been added to the TIP and RTP. The RVMPO used the MOVES2014a emissions model for the PM₁₀ emissions analysis.

Opportunities for public review and comment began in September 2016 with publication of pre-analysis consensus plan on RVMPO web site, www.rvmppo.org, and discussion at the September 14, 2016 RVMPO TAC meeting. Other opportunities included advertised public meetings of RVMPO committees. The formal public comment period, from February 28, 2017 to March 28, 2017, and a RVMPO Policy Committee public hearing on March 28, 2017, were advertised at committee meetings, newspaper ads, and public presentations. All meetings and hearings were held at RVCOG offices in Central Point, and were accessible by public transportation.

Additionally, during the conformity process, the RVMPO engaged the RVMPO Committees and the public in allocating federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) funds for 2019, 2020 and 2021 projects. The process concluded with a Policy Committee public hearing and adoption of the 2042 RTP and the 2021 TIP on March 28, 2017.

Table 1: Interagency Consultation Group Roster

Contact	Agency	Email
David Collier	ODEQ	david.collier@state.or.us
Dave Nordberg	ODEQ	NORDBERG.Dave@deq.state.or.us
Karl Pepple	EPA	Pepple.Karl@epa.gov
Claudia Vaupel	EPA	Vaupel.Claudia@epa.gov
Michelle Eraut	FHWA	michelle.eraut@fhwa.dot.gov
Jasmine Harris	FHWA	Jasmine.Harris@dot.gov
Rachael Tupica	FHWA	rachael.tupica@dot.gov
Jeremy Borrego	FTA	jeremy.borrego@dot.gov
Ned Conroy	FTA	ned.conroy@fta.dot.gov
Jinxiang Ren	ODOT	Jinxiang.REN@odot.state.or.us
Natalie Liljenwall	ODOT	Natalie.LILJENWALL@odot.state.or.us
Tara Weidner	ODOT	Tara.J.Weidner@odot.state.or.us
Anna Hanson	ODOT	Anna.HENSON@odot.state.or.us
Carole Newvine	ODOT	Carole.Newvine@odot.state.or.us
Darlene Weaver	ODOT	Darlene.Weaver@state.or.us
Nikki Hart-Brinkley	RVCOG	nhart-brinkley@rvcog.org

Table 2: Summary Schedule of Public Outreach and Consultation

Date	Contact	Description
<i>September 8, 2016</i>	Interagency Group	Published RVMPO Pre-Analysis Plan; distributed among interagency partners; posted on www.rvmppo.org
<i>September 14, 2016</i>	RVMPO Technical Advisory Committee (TAC)	Present analysis plan to TAC for review, discussion
<i>October 11, 2016</i>	Interagency Group	Consultation with ODEQ, ODOT, EPA, FTA, FHWA on analysis plan via conference call
<i>November 2016</i>	ODEQ	Request updated, local vehicle registration data (MOVES Consultant)
<i>October 18, 2016</i>	Interagency Group	Send out revised final draft of the pre-analysis consensus plan to interagency consultation group.
<i>November 1, 2016</i>	Interagency Group	Seek consensus from interagency consultation group on final draft of the pre-analysis consensus plan.
<i>November 14, 2016</i>	Interagency Group	Send formal notice of beginning conformity analysis; seek concurrence by November 28, 2016 .
<i>November 28, 2016</i>	Interagency Group	No agency objection to notice of conformity analysis begun November 14, 2016
<i>February 6, 2017</i>	Interagency Group	Interagency consultation of draft AQCD with ODEQ, ODOT, FHWA, FTA and EPA. All comments reflected in draft for public review and final adopted document. Consultation record at RVCOG, Central Point, OR
<i>February 8, 2017</i>	RVMPO TAC	Present results of emissions analysis, with and without future transit service; seek comments. Discuss conformity process, TIP Adoption, RTP update.
<i>February 28, 2017</i>	Public Notifications	Legal notice and advertising announcing public comment period beginning on draft 2017-42 RTP and 2018 - 2021 TIP, and draft AQCD; all drafts and supporting documents will be available at RVCOG, public libraries and www.rvmppo.org .
<i>February 28, 2017</i>	RVMPO Policy Committee, public workshop	Public workshop to review and discuss draft 2017-42 RTP and 2018 - 2021 TIP, and draft AQCD. Copies of all documents will be available at meeting
<i>March 8, 2017</i>	RVMPO TAC	Formal recommendation to Policy Committee on adoption of draft TIP, amended RTP and AQCD.
<i>March 21, 2017</i>	RVMPO PAC	Discuss conformity process and present full analysis results; seek PAC and public comments. Formal recommendation to Policy Committee on adoption of draft TIP, amended RTP and AQCD.
<i>March 28, 2017</i>	RVMPO Policy Committee	Public hearing and adoption of 2017 - 2042 RTP, TIP, and AQCD.
<i>March 29, 2017</i>	USDOT	Submit final AQCD document to FHWA & FHWA (USDOT)

Table 3: Summary of AQCD Interagency Comments

RVMPO 2017 AQCD Interagency Comments	
FHWA – Jasmine Harris	
1.	In addition to Table 4, a summary of exactly how many new projects are regionally significant, exempt and non – exempt would be helpful. It would also be helpful to understand RVMPO’s rationale for categorizing projects as exempt per 93.126 (i.e. expand on project descriptions or add a column to capture the reasons why projects are exempt).
2.	I appreciate the inclusion of the following sections: “changes since last conformity determination,” consultation group roster and summary schedule of public outreach.
EPA – Karl Pepple	
1.	Page i: Perhaps the phrase “2008-2009 CO emissions data” in the sentence copied below could be changed to “available data” or something along those lines. Pointing to 2008-2009 data does not make sense without explaining why data from those years, rather than newer data, was used.
a.	“Based on ODEQ’s review of the 2008 – 2009 CO emissions data for Medford the area met the requirements for an LMP.”
2.	Page ii: There is a heading for “CO Limited Maintenance Plan Conformity Criteria” on page i; but no corresponding section on page ii when discussion of PM10 criteria are mentioned. Suggest either adding a section for PM or simply changing the earlier section heading to “Conformity Criteria”
3.	Page iii: Yes, the budget for PM10 was found “adequate” – but the entire maintenance plan/SIP was later approved. Having an approved SIP is better than “merely” having an adequate MVEB. Consider changing “adequate” to “approved.”
4.	Page 2: Suggest the revision to the following sentence “The SIPs also include measures to regulate emissions from non-mobile, or non-transportation related area sources and point sources.” This paragraph is trying to say that transportation conformity only addresses the on-road mobile portion of the SIP. Other sectors are not considered as part of this analysis.
5.	Page 2 – same comment as on page i re. CO data.
6.	Page 6: good documentation of interagency consultation!
7.	Pages 6-7: standardize verb tense. Either write the entire document from the point of view that this is about to happen, or from the point of view that it already happened. Currently verb tense varies.
8.	Pages 13-14, Table 5: Lots of great info in this table. This could be separated into two tables, one that discusses MOVES inputs, the other that discusses non-MOVES items where AP-42 was utilized. Or, simply sort so that the non-MOVES items are at the bottom of the table instead of interspersed. Also, a cell or two in the “Values” section indicate things to be done. If the technical committee is reading the document, those things have been done. Final use of the “Uncertain” response in the third-from-bottom cell of “Consistent with SIP?” has the wrong footnote, should be “b” rather than “a.”
9.	Page 16, TCM: so the TCM commitment in the SIP was to purchase street sweepers, not to use them? If it was to use them, then should report on cleaning activities.
10.	One question: I am assuming that the RunSpec files are on the CD that can be requested?

ODOT – Natalie Liljenwall	
1.	Page viii – Appendix A- I want to repeat Karl’s comment that we should focus on the Federal register notice that approves the CO Limited Maintenance SIP and the PM10 SIP as they include the approved budgets. Recommend title of “Federal Register Approval of Medford, Oregon; Carbon Monoxide Second 10-year Limited maintenance Plan.” Or just “Federal Register Approval of SIPs”
2.	Page 1- There was a conformity determination in May 2015 for the amended 2038 RTP and the new 2015-2018 MTIP. This would be the more recent to include as the 2012-2015 TIP is dated. Consider including the 2015 Approval letter of amended RTP and 2015-2018 MTIP in appendix B as well.
3.	Page 3- for Carbon Monoxide section adding a statement that CO concentrations are well below the NAAQs.
4.	Page 14- Comment for Speed distribution does not really explain anything. “ MOVES speed distributions are VHT, not VMT based” A follow-up phrase is missing, like therefore X was done or approved in IAC???
5.	Page 16- same comment about including the 2015 conformity approval instead as it includes the 2015-2018 MTIP USDOT conformity approval.
6.	Page 20- I appreciate the detail added about the MOVES modeling, this is very helpful for project level conformity analysis needed in RVMPO. Thank you.
7.	I would like copies of all the modeling files for use in our project level analysis.
8.	Page 28- 40CFR 93.128- I would also include the statement. “These projects are considered exempt from conformity”
9.	Page C-4- Foothills Rd. Hillcrest to McAndrews- KN 19231- the project description is wrong. I just did the project level analysis for this project and it includes adding some signals. Could you verify?
10.	Page D-1 project 233- The project description says new signals. Is that replacement of existing signals, or new signals. If new signals at new location please change to Table 3.
11.	General comment for project conformity status column- I noticed a few project said non-exempt and non-regionally significant. Well, I am pretty sure all or most of the non-exempt are not regionally significant. Please clarify reason for included no-regionally significant in a few places.
12.	Appendix E- please add 40CFR 93.128 to the exempt list.
TPAU – Jin Ren	
1.	On Page 9, Table 3 shows \$158 million more revenues than expenditures for 2017-2042 RTP. I asked TPAU staff at yesterday’s meeting, someone said that it could be not enough matching fund yet for RVMPO to obtain that revenue in 2017-2042 RTP. Is it so?
2.	On Page 14, there is a typo in the last line of Table 5: “Develop from ink-level travel model outputs from TPAU...” Should be “link-level” instead of “ink-level”.
3.	On Page 16, do you think it’s more specific to add my phrase as shown in the last sentence since we did not code all RTP projects into the model version 4.2? “All regionally significant projects contained in the RTP (financially constrained list) and TIP that can be represented as <i>transportation capacity improvements</i> in the travel demand model were included in the analysis.”
4.	On Page 18, at top paragraph it’s no longer “EMME/2” but “EMME/4” software that TPAU used for RVMPO_v4.2 travel demand forecasting model.
5.	On Page 18 again, “No expansion of the transit network or transit service has been assumed. Transit route and scheduling information was provided by transit provider

Rogue Valley Transportation District.”	
a.	The transit line schedules, routes and services we used for the 2017/2027/2037/2042 RTP models are all based on the 2016 existing transit line services, which are somewhat different from the 2010 base year model due to the 2016 RVTD property tax levy of 13 cents per thousand.
6.	On Page 23, Table 10 shows more Total PM10 w/Transit (tons/year) in 2017 and 2027 compared with without/Transit while 2037 and 2042 shows the other way around by being slightly less PM10. The same patterns are observed for Exhaust (tons/year) in Table 21. This emission data indicate to me that with/transit more Exhaust would be generated than without/transit for 2017/2027RTP while it’s the other way around for 2037/2042RTP. I checked the previous 2013_2038 RTP emission table and find it shows more reasonable pattern. I am just wondering why transit helps to reduce daily/annual VMT in the demand models but does not help to reduce daily/annual exhaust for 2017/2027RTP in MOVES model. RVTD probably would have the same question.

Content of Transportation Plans **40 CFR 93.106**

The 2017-2042 RTP, adopted by the RVMPO Policy Committee in March 2017, contains updated forecasts for employment, population and land use projections. All assumptions are based on the acknowledged comprehensive plans of RVMPO member jurisdictions, including the region’s very-long-range (50+ years) Regional Problem Solving Plan, which identifies areas of urban expansion beyond existing Comprehensive Plans. Land use designations in these plans were assumed to be in place through the forecast period. (However, under OAR 660-012-0016(1), adoption of a regional transportation plan by an MPO is not a land use decision under Oregon law. Additionally, an air quality determination does not trigger a need for a finding that the RTP is consistent with comprehensive plans.)

The forecast of employment growth rate in the RVMPO for 2017 to 2042 is based on the Oregon Employment Department’s most recent forecast for growth for the Rogue Valley Region (which includes Jackson and Josephine Counties) for the 2012-2022 period. This forecast showed the Region growing at an average annual growth rate of about 1.24%.

The highway and transit projects described the RTP are divided into “financially constrained” and “illustrative” implementation categories. Financially constrained projects are organized by phases of short (2017-21), medium (2022-30) and long (2031-42). All projects are sufficiently identified by design concept, scope, and location to ensure adequate modeling for conformity purposes. For the purposes of the conformity determination, the 2042 transportation network is composed of the 2010 base transportation network modified by projects completed through 2015, projects now under construction, projects programmed in the 2018-2021 TIP, and the medium- and long-range projects in the RTP financially constrained project list.

Project lists for both the 2042 RTP and the 2018-2021 TIP in Appendix E reflect all amendments through March 28, 2017, the date of the RVMPO public hearing and adoption of the 2042 RTP, the 2021 TIP, and this AQCD.

Fiscal Constraint for Transportation Plans and TIPs

40 CFR 93.108

Transportation plans and TIPs must be fiscally constrained consistent with metropolitan planning regulations at 23 CFR Part 450 in order to be found in conformity. Table 2 provides a summary of the RTP and TIP financial analyses and demonstrates financial constraint. Appendix E contains the lists of 2018-21 TIP projects and financially constrained projects in the 2017-42 RTP, and a map illustrating project locations. Consistent with 28 CFR Part 450, all cost and revenue estimates in the plan and program are based on year of expenditure dollars, reflecting estimated inflation rates developed by RVMPO and ODOT. Transit cost calculations were developed in consultation with RVTd.

Statement of Financial Constraint: *Each project included in the financially constrained list of the RVMPO 2017-42 RTP and programmed in the FFY 2018-2021 TIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. Project costs are adjusted for inflation to the year of implementation.*

Table 4 Financial Constraint Assessment

Description	2017-2042 RTP	FFY 2018-21 TIP
Total Expenditures	\$855,636,073	\$120,842,356
Total Revenue	\$1,111,181,000	\$120,842,356
Difference Between Revenues & Expenditures	\$255,544,927	\$0

Additional detail on the financial projections used to constrain the projects in the RTP and the TIP, are shown in the TIP document and in the Financial Plan chapter of the 2017-42 RTP, www.rvmipo.org.

2.2 Criteria and Procedures for Determining Conformity

General

OAR 340-252-0010

40 CFR 93.109

To demonstrate conformity of a transportation plan and TIP, specific criteria listed in OAR 340 Division 252 and 40 CFR 93.110 through 93.118 must be addressed. These criteria include using the latest planning assumptions and the latest emissions model, and undertaking interagency consultation and public involvement. Responses to these specific criteria are in the following sections.

The RVMPO area includes two maintenance areas. The CO and PM₁₀ 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 PM₁₀ AQMA covers about 228 square miles and approximates the Bear Creek Basin. The area is generally described as the Rogue Valley. CO and PM₁₀ maintenance plans (State Implementation Plans, SIPs) were approved by EPA on Sept. 23, 2002, and Aug. 18, 2006, respectively. EPA approved a CO LMP for the Medford area that 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. The conformity test for PM₁₀ is the motor vehicle budget test as specified in 40 CFR 93.118.

The RVMPO travel demand model v4.2 was used to determine traffic volumes for the required analysis years. The transportation network modeled in each of the analysis years was based on project implementation in the TIP, and the RTP constrained projects list (Appendix E).

Latest Planning Assumptions

40 CFR 93.110

The conformity determination must be based on the most recent planning assumptions in force at the time the conformity analysis begins under EPA Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations, issued December 2008. For plans and TIPs, analysis begins at the point at which the MPO begins to model the impact of the proposed plan or program on travel and emissions. Further, the guidance directs: “The time analysis begins is to be defined through interagency consultation.” RVMPO confirmed through interagency consultation that consistent with Part 93.110 analysis for this conformity began November 14, 2016 when RVMPO:

1. Coordinated with ODOT Transportation Planning Analysis Unit (TPAU) to begin running the update travel demand model to generate VMT estimates. Model updates are based on changes to the network, and
2. Obtained from ODEQ 2016 vehicle registration data for Jackson County for the air quality conformity analysis.

Key assumptions are based on population and employment forecasts for the modeled area’s 852 transportation analysis zones (TAZs) over which the transportation network is defined. TAZs are a matrix of small areas with the planning area that allow close examination of the transportation system. The transportation network of the 2042 RTP is defined as shown in Appendix E. The TAZs cover the entire RVMPO planning area, which contains both the Medford-Ashland PM₁₀ maintenance area and the Medford CO maintenance area. Therefore, all travel estimates are based on modeled forecasts.

Population and employment assumptions used in the travel demand model are described in detail below. Generally, the forecast estimates were refined to the TAZ level by RVMPO through consultation with each jurisdiction individually and jointly through the RVMPO TAC and Policy Committee. Population and employment forecasts used for this conformity determination are shown in Table 4 below.

Population

The population projections are based on Portland State University Population Research Center (PRC) forecasts. The RVMPO travel demand model is consistent with the PRC population estimates.

Employment

The forecast of employment growth rate in the RVMPO for 2017 to 2042 is based on the Oregon Employment Department's most recent forecast for growth for the Rogue Valley Region (which includes Jackson and Josephine Counties) for the 2012-2022 period. This forecast showed the Region growing at an average annual growth rate of about 1.24%. Future employment was distributed to the TAZ level based on current land use and employment data, in consultation with each jurisdiction.

Table 5: 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

Land Use

Both future year employment and population were allocated to 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.

For the last 10 years of the RTP (the 2037 and 2042 conformity analysis years), which extend beyond Comprehensive Plan horizons, RVMPO allocated a portion of future growth to Urban Reserve areas as identified in the Regional Problem Solving 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). Staff to the Commission as well as interagency consultation partners agreed that the RPS-based allocations of population and employment were appropriate as they best represented each jurisdiction's expectation for future growth. Further, in past interagency consultations it was established these allocations are more protective of the airshed. Distributing population and employment over a wider geographical area (beyond UGBs) can be expected to produce greater VMT estimates, and thereby yield higher emissions estimates.

Transit

Non-auto travel was estimated through a mode choice model, which takes into account current transit route and headway information. Transit policies and funding are assumed to be unchanged through the analysis period. In consultation with RVTD it was determined that no change in transit service is planned through the RTP planning horizon.

Further, the RTP financial analysis finds a deficit of about \$94 million through 2042 for maintaining current service. This indicates that additional revenue needs to be identified or service will have to be reduced.

In 2014, RVTD pursued a local property tax to sustain and add a modest service increase. After the failure of the levy RVTD was forced to cut headways and sections of routes in 2015. RVTD pursued the same property tax levy of 13 cents per thousand in May of 2016 and was successful with a 61% vote in favor. The levy maintains current service levels and also helps meet

increasing demand on public transportation. It restored Saturday bus service and increased frequency on bus routes that are experiencing overcrowding, including Route 10 which serves Medford, Phoenix, Talent and Ashland and Route 24 which serves Barnett Rd. in east Medford. Service in Southwest Medford is being expanded to provide a route to South Medford High School and surrounding neighborhoods. It also provides a limited commuter service from downtown Medford to Rogue Community College's Table Rock Campus.

The special levy is available for a 5 year period and RVTD will need to ask the local voters again for continued funding in 2021 to continue providing the additional services and to maintain service over the course of the next 10 years. RVTD is also working with other transit providers in the state to secure state funding, either through general fund or taxes to improve public transportation in the state. It is unclear whether a funding stream from the legislature would be for a biennium or provide permanent support for operations.

If RVTD is unable to secure funds locally for another 5 year period or through the Oregon legislature service cuts would need to be made beginning in 2022 to maintain a base level of service. Based on the uncertainty of funding for transit, the RVMPO developed two sets of emission estimates for both pollutants and all four analysis years, using VMT estimates with and without transit running in the travel demand model. Through interagency consultation it will be determined which analysis is most appropriate for conformity.

Latest Emissions Model **40 CFR 93.111**

PM₁₀

The PM₁₀ emissions calculations for this conformity determination were performed using factors derived from the U.S. Environmental Protection Agency's (EPA's) approved model, MOVES2014a as presented in Appendix D for PM₁₀ conformity. The interagency consultation group consisting of ODEQ, ODOT, FHWA, FTA and EPA reviewed and agreed to all critical assumptions used in running MOVES2014a.

RVMPO began this analysis November 14, 2016 and chose to proceed with the MOVES2014a estimates for PM₁₀ under the following provision of the conformity rule:

§ 93.111 Criteria and procedures: Latest emissions model.

(c) Transportation plan and TIP conformity analyses for which the emissions analysis was begun during the grace period or before the Federal Register notice of availability of the latest emission model may continue to use the previous version of the model.

Inputs for running MOVES2014a are summarized on Table 5 below.

Table 6: : RVMPO inputs to MOVES2014a

Summary of 2017-2042 RTP Conformity Modeling Elements			
Parameter	Value	Consistent with SIP?	Source/Notes
Vehicle Emission Model	MOVES2014a	n/a	Latest version of MOVES
MOVES Input, California LEV Emission Rates	Alternative emission rate data table prepared by EPA/OTAC replaces selected MOVES default emission rates to reflect Oregon's adoption of California	Yes, with updated factors	MOVES LEV program data tables published by EPA/OTAC ^a

Summary of 2017-2042 RTP Conformity Modeling Elements			
Parameter	Value	Consistent with SIP?	Source/Notes
	light-duty vehicle emission standards		
MOVES Input - Fleet VMT by HPMSVType	Developed from TPAU modeling network vehicle VMT, apportioned by current statewide HPMS travel splits to be provided by ODOT	Consistent approach, updated values	Will use PM ₁₀ Maintenance Area shapefile to extract VMT within planning area
MOVES Input - Vehicle Populations by Source Type	Based on 2016 DMV data from ODEQ for passenger car, light truck, motorcycle and motorhome counts, with use of MOVES default splits for other SourceType categories	Consistent approach, different values	Satisfies “latest planning assumption” requirements as confirmed under IAC
MOVES Input - Fleet Age Distributions	Based on 2016 DMV data from ODEQ for passenger car, light truck, motorcycle and motorhome counts, with MOVES defaults for other SourceType categories	Consistent approach, updated values	Satisfies “latest planning assumption” requirements as confirmed under IAC
MOVES Input - Road Type VMT Distributions	Develop from link-level travel model vehicle VMT outputs from TPAU (model version 4.2) with road type identified	Consistent approach, updated values	Confirmed under IAC
MOVES Input - Vehicle Speed Distributions	Develop from link-level travel model vehicle VMT and speed outputs from TPAU (model version 4.2) by time of day	Consistent approach, updated values	MOVES speed distributions are VHT, not VMT based. VHT for each link was calculated by dividing link distance by link speed.
MOVES Input - Temporal VMT Allocations (Monthly, Daily, Hourly)	MOVES defaults	n/a	Confirmed under IAC
MOVES Input - Fuels/Properties	Latest Jackson County MOVES fuel properties data used by ODEQ	Consistent approach, updated values	Confirmed under IAC
MOVES Input - Meteorology	MOVES default meteorology values by month and hour for Jackson County as used by ODEQ	Uncertain ^b	Confirmed under IAC
MOVES Input - I/M	Not applicable	Yes	Although I/M Program in Medford, MOVES assumes no I/M benefits for PM
MOVES Input - Ramp Fractions	Developed from link-level travel model outputs from TPAU (model version 4.2)	n/a	Confirmed under IAC
PM ₁₀ Fugitive Dust, Paved Roads	EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)	Yes, with updated factors	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)	Yes, with updated factors	Unpaved road travel activity estimates from ODEQ combined with emission factors from SIP/MP
Pollutants Reported	PM ₁₀	n/a	Budgets from ODEQ/EPA Medford-Ashland SIP/MP
Analysis Years	2017, 2027, 2037, 2042	n/a	Confirmed under IAC
Nonattainment Season	Annual, based on SIP conformity budget for PM ₁₀	Yes	Per SIP/MP, as confirmed under IAC
Analysis/Planning Areas	PM ₁₀ : Medford/Ashland Air Quality Maintenance Area	Yes	Will need to spatially apportion countywide data to the smaller planning area

^a [https://www.epa.gov/moves/tools-develop-or-convert-moves-inputs#moves inputs](https://www.epa.gov/moves/tools-develop-or-convert-moves-inputs#moves%20inputs)

^b Hourly meteorology inputs for PM₁₀ emissions in SIP not fully documented.

With respect to the use alternative vehicle emission rates listed in Table 5, the conformity analysis reflected credits for adopted controls based on 40 CFR 93.122(a)(3)(i-iv). The state has adopted the California light-duty vehicle emission certification standards (beginning in model year 2009). Although not specifically listed in the SIP, 93.122 allows RVMPO to take credit for these measures due to state adoption. Thus, the conformity modeling used alternative emission rate tables developed by EPA/OTAQ to account for Oregon's adoption of California light-duty vehicle standards.

CO

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.

Consultation

OAR 340-252-0060

40 CFR 93.112

See responses to OAR 340-252-0060 and 40 CFR 93.105 above.

Timely Implementation of Transportation Control Measures (TCMs)

40 CFR 93.113

The PM₁₀ maintenance plan list 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 PM₁₀ Second 10-Year Limited Maintenance Plan (LMP).

Data provided by ODEQ in Table 1 below shows that PM₁₀ levels have remained quite low ever since the PM₁₀ attainment/maintenance plan was developed. Additionally, when looking at the source contributions for PM_{2.5} (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 PM₁₀ and PM_{2.5} 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 PM₁₀ monitor there.

Table 1

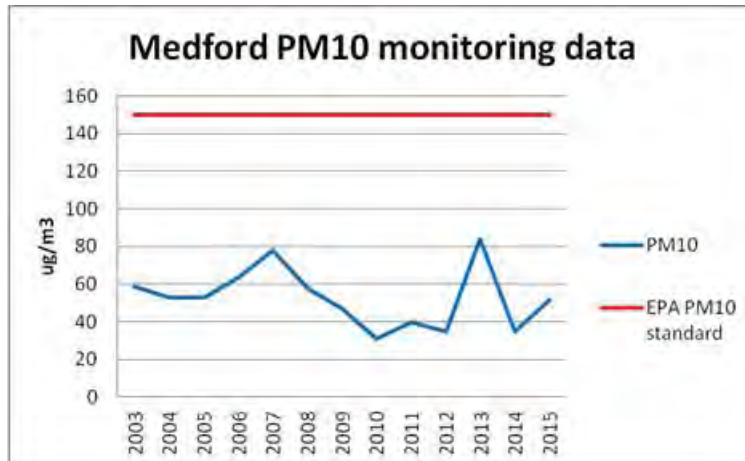
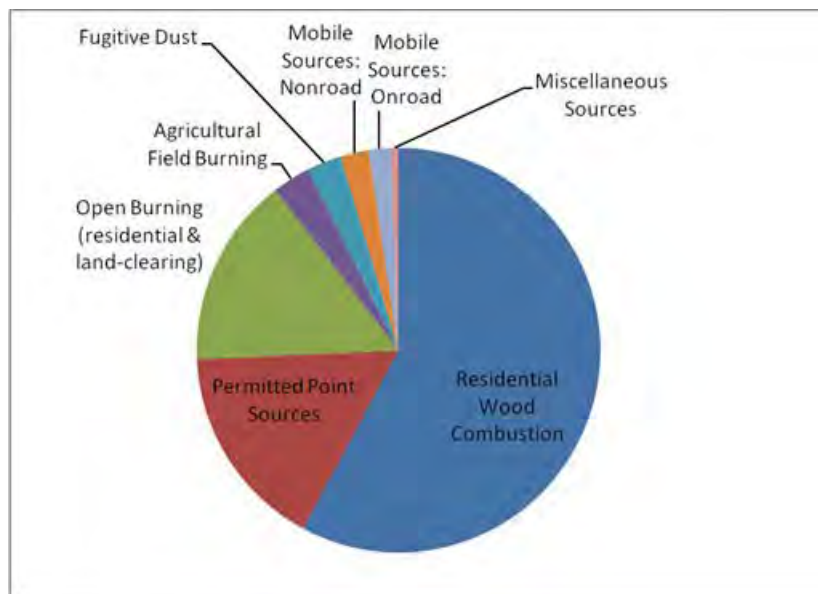


Table 2



Currently Conforming Transportation Plan and TIP **40 CFR 93.114**

The current 2013-38 RTP was adopted on March 26, 2013 and conformed on April 26, 2013 along with an amended 2012-15 TIP. The most current conformity is May 20, 2015 for the 2015-18 TIP and amendments to the 2013-38 RTP (see Appendix B).

Motor Vehicle Emissions Budget **40 CFR 93.118**

The motor vehicle budgets established in the PM₁₀ maintenance plan was used to demonstrate conformity. (As explained earlier, regional emissions analysis for CO is not required due to LMP status).

Analysis Years

Consistency with the respective budget must be demonstrated for the last year of the transportation plan's forecast period (2042), for every year for which the respective maintenance plan has established a budget, and for any intermediate years as necessary so that the demonstrations of consistency are no more than 10 years apart. Four analysis years -- 2017, 2027, 2037 and 2042 -- were identified through interagency consultation as being required for the PM₁₀ conformity determinations. The analysis years and their purpose are shown on the Table 6 below.

Table 7: Conformity Analysis Years

Pollutant	2017	2027	2037	2042
PM ₁₀	Budget Year	Intermediate Year	Intermediate Year	RTP Horizon

In each of these years, population, employment and travel network conditions were identified and used to create a travel demand model for purposes of estimating VMT in each of these years. All regionally significant projects contained in the RTP (financially constrained list) and TIP that can be represented in the travel demand model were included in the analysis.

Details regarding conformity analysis for PM₁₀ are described below.

Particulates (PM₁₀)

EPA approved the PM₁₀ maintenance plan for the Medford-Ashland AQMA effective August 18, 2006. Formal notice of approval is in Appendix A. The plan establishes an annual transportation emissions budget. The AQMA is shown on Figure 1. The budget is shown in the Table 7 below.

Table 7: Particulates Budget for Medford Air Quality Maintenance Area

Year	2015 and after
Budget	3,754 tons/year

There has not been a violation of the PM₁₀ NAAQS in the maintenance area since 1993. While data show that PM₁₀ levels are in compliance with the NAAQS, demonstration of conformity relies upon compliance with the federal and state conformity regulations. Annual emissions of PM₁₀ across the entire AQMA must be shown to be less than the budget amounts shown above.

2.3 Regional Emissions Analysis & Methodology

Procedures for Determining Regional Transportation-Related Emissions

OAR 340-252-0060

40 CFR 93.122

As required under 40 CFR 93.122(a)(1), the regional emissions analysis for a transportation plan or TIP must include all regionally significant projects expected in the nonattainment or maintenance area. In accordance with 40 CFR 93.105(c)(1)(ii), each of the new non-exempt projects in the 2017-2042 RTP and 2018-2021 TIP were reviewed by the Interagency Consultation Group.

VMT Estimates

Nearly all estimates of travel volume in this analysis, expressed as vehicle miles traveled (VMT), were produced by the RVMPO travel demand model produced jointly by RVMPO and ODOT's Transportation Planning and Analysis Unit (TPAU). The only exceptions were the adjustments made for local street travel, which were estimated consistent with ODEQ guidance and the PM₁₀ SIP and added to the outputs of the regional travel demand model. Also, unpaved road travel is estimated separately, as described below and consistent with the SIP. The model was updated in late 2016 with land use and demographic data described in this document, and calibrated and validated to 2010.

The general structure of the model follows a five-step process of pre-generation (organizing household characteristics matching demographic data), trip generation (calculating person trips by purpose and household), trip distribution (estimating trips between transportation analysis zones [TAZs], matching trip origins and destinations), mode choice (auto, transit, walking or bicycling) and traffic assignment (identifying specific routes taken). It is implemented entirely through a series of script files written in the R language, with the exception of traffic assignment, which was carried out in EMME/4.

Specific data obtained from the model for this analysis included volumes and Vehicle Miles Traveled by area and facility type. A link-by-link analysis was carried out. Since roadway capacity and speed are included in the model, the effects of congestion are also included.

Roads included in the model are those of regional significance, generally arterials and collectors in addition to Interstate 5. Because all travel must be accounted for in the conformity analysis, off-network or off-model travel – the local street travel – had to be estimated separately and added to model VMT. To be consistent with the PM₁₀ maintenance plan and previous RVMPO air quality conformity determinations, modeled travel was increased by 10 percent to account for off-network travel. The local travel adjustment is a standard used in Oregon based on modeling by Metro (the Portland area MPO) and used by RVMPO in previous conformity determinations, and agreed upon in interagency consultation. In addition, unpaved road travel was estimated for PM₁₀ emissions only; and that estimation is explained in the PM₁₀ Fugitive Dust Calculations section beginning on page 20.

Transportation Network

All regionally significant and non-regionally-significant projects expected in the PM₁₀ maintenance area were included in the regional analysis, as required by the conformity test. Projects include all FHWA and FTA-funded transportation projects proposed in the fiscally constrained RTP and TIP. State and locally funded projects of regional significance also are included. The project lists and map are in Appendix E. All of these projects have identified funding and costs adjusted for inflation.

All projects in Appendix E were considered in this analysis in accordance with 40 CFR 93.126, and 40 CFR 93.127. Air quality exempt status is shown for each project. As a usual and continuing practice, all roadway projects that affect capacity or speed of existing facilities, and any new facilities, are included in the project list according to implementation schedule. For each analysis year, the 2010 base year travel network was augmented by projects expected to be

completed by the analysis year. So the 2017 network consists of the base network and projects completed between 2010 and 2016.

No expansion of the transit network or transit service has been assumed. Transit route and scheduling information was provided by transit provider Rogue Valley Transportation District.

Emissions Factors

Total On-Road Emissions – Carbon Monoxide

(Not applicable due to LMP status)

Total On-Road Emissions – PM₁₀

As required by 40 CFR 93.111, the EPA-approved MOVES2014a model was used to produce local PM₁₀ tailpipe, tire and break wear emission factors for each analysis year. Additionally for PM₁₀, the January 2011 revised AP-42 method was used to determine emission factors for paved road dust. The method's silt loading factors (sL) were obtained from the Medford-Ashland PM₁₀ maintenance plan, for each area identified in the maintenance plan as shown on Table 10 on page 18. The factor for dust from unpaved roads was set in the maintenance plan, and was used in this analysis. Environmental and program parameter values for MOVES were provided to RVMPO by ODEQ. These factors were used to compute emissions per vehicle mile traveled (VMT) by facility type.

In producing emission factors for PM₁₀, locally representative data were used where they were available. For example, local (Jackson County) vehicle registration data was used to generate the most accurate emissions estimates possible. RVMPO consulted with ODEQ, and developed and used the most recent available county level vehicle registration data (2016 calendar year). Where local data was not available, MOVES national defaults were used. Details about the development of MOVES inputs, MOVES modeling workflow and fugitive dust calculations (for PM₁₀) are described in the following sub-sections.

Summary of Input Data Sources

Local data was used where available for the MOVES modeling inputs and the fugitive dust calculations. The primary sources of data were provided by ODEQ, the Oregon Department of Motor Vehicles (DMV) and the Oregon Department of Transportation (ODOT) Transportation Planning and Analysis Unit (TPAU). Key inputs and sources are listed in Table 8. Where applicable the use of model default values is stated.

Table 9: Overview of MOVES Inputs and Fugitive Dust Parameters	
Model Parameter	Data Source and Description
PM ₁₀ Fugitive Dust, Paved Roads	ODOT & ODEQ: <ul style="list-style-type: none"> - Link-level travel activity used. - Silt loadings provided by ODEQ. - Calculation formula EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)
PM ₁₀ Fugitive Dust, Unpaved Roads	ODEQ: <ul style="list-style-type: none"> - Activity data provided by ODEQ. - Emission factors from ODEQ 2013 AQCP. - Calculation formula EPA AP-42, Latest Unpaved Road Dust Methodology (Nov. 2006)
Analysis/Planning Area	ODEQ: <ul style="list-style-type: none"> - PM₁₀: Medford/Ashland Air Quality Maintenance Area - ArcGIS shape files provided by ODEQ to apportion link-level outputs to PM₁₀ planning areas.
MOVES Input, California LEV Emission Rates ^a	EPA: <ul style="list-style-type: none"> - Utilize alternative emission rate data table prepared by EPA/OTAC to replace selected MOVES default emission rates to reflect Oregon's adoption of California LEV vehicle emission certification standards - Utilize model's "Manage Input Dataset" function to overlay alternative California LEV emission rates for model year 2009 and later light-duty vehicles
MOVES Input - Fleet VMT by HPMSVType	ODOT: <ul style="list-style-type: none"> - Annual VMT calculated from link-level travel activity separately for each analysis year and transit scenario - Shapefiles provided by ODEQ to extract PM₁₀ planning area data - Source-specific VMT calculated from state-wide fractions provided by ODOT.
MOVES Input - Vehicle Populations by Source Type	ODEQ/DMV: <ul style="list-style-type: none"> - Passenger vehicle populations were developed from DMV registrations, circa 2016, provided by ODEQ - All other vehicle source types were generated using MOVES default splits - Vehicle populations scaled from Jackson County to PM₁₀ area
MOVES Input - Fleet Age Distributions	ODEQ: <ul style="list-style-type: none"> - Vehicle age distributions were developed for passenger vehicle source types from DMV registrations, circa 2016, provided by ODEQ - MOVES defaults were used for other vehicle source types
MOVES Input - Road Type VMT Distributions	ODOT: <ul style="list-style-type: none"> - Link-level vehicle VMT was used to develop year-specific and transit scenario-specific road type distributions for PM₁₀ area
MOVES Input - Vehicle Speed Distributions	ODOT: <ul style="list-style-type: none"> - Link-level hourly average vehicle speeds and vehicle hours traveled (VHT) were used to develop road type specific speed distributions by analysis year and transit scenario - Link-level peak hour distributions for 5:00 to 6:00 PM were used.
MOVES Input - Temporal VMT Allocations (Monthly, Daily, Hourly)	MOVES Defaults: <ul style="list-style-type: none"> - MOVES default monthly, daily and hourly VMT temporal allocations used
MOVES Input - Fuels/Properties	MOVES Defaults: <ul style="list-style-type: none"> - MOVES default fuel supply and formulation confirmed to match data from ODEQ and used
MOVES Input - Meteorology	MOVES Defaults: <ul style="list-style-type: none"> - MOVES default meteorology values for Jackson County
MOVES Input - I/M	ODEQ: <ul style="list-style-type: none"> - MOVES I/M inputs provided by ODEQ for 2012 and adapted for 2015, 2020, 2028, 2038 years based on Oregon I/M program description
MOVES Input - Ramp Fractions	ODOT: <ul style="list-style-type: none"> - Developed from link-level travel model outputs

Preparation of MOVES Inputs

The local data received from ODEQ and ODOT was processed to conform to MOVES model input requirements. These data and their processing are described in this sub-section.

Transportation Model Data – Travel model link-level activity was provided by ODOT for 2017, 2027, 2037, and 2042 for one scenario with existing transit services and a second scenario without existing transit services. Average daily activity and peak hour activity outputs were included. Separate activity totals were extracted for links within the PM₁₀ planning area. ArcGIS boundary files supplied by ODEQ were used to determine the links within each of the planning areas. Activity data for the PM₁₀ area was used in both the fugitive dust calculations and creation of MOVES inputs.

MOVES Local Inputs Processing – The local data received from sources in Table 8 were translated into MOVES model compatible inputs over all modeling years, scenarios and planning areas. The transportation model outputs were processed into annual vehicle type VMT, road type VMT distributions, ramp fractions, and average speed distributions. DMV registration data formed the basis for the vehicle source type populations and age distribution inputs for five different vehicle classes: motorcycle, passenger car, passenger truck, school bus, and motor home. MOVES default vehicle source type splits were used to calculate the source type population of all other vehicle types and to scale vehicle types to future years. The population totals in Table 9 were used to scale vehicle populations from the county level to the PM₁₀ planning area. MOVES defaults were used for the age distributions except for the passenger vehicle fleet where DMV data was used.

Alternative base emission rates reflecting Oregon’s adoption of the California light-duty vehicle emission standards were supplied to MOVES during execution via the model’s “Manage Input Datasets” feature and developed using published EPA guidance¹ and emission rate tables.

Inspection maintenance program inputs were adapted from data received from ODEQ. Fuel supply and formulation defaults were comparable to data provided by ODEQ. All other MOVES inputs were set to default values.

Table 10: Population Scaling Factors for Planning Areas

Location	Population	Population Scaling
Jackson County	204,654	1.000
PM ₁₀ Area	171,114	0.836

¹ “Instructions for Using LEV and NLEV Inputs for MOVES2014, U.S. Environmental Protection Agency, Report No. EPA-420-B-14-060a, October 2014.

MOVES Modeling Run Configuration

Across the PM₁₀ modeling area, the MOVES model “RunSpec” options were configured following EPA’s guidance² for the use of MOVES in modeling of emissions inventories for Statewide Implementation Plan or Conformity Modeling. This included selection of the County-Scale inventory calculation option.

MOVES2014a was executed in the “Inventory” calculation mode to develop estimates of on-road vehicle fleet exhaust (and brake/tire wear) emissions (in tons/year) within the Medford AQMA PM₁₀ planning area. A total of eight model runs will be generated (4 calendar years × 2 transit scenarios).

Time aggregation was set to “Hour” with all months selected for PM₁₀ runs. Both weekend and weekdays were simulated for all hours of the day. In the Geographic Bounds panel, “Oregon - Jackson County” was selected. (The Medford/Ashland Air Quality Maintenance Area planning area is a subset of Jackson County). Customized input databases were created for each modeled year for PM₁₀ for both the “transit” and “no transit” scenarios. All gasoline and diesel vehicle categories were selected as well as all road types. For the PM₁₀ RunSpecs, the following pollutants were selected for all processes listed below:

- Primary Exhaust PM_{2.5} – Total;
- Primary Exhaust PM_{2.5} – Species;
 - Aluminum;
 - Ammonium (NH₄);
 - Calcium;
 - Chloride;
 - CMAQ5.0 Unspeciated (PMO_{THR});
 - Composite - NonEC_{PM};
 - Elemental Carbon;
 - H₂O (aerosol);
 - Iron;
 - Magnesium;
 - Nitrate (NO₃);
 - Non-carbon Organic Matter (NCOM);
 - Organic Carbon;
 - Potassium;
 - Silicon;
 - Sodium;
 - Sulfate Particulate; and
 - Titanium
- Primary PM_{2.5} – Brakewear Particulate;
- Primary PM_{2.5} – Tirewear Particulate; and
- Primary Exhaust PM₁₀ – Total;
- Primary PM₁₀ – Brakewear Particulate;
- Primary PM₁₀ – Tirewear Particulate;
- Total Energy Consumption.

² “MOVES2014 and MOVES2014a Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation and Transportation Conformity,” U.S. Environmental Protection Agency, Report No. EPA-420-B-15-093, November 2015.

(MOVES2014a requires the modeling of PM_{2.5} emissions from various processes when PM₁₀ is modeled because of the way it performs internal calculations. However, the PM_{2.5} outputs were not used for this analysis.)

MOVES output units were set to grams, joules, and miles for mass, energy, and distance, respectively. Distance traveled, source hours, population, and starts were chosen for activity outputs. Emissions were aggregated by “Year” at the county level and split into road type, source use type, fuel type, and emission process. All other model options were left at default values.

MOVES Emissions Outputs

The MOVES calculations were executed in the county-scale inventory mode as described in the “Modeling Run Configuration” subsection. Model outputs were exported to spreadsheets, processed, and reviewed. On-road vehicle exhaust emissions are summarized for PM₁₀ in Table 10. They represent on-network activity and starting emissions for both the “With Transit” and “Without Transit” scenarios in analysis years 2017, 2027, 2037, and 2042.

Detailed MOVES input and output files are available via CD upon request.

Table 11: MOVES Model PM10 Emissions Totals for Transit and No Transit Scenarios for 2017, 2027, 2037, and 2042				
	2017	2027	2037	2042
Total PM₁₀ w/ Transit (tons/year)	186.4	135.9	134.8	141.9
Running Exhaust, Tire & Brake On-Network (tons/year)	163.0	125.7	139.2	137.2
Exhaust Idling and Starts (tons/year)	23.5	10.1	5.6	4.7
Total PM₁₀ w/o Transit (tons/year)	186.9	136.2	135.2	142.2
Running Exhaust, Tire & Brake On-Network (tons/year)	163.4	126.1	129.5	137.5
Exhaust Idling and Starts (tons/year)	23.5	10.1	5.6	4.7

PM₁₀ Fugitive Road Dust Calculations

The most current AP-42-based methods were used to calculate fugitive dust emissions on unpaved and paved roads within the PM₁₀ planning area and are described separately below.

Unpaved Road Dust - Details on unpaved dust mileage, ADT and emission factors were provided by ODEQ. The emission factors were calculated from the November 2006 version of AP-42 unpaved road dust methodology³. The aggregate length of unpaved roads within the planning area estimated at a constant 85 miles over the entire analysis horizon. The average daily traffic was from the traffic estimated on unpaved roads developed by RVMPO. Unpaved road dust emission calculations are shown in Table 11.

³ “Rogue Valley Metropolitan Planning Organization Rogue Valley Metropolitan Planning Organization Air Quality Conformity Determination for 2013-2038 Regional Transportation Plan 2012-2015 Metropolitan Transportation Improvement Program, 2012-2015 Metropolitan Transportation Improvement Program, as Amended,” Rogue Valley Council of Governments, March 26, 2013.

Table 12: Unpaved Fugitive Dust Emissions				
	2017	2027	2037	2042
Miles	85	85	85	85
ADT	26.0	29.5	33.0	34.8
VMT	2213.9	2510.8	2807.6	2956.0
Emission Factor (g/mi)	521.6	521.6	521.6	521.6
Days in Year	365	365	365	365
Emissions (tons/year)	464.7	526.9	589.2	620.4

Paved Road Dust - Fugitive dust calculations used the January, 2011 publication of AP-42's paved road dust methodology:

$$EF = k * (sL)^{(0.91)} * (W)^{1.02};$$

where

EF is the emission factor (g/mi),
k is the particle size multiplier (g/mi)
sL is the road surface silt loading (g/m²), and
W is the average vehicle weight (tons).

The size multiplier *k* was set to 1.00 g/mi for PM₁₀ per Table 13.2.1-1 of AP-42⁴. RVCOG supplied average vehicle weight information for Interstate 5, White City, and remaining roads at 3.18 tons, 2.26 tons and 2.02 tons respectively. Silt loading values were applied from the 2013 RVCOG AQCD⁵ as listed below in Table 12.

Table 13: Paved Roadway Silt Loading Factors	
Location	Silt Loading (g/m²)
Interstate 5	0.015
White City High ADT	1.350
White City Low ADT	3.400
White City Industrial Ave G	11.000
Remaining High ADT	0.190
Remaining Low ADT	0.540

Vehicle activity was extracted from the link-level travel model outputs for each of the six silt loading-specific locations. The model provides a forecast of average daily travel on defined roadway links. The daily traffic volume forecast for each link is multiplied by the link's length to yield VMT for each link. VMT is multiplied by PM₁₀ emission factors for re-suspended road dust to estimate paved and unpaved road dust emissions. Emissions estimates were subsequently

⁴ US EPA, 2011. Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Vol. I: Stationary, Point and Area Sources. Section 13.2.1: Paved Roads January 2011 and Section 13.2.2: Unpaved Roads November 2006. (<http://www.epa.gov/ttn/chief/ap42/ch13/index.html>)

⁵ "Rogue Valley Metropolitan Planning Organization Rogue Valley Metropolitan Planning Organization Air Quality Conformity Determination for 2013-2038 Regional Transportation Plan 2012-2015 Metropolitan Transportation Improvement Program, 2012-2015 Metropolitan Transportation Improvement Program, as Amended," Rogue Valley Council of Governments, March 26, 2013.

adjusted to tons annually. VMT reported here represents modeled vehicle miles traveled within the PM₁₀ AQMA area, increased by 10 percent to include off-model local travel. Tables 13 through 20 present calculated of road dust emissions by location for each combination of calendar year (2017, 2027, 2037 and 2042) and transit scenario analyzed.

Table 14: 2017 Fugitive Dust Emissions for Paved and Unpaved Roads Without Transit

Location	Silt Loading (g/m ²)	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate 5	0.015	3.18	0.07	1,266,334	n/a	90,213	199	36
White City High ADT	1.350	2.26	3.02	137,804	151,585	457,561	1009	184
White City Low ADT	3.400	2.26	7.00	24,500	26,950	188,534	416	76
White City Industrial Ave G	11.000	2.26	20.36	8,884	n/a	180,905	399	73
Remaining High ADT	0.190	2.02	0.45	1,797,905	1,977,695	893,889	1971	360
Remaining Low ADT	0.540	2.02	1.17	348,983	383,881	448,884	990	181
Unpaved			521.63	2,214	n/a	1,154,862	2546	465
Total Fugitive Dust				3,586,623	3,817,542	3,414,848	7,528	1,374

n/a – not applicable

Table 15: 2027 Fugitive Dust Emissions for Paved and Unpaved Roads Without Transit

Location	Silt Loading (g/m ²)	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,600,042	n/a	113,986	251	46
White City High ADT	1.350	2.26	3.02	192,152	211,367	638,015	1407	257
White City Low ADT	3.400	2.26	7.00	24,918	27,410	191,753	423	77
White City Industrial Ave G	11.000	2.26	20.36	10,053	n/a	204,722	451	82
Remaining High ADT	0.190	2.02	0.45	2,142,519	2,356,771	1,065,225	2348	429
Remaining Low ADT	0.540	2.02	1.17	345,636	380,199	444,578	980	179
Unpaved			521.63	2,511	n/a	1,309,692	2887	527
Total Fugitive Dust				4,317,830	4,885,927	3,967,972	8,748	1,596

n/a – not applicable

Table 16: 2037 Fugitive Dust Emissions for Paved and Unpaved Roads Without Transit

Location	Silt Loading (g/m ²)	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,871,005	n/a	133,289	294	54
White City High ADT	1.350	2.26	3.02	237,574	261,332	788,835	1739	317
White City Low ADT	3.400	2.26	7.00	21,771	23,948	167,537	369	67
White City Industrial Ave G	11.000	2.26	20.36	11,212	n/a	228,319	503	92
Remaining High ADT	0.190	2.02	0.45	2,562,693	2,818,963	1,274,129	2809	513
Remaining Low ADT	0.540	2.02	1.17	333,615	366,976	429,116	946	173
Unpaved			521.63	2,808	n/a	1,464,523	3229	589

Total Fugitive Dust		5,040,678	5,356,243	4,485,749	9,889	1,805
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n/a – not applicable

Table 17: 2042 Fugitive Dust Emissions for Paved and Unpaved Roads Without Transit

Location	Silt Loading (g/m²)	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	2,008,556	n/a	143,088	315	58
White City High ADT	1.350	2.26	3.02	258,748	284,623	859,141	1894	346
White City Low ADT	3.400	2.26	7.00	21,717	23,889	167,119	368	67
White City Industrial Ave G	11.000	2.26	20.36	12,193	n/a	248,300	547	100
Remaining High ADT	0.190	2.02	0.45	2,739,826	3,013,809	1,362,197	3003	548
Remaining Low ADT	0.540	2.02	1.17	330,055	363,061	424,538	936	171
Unpaved			521.63	2,956	n/a	1,541,938	3399	620
Total Fugitive Dust				5,374,052	5,709,086	4,746,320	10,464	1,910

n/a – not applicable

Table 18: 2017 Fugitive Dust Emissions for Paved and Unpaved Roads With Transit

Location	Silt Loading (g/m²)	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,262,479	n/a	89,938	198	36
White City High ADT	1.350	2.26	3.02	137,618	151,380	456,943	1007	184
White City Low ADT	3.400	2.26	7.00	24,452	26,897	188,163	415	76
White City Industrial Ave G	11.000	2.26	20.36	8,886	n/a	180,959	399	73
Remaining High ADT	0.190	2.02	0.45	1,793,756	1,973,131	891,826	1966	359
Remaining Low ADT	0.540	2.02	1.17	348,381	383,219	448,109	988	180
Unpaved			521.63	2,214	n/a	1,154,862	2546	465
Total Fugitive Dust				3,577,785	3,808,205	3,410,799	7,520	1,372

n/a – not applicable

Table 19: 2027 Fugitive Dust Emissions for Paved and Unpaved Roads With Transit

Location	Silt Loading (g/m²)	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,595,488	n/a	113,661	251	46
White City High ADT	1.350	2.26	3.02	191,957	211,153	637,370	1405	256
White City Low ADT	3.400	2.26	7.00	24,874	27,361	191,411	422	77
White City Industrial Ave G	11.000	2.26	20.36	10,055	n/a	204,750	451	82
Remaining High ADT	0.190	2.02	0.45	2,137,416	2,351,158	1,062,689	2343	428
Remaining Low ADT	0.540	2.02	1.17	344,910	379,401	443,644	978	178
Unpaved			521.63	2,511	n/a	1,309,692	2887	527
Total Fugitive Dust				4,307,210	4,577,126	3,963,216	8,737	1,595

n/a – not applicable

Table 20: 2037 Fugitive Dust Emissions for Paved and Unpaved Roads With Transit								
Location	Silt Loading (g/m²)	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,866,866	n/a	132,994	293	54
White City High ADT	1.350	2.26	3.02	237,318	261,050	787,985	1737	317
White City Low ADT	3.400	2.26	7.00	21,735	23,909	167,261	369	67
White City Industrial Ave G	11.000	2.26	20.36	11,216	n/a	228,405	504	92
Remaining High ADT	0.190	2.02	0.45	2,556,004	2,811,604	1,270,803	2802	511
Remaining Low ADT	0.540	2.02	1.17	333,460	366,806	428,917	946	173
Unpaved			521.63	2,808	n/a	1,464,523	3229	589
Total Fugitive Dust				5,029,407	5,344,258	4,480,887	9,879	1,803

n/a – not applicable

Table 21: 2042 Fugitive Dust Emissions for Paved and Unpaved roads With Transit								
Location	Silt Loading (g/m²)	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	2,002,953	n/a	142,689	315	57
White City High ADT	1.350	2.26	3.02	258,411	284,252	858,021	1892	345
White City Low ADT	3.400	2.26	7.00	21,695	23,864	166,949	368	67
White City Industrial Ave G	11.000	2.26	20.36	12,151	n/a	247,442	546	100
Remaining High ADT	0.190	2.02	0.45	2,734,696	3,008,166	1,359,646	2998	547
Remaining Low ADT	0.540	2.02	1.17	329,792	362,771	424,198	935	171
Unpaved			521.63	2,956	n/a	1,541,938	3399	620
Total Fugitive Dust				5,362,654	5,697,113	4,740,884	10,452	1,907

n/a – not applicable

Total Emissions and Budget Comparisons

Table 21 presents comparison of motor vehicle PM₁₀ emissions under the two TIP transit scenarios analyzed to applicable motor vehicle emission budgets in calendar years 2017, 2027 2037 and 2042. The PM₁₀ budgets are annual and emissions are reported in tons per year units. Table 21 also provides a breakdown of the PM₁₀ emission components from on-road exhaust and paved and unpaved road dust.

Table 22: Comparison of Total Motor Vehicle PM₁₀ Emissions to Applicable Emission Budgets (tons/year)				
	2017	2027	2037	2042
With Transit PM₁₀ Total Emissions	1,559	1,730	1,938	2,049
Exhaust (tons/year)	186.4	135.9	134.8	141.9
Paved Road Dust (tons/year)	908	1,068	1,214	1,287
Unpaved Road Dust (tons/year)	465	527	589	620
Without Transit PM₁₀ Total Emissions	1,561	1,733	1,940	2,052
Exhaust (tons/year)	186.9	136.2	135.2	142.2
Paved Road Dust (tons/year)	909	1,070	1,216	1,289
Unpaved Road Dust (tons/year)	465	527	589	620
PM₁₀ Vehicle Emission Budget	3,754	3,754	3,754	3,754

Exempt Projects

40 CFR 93.126-127

Certain financially constrained transportation projects are exempt from the conformity process because they do not measurably impair air quality. For example, a project to install medians on a highway to improve safety is exempt for conformity purposes. Often, an exempt project provides a benefit to air quality by reducing emissions, particularly particulate emissions. For example, a project common in the RVMPO area is an urban upgrade – installing curbs, gutters, bike lanes and sidewalks. By expanding the paved area, vehicles track-out of dirt from driveways and shoulders is reduced, and streets can be cleaned more effectively. A description of the projects included in the 2038 RTP and 2015 TIP and their exempt status is in Appendix E. The status of these projects has been determined through interagency consultation. Details on federal project exemption rules are in Appendix F.

Traffic Signal Synchronization

40 CFR 93.128

Of the 161 traffic signals inventoried within the RVMPO, 106 are synchronized, all within Medford. Synchronization of five more signals on OR62 is expected to be complete before the 2015 analysis year (see project RTP #5005), funded through the CMAQ program. Such projects are consistent with the RVMPO's Intelligent Transportation System Plan. Signal progressions have been taken into consideration in the RVMPO travel demand model by developing intersection approach capacities on the links. These projects are exempt from conformity.

3.0 Summary

The finding of this conformity determination is that the projects programmed in the 2017-2042 RTP and 2018-2021 TIP will result in CO and PM₁₀ emissions lower than respective maintenance plan on-road emissions budgets. Therefore, the RTP and TIP comply with specific requirements of the federal Clean Air Act and Oregon State Conformity Rule, OAR 340-252-0010, and the federal rule 40 CFR 93.118.

The estimates illustrate the impact travel, expressed as total vehicle miles traveled (VMT), has on air quality, and ultimately the region's ability to maintain transportation conformity. PM₁₀ in the Medford-Ashland PM₁₀ maintenance area is anticipated to increase as a result of increasing VMT. By the horizon of the RTP the region can expect to be using slightly more than half of its PM₁₀ emissions budget. Transportation projects that will have the greatest benefit to PM₁₀ emissions will be those that address road dust. Paving projects – especially widening shoulders to accommodate bikes, curbs, gutters and sidewalks – will continue to be among the most beneficial. By reviewing the lists of planned and programmed projects, Appendix E, projects that reduce particulate emissions can be identified. They include urban upgrade projects that add curbs, gutters and sidewalks. Credits for air-quality-improving projects, often funded with federal Congestion Mitigation and Air Quality (CMAQ) funds could theoretically have been used as offsets against the future year emissions estimates, however, offset calculations were not required to meet the PM₁₀ budget tests and were not taken.

In addition to not taking emission credits, RVMPO might have estimated a reduction in unpaved roads based on history, existing policies and planned and programmed projects, however, no reduction of road miles was anticipated in the VMT estimate for unpaved roads.

Finally, this demonstration also doesn't assume major changes in travel behavior. For instance, the transit district, RVMPO and the member jurisdictions are working toward expanding transit service, but because funds and projects haven't been identified, shift to transit travel – or other alternatives such as bicycling and walking – is not anticipated.

Appendices

Appendix A

Federal Register of Approved SIPs

Federal Register Promulgation of PM₁₀ & CO Maintenance Plans
CO Limited Maintenance Plan

Dated: July 2, 2002.
W. Earl Wright, Jr.,
*Chief Management and Administrative
 Programs Officer.*
 [FR Doc. 02-18706 Filed 7-23-02; 8:45 am]
 BILLING CODE 4830-01-P

DEPARTMENT OF THE TREASURY

31 CFR Part 103

RIN 1506-AA30

Financial Crimes Enforcement Network; Rescission of Exemption From Bank Secrecy Act Regulations for Sale of Variable Annuities

AGENCY: Financial Crimes Enforcement
 Network ("FinCEN"), Treasury.

ACTION: Notice of rescission of
 exemption.

SUMMARY: FinCEN is announcing today
 that it is rescinding an exemption from
 the provisions of the Bank Secrecy Act
 regulations granted in 1972 to persons
 required to register as brokers or dealers
 in securities ("broker-dealers") solely to
 permit the sale of variable annuities
 contracts issued by life insurance
 companies. This action is being taken in
 order to ensure consistency with USA
 PATRIOT ACT provisions mandating
 extension of Bank Secrecy Act
 requirements to a broad range of
 financial institutions.

DATES: Effective Date: August 23, 2002.

FOR FURTHER INFORMATION CONTACT:
 Peter G. Djinis, Executive Assistant
 Director for Regulatory Policy, FinCEN,
 at (703) 905-3930; Judith R. Starr, Chief
 Counsel, Cynthia L. Clark, Deputy Chief
 Counsel, and Christine L. Schuetz,
 Attorney-Advisor, Office of Chief
 Counsel, FinCEN, at (703) 905-3590.

SUPPLEMENTARY INFORMATION:

I. Introduction

The Bank Secrecy Act, Public Law
 91-508, as amended, codified at 12
 U.S.C. 1829b, 12 U.S.C. 1951-1959, and
 31 U.S.C. 5311-5332 (the "BSA"),
 authorizes the Secretary of the Treasury,
inter alia, to issue regulations requiring
 financial institutions to keep records
 and file reports that are determined to
 have a high degree of usefulness in
 criminal, tax, and regulatory matters, or
 in the conduct of intelligence or
 counter-intelligence activities to protect
 against international terrorism, and to
 implement counter-money laundering
 programs and compliance procedures.¹

¹ Language expanding the scope of the BSA to
 intelligence or counter-intelligence activities to
 protect against international terrorism was added by
 section 358 of the Uniting and Strengthening

Regulations implementing Title II of the
 BSA (codified at 31 U.S.C. 5311 *et seq.*)
 appear at 31 CFR part 103. The
 authority of the Secretary to administer
 the BSA has been delegated to the
 Director of FinCEN.

II. FinCEN Issuance 2002-1

This document, FinCEN Issuance
 2002-1, rescinds an exemption from the
 provisions of 31 CFR part 103 granted
 to persons registered with the Securities
 and Exchange Commission as broker-
 dealers solely in order to offer and sell
 variable annuity contracts issued by life
 insurance companies. The background
 and purpose of the rescission are
 explained below.

The definition of "financial
 institution" for BSA purposes, found at
 31 CFR 103.11(n), includes "a broker or
 dealer in securities."² BSA regulations
 further define the term "broker or dealer
 in securities" to include a "broker or
 dealer in securities, registered or
 required to be registered with the
 Securities and Exchange Commission
 under the Securities Exchange Act of
 1934.³ Because variable annuity
 contracts fall within the definition of
 "security" under the federal securities
 laws, life insurance companies wishing
 to sell variable annuity contracts must
 register as broker-dealers under the
 Securities Exchange Act of 1934, and
 thus fall under the definition of "broker
 or dealer in securities" found in 31 CFR
 part 103.

In response to a request from the
 American Life Convention—Life
 Insurance Association of America,
 Treasury in 1972 granted an exemption
 from the provisions of 31 CFR part 103
 to persons registered with the Securities
 and Exchange Commission as broker-
 dealers solely in order to offer and sell
 variable annuity contracts issued by life
 insurance companies.⁴ However, given
 the Congressional mandate found in the
 USA PATRIOT ACT to extend to all
 entities defined as financial institutions
 under the BSA the requirement to
 establish an anti-money laundering
 program (See Section 352(a) of the USA
 PATRIOT ACT), and to extend
 suspicious activity reporting to broker-
 dealers (See Section 356 of the USA
 PATRIOT ACT), FinCEN believes that it
 is now appropriate to rescind this
 exemption pursuant to 31 CFR 103.86.

On December 31, 2001, FinCEN
 published a notice of proposed

America by Providing Appropriate Tools Required
 to Intercept and Obstruct Terrorism (USA PATRIOT
 ACT) Act of 2001 (the "USA Patriot Act"), Public
 Law 107-56.

² See 31 CFR 103.11(n)(2).

³ See 31 CFR 103.11(f).

⁴ See 37 FR 248986, 248988, November 23, 1972.

rulemaking (the "Notice"), 66 FR 67670,
 that would extend to broker-dealers the
 requirement to report suspicious
 transactions to the Department of the
 Treasury. In the Notice, FinCEN
 indicated that it anticipated that the
 exemption relating to variable annuity
 contracts issued by life insurance
 companies would be rescinded on the
 effective date of the final rule based on
 the Notice.⁵ A final rule based on the
 Notice was published in the **Federal
 Register** on July 1, 2002.⁶ FinCEN did
 not receive any adverse comments on
 the issue of rescinding the exemption.
 However, in response to a comment,
 FinCEN wishes to clarify that rescission
 of the exemption extends BSA coverage
 only to the activity of a life insurance
 company requiring the company to
 register with the SEC as a broker-dealer,
 and not to all activity of the life
 insurance company.

Thus, a person registered with the
 SEC as a broker-dealer solely to offer
 and sell variable annuity contracts
 issued by life insurance companies is
 subject to all applicable BSA
 requirements, including the requirement
 to file reports of suspicious activity, to
 the extent they offer and sell such
 contracts.

Dated: July 15, 2002.

James F. Sloan,
*Director, Financial Crimes Enforcement
 Network.*

[FR Doc. 02-18612 Filed 7-23-02; 8:45 am]

BILLING CODE 4810-02-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 81

[Docket #: OR-01-006a; FRL-7240-9]

Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes: OR; Medford Carbon Monoxide Nonattainment Area

AGENCY: Environmental Protection
 Agency.

ACTION: Direct final rule.

SUMMARY: The Environmental Protection
 Agency (EPA) is approving revisions to
 Oregon's State Implementation Plan
 (SIP) which were submitted on May 31,
 2001. These revisions consist of the
 1993 carbon monoxide (CO) base/
 attainment year emissions inventory for
 Medford, Oregon, and the revised
 Medford CO maintenance plan. Oregon
 concurrently requested redesignation of

⁵ See 66 FR 67670, 67672 (December 31, 2001).

⁶ See 67 FR 44048 (July 1, 2002).

Medford from nonattainment to attainment for CO and EPA is approving the redesignation request.

DATES: This direct final rule will be effective on September 23, 2002, without further notice, unless EPA receives adverse comment by August 23, 2002. If adverse comments are received, EPA will publish a timely withdrawal of the direct final rule in the **Federal Register** informing the public that the rule will not take effect.

ADDRESSES: Written comments should be addressed to: Connie Robinson, EPA, Region 10, Office of Air Quality (OAQ-107), 1200 Sixth Avenue, Seattle, Washington 98101.

Copies of the State's requests and other information supporting this action are available for inspection during normal business hours at the following locations: EPA, Region 10, Office of Air Quality (OAQ-107), 1200 Sixth Avenue, Seattle, Washington 98101, and State of Oregon Department of Environmental Quality, 811 SW Sixth Avenue, Portland, Oregon 97204-1390.

FOR FURTHER INFORMATION CONTACT: Connie Robinson, Office of Air Quality (OAQ-107), EPA, Region 10, Seattle, Washington, (206) 553-1086.

SUPPLEMENTARY INFORMATION: Throughout this document, wherever "we," "us," or "our" is used, we mean the EPA. Information is organized as follows:

I. Background Information

A. What Is a State Implementation Plan?

B. Why Was This SIP Revision and Redesignation Request Submitted?

C. What Action Is EPA Taking?

II. Basis for EPA's Action

A. What Criteria Did EPA Use To Review the Maintenance Plan and Redesignation Request?

B. How Does the State Show That the Area Has Attained the CO NAAQS?

C. Does the Area Have a Fully Approved SIP Under Section 110(k) of the Act and Has the Area Met All the Relevant Requirements Under Section 110 and Part D of the Act?

D. Are the Improvements in Air Quality Permanent and Enforceable?

E. Has the State Submitted a Fully Approved Maintenance Plan Pursuant to Section 175A of the Act?

F. Did the State Provide Adequate Attainment Year and Maintenance Year Emissions Inventories?

G. How Will This Action Affect the Oxygenated Fuels Program in Medford?

H. How Will the State Continue To Verify Attainment?

I. What Contingency Measures Does the State Provide?

J. How Will the State Provide for Subsequent Maintenance Plan Revisions?

K. How Does This Action Affect Transportation Conformity in Medford?

L. How Does This Action Affect Specific Rules?

III. Final Action

IV. Administrative Requirements

I. Background Information

A. What Is a State Implementation Plan?

Section 110 of the Clean Air Act as amended in 1990 (the Act) requires States to develop air pollution regulations and control strategies to ensure that State air quality meets the National Ambient Air Quality Standards (NAAQS) established by the EPA. These ambient standards are established under section 109 of the Act and they address six criteria pollutants: CO, nitrogen dioxide, ozone, lead, particulate matter and sulfur dioxide.

Each State must submit these regulations and control strategies to us for approval and incorporation into the Federally enforceable SIP. Each State has a SIP designed to protect its air quality. These SIPs can be extensive, containing regulations, enforceable emission limits, emission inventories, monitoring networks, and modeling demonstrations.

Oregon submitted their original section 110 SIP on January 25, 1972, and it was approved by EPA soon thereafter. Other SIP revisions have been submitted over the intervening years and likewise have been approved. The Medford CO SIP revisions and redesignation request submitted on May 31, 2001, are the subject of today's action.

B. Why Was This SIP Revision and Redesignation Request Submitted?

Oregon believes that the Medford, Oregon CO nonattainment area is eligible for redesignation to attainment because air quality data shows that it has not recorded a violation of the primary or secondary CO air quality standards since 1991. The Medford nonattainment area has shown attainment of the CO NAAQS since 1993 and the maintenance plan demonstrates that Medford will be able to remain in attainment for the next 10 years.

C. What Action Is EPA Taking?

Today's rulemaking announces three actions being taken by EPA related to air quality in the State of Oregon. These actions are taken at the request of the Governor of Oregon in response to requirements of the Act and EPA regulations.

First, EPA approves the 1993 base/attainment year CO emissions inventory for Medford. The 1993 inventory establishes a baseline of emissions that EPA considers comprehensive and

accurate and provides the foundation for air quality planning in the Medford, Oregon CO nonattainment area.

Second, EPA approves the CO maintenance plan for the Medford nonattainment area into the Oregon SIP.

Third, EPA redesignates Medford from nonattainment to attainment for CO. This redesignation is based on validated monitoring data and projections made in the maintenance plan's demonstration. EPA believes the area will continue to meet the NAAQS for CO for at least ten years beyond this redesignation, as required by the Act.

II. Basis for EPA's Action

A. What Criteria Did EPA Use To Review the Maintenance Plan and Redesignation Request?

Section 107(d)(3)(E) of the Act states that EPA can redesignate an area to attainment if the following conditions are met:

1. The State must attain the applicable NAAQS.

2. The area must have a fully approved SIP under section 110(k) of the Act and the area must meet all the relevant requirements under section 110 and part D of the Act.

3. The air quality improvement must be permanent and enforceable.

4. The area must have a fully approved maintenance plan pursuant to section 175A of the Act.

EPA has found that the Oregon redesignation request for the Medford, Oregon CO nonattainment area meets the above requirements. A Technical Support Document on file at the EPA Region 10 office contains a detailed analysis and rationale in support of the redesignation of Medford's CO nonattainment area to attainment.

B. How Does the State Show That the Area Has Attained the CO NAAQS?

To attain the CO NAAQS, an area must have complete quality-assured data showing no more than one exceedance of the standard per year at any monitoring site in the nonattainment area for at least two consecutive years. The redesignation of Medford is based on air quality data that shows that the CO standard was not violated from 1992 through 1995, or since. These data were collected by the Oregon Department of Environmental Quality (ODEQ) in accordance with 40 CFR 50.8, following EPA guidance on quality assurance and quality control, and are entered in the EPA Aerometric Information and Retrieval System, or AIRS. Since the Medford, Oregon area has complete quality-assured monitoring data showing attainment

with no violations, the area has met the statutory criterion for attainment of the CO NAAQS. ODEQ has committed to continue monitoring in this area in accordance with 40 CFR part 58.

C. Does the Area Have a Fully Approved SIP Under section 110(k) of the Act and Has the Area Met All the Relevant Requirements Under Section 110 and Part D of the Act?

Yes. Medford was classified as a nonattainment area with a design value less than 12.7 parts per million (ppm). Therefore, the 1990 requirements applicable to the Medford nonattainment area for inclusion in the Oregon SIP include a 1990 emission inventory with periodic updates, an oxygenated fuels program, basic motor vehicle inspection/maintenance (I/M) program, contingency measures, conformity procedures, and a permit program for new or modified major stationary sources.

For the purposes of evaluating the request for redesignation to attainment, EPA has previously approved all but one element of the Oregon SIP. Section 187(a) of the Act requires moderate CO areas to submit a comprehensive, accurate, and current inventory of actual emissions from all sources as described in section 172(c)(3). Specifically, the 1990 emissions inventory was reviewed but not acted upon to allow for additional correction and revision. We later determined that a 1993 inventory that incorporated these changes would satisfy the requirement for a base/attainment year inventory and would also serve as the attainment year emissions inventory submitted with the maintenance plan. Today's action concurrently approves this required element of the 110 SIP as part of the Oregon SIP with the redesignation to attainment.

D. Are the Improvements in Air Quality Permanent and Enforceable?

Yes. Emissions reductions achieved through the implementation of control measures are enforceable. These

measures are: (1) The Federal Motor Vehicle Control Program, establishing emission standards for new motor vehicles; (2) a basic I/M program, and (3) an oxygenated fuels program.

ODEQ has demonstrated that actual enforceable emission reductions are responsible for the air quality improvement and that the CO emissions in the base year are not artificially low due to a local economic downturn or unusual or extreme weather patterns. We believe the combination of certain existing EPA-approved SIP and Federal measures contribute to permanent and enforceable reductions in ambient CO levels that have allowed the area to attain the NAAQS.

E. Has the State Submitted a Fully Approved Maintenance Plan Pursuant to Section 175A of the Act?

Today's action by EPA approves the Medford CO maintenance plan. Section 175A sets forth the elements of a maintenance plan for areas seeking redesignation from nonattainment to attainment. The plan must demonstrate continued attainment of the applicable NAAQS for at least ten years after the Administrator approves a redesignation to attainment. Eight years after the redesignation, the State must submit a revised maintenance plan which demonstrates attainment for the ten years following the initial ten-year period. To provide for the possibility of future NAAQS violations, the maintenance plan must contain contingency measures, with a schedule for implementation adequate to assure prompt correction of any air quality problems. The Medford CO maintenance plan meets all of these requirements.

F. Did the State Provide Adequate Attainment Year and Maintenance Year Emissions Inventories?

Yes. ODEQ submitted comprehensive inventories of CO emissions from point, area and mobile sources using 1993 as the attainment year. Since air monitoring recorded attainment of CO

in 1993, this is an acceptable year for the attainment year inventory. This data was then used in calculations to demonstrate that the CO standard will be maintained in future years. ODEQ calculated inventories for the required maintenance year (2012) and three years beyond (2015). Future emission estimates are based on forecast assumptions about growth of the regional economy and vehicle miles traveled.

Mobile sources are the greatest source of CO. Although vehicle use is expected to increase in the future, more stringent Federal automobile standards and removal of older, less efficient cars over time will still result in an overall decline in CO emissions. The projections in the maintenance plan demonstrate that future emissions are not expected to exceed attainment year levels.

Total CO emissions were projected from the 1993 attainment year out to 2015. These projected inventories were prepared according to EPA guidance. Because compliance with the 8-hour CO standard is linked to average daily emissions, emission estimates reflecting a typical winter season day (pounds of CO per day) were used for the maintenance demonstration. Oregon calculated these emissions without the implementation of the oxygenated fuels program. Oregon is requesting that the SIP requirement for an oxygenated fuels program be discontinued upon EPA's approval of the maintenance plan and redesignation. The projections show that CO emissions calculated without the implementation of the oxygenated fuels program are not expected to exceed 1993 attainment year levels. The following table summarizes the 1993 attainment year emissions, the 2015 maintenance year emissions, and 2015 emissions. The on-road mobile emissions are modeled for 1993 and 2015. Emissions for 2012 were calculated on the basis of a straight line interpolation between these two analysis years.

TABLE 1.—1993 CO ATTAINMENT YEAR ACTUAL EMISSIONS, 2012 CO MAINTENANCE YEAR PROJECTED EMISSIONS AND 2015 CO PROJECTED EMISSIONS
[Pounds CO/Winter Day]

Year	Mobile	Area	Non-road	Point	Total
1993 Attainment Year Actuals	57,342	19,656	6,536	28,517	112,051
2012 Maintenance Year Projected	28,439	16,083	8,800	19,420	72,742
2015 Year Projected	22,244	16,165	9,186	20,153	67,748

Detailed inventory data for this action is contained in the docket maintained by EPA.

G. How Will This Action Affect the Oxygenated Fuels Program in Medford?

ODEQ's maintenance demonstration shows that the Medford Urban Growth Boundary (UGB) is expected to continue to meet the CO NAAQS through 2015 without the oxygenated fuels program, while maintaining a safety margin. Therefore, EPA approves the State's request to discontinue the oxygenated fuels program except as a contingency measure in the maintenance plan. The oxygenated fuels program will not need to be implemented following redesignation unless a future violation of the standard triggers its use as a contingency measure.

H. How Will the State Continue To Verify Attainment?

In accordance with 40 CFR part 50 and EPA's Redesignation Guidance, ODEQ has committed to analyze air quality data on an annual basis to verify continued attainment of the CO NAAQS. ODEQ will also conduct a comprehensive review of plan implementation and air quality status eight years after redesignation. The State will then submit a SIP revision that includes a full emissions inventory update and provides for the continued maintenance of the standard ten years beyond the initial ten-year period.

I. What Contingency Measures Does the State Provide?

If the monitored CO level at any site registers a second high 8-hour average of

8.1 ppm during a calendar year, the ODEQ will convene a planning group to review and recommend contingency strategies for implementation in order to prevent a violation. These strategies include but are not limited to improvements to parking and traffic circulation; aggressive signal retiming program; increased funding for transit; enhanced I/M program; and accelerated implementation of bicycle and pedestrian networks.

Section 175(d) of the Act requires retention of all control measures contained in the SIP prior to redesignation as contingency measures in the CO maintenance plan. The oxygenated fuels program was a control measure contained in the SIP prior to redesignation and is a primary contingency measure in the maintenance plan. This contingency measure will be reinstated in the event of a quality-assured violation of the NAAQS for CO at any permanent monitoring site in the nonattainment area. A violation will occur when any monitoring site records two eight-hour average CO concentrations that equal or exceed 9.5 ppm in a single calendar year. If triggered, this contingency measure would require all gasoline blended for sale in Medford to meet requirements identical to those of the current oxygenated gasoline program. Implementation will continue throughout the balance of the CO maintenance period, or until such time as a reassessment of the ambient CO monitoring data establishes that the contingency measure is no longer needed and EPA agrees to a revision.

J. How Will the State Provide for Subsequent Maintenance Plan Revisions?

In accordance with section 175A (b) of the Act, the state has agreed to submit a revised maintenance SIP eight years after the area is redesignated to attainment. That revised SIP must provide for maintenance of the standard for an additional ten years. It will include a full emissions inventory update and projected emissions demonstrating continued attainment for ten additional years.

K. How Does This Action Affect Transportation Conformity in Medford?

Under section 176(c) of the Act, transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved under 23 U.S.C. or the Federal Transit Act, must conform to the applicable SIPs. In short, a transportation plan is deemed to conform to the applicable SIP if the emissions resulting from implementation of that transportation plan are less than or equal to the motor vehicle emission level established in the SIP for the maintenance year and other analysis years.

In this maintenance plan, procedures for estimating motor vehicle emissions are well documented. For transportation conformity and regional emissions analysis purposes, an emissions budget has been established for on-road motor vehicle emissions in the Medford UGB. The transportation emissions budget numbers for the plan are shown in Table 2.

TABLE 2.—MEDFORD UGB TRANSPORTATION EMISSIONS BUDGET
[Pounds CO/Winter Day]

Year	2000	2015	2020 and after
Budget (1st 4 yrs I/M exempt)	63,860	26,963	32,640

EPA found this motor vehicle emissions budget adequate for conformity purposes. See 67 FR 17686, April 11, 2002.

L. How Does This Action Affect Specific Rules?

Upon the effective date of this action, Medford, Oregon will no longer be a nonattainment area and will become a maintenance area. Additionally, OAR 340–204–0090, Oxygenated Gasoline Control Areas, has been revised to discontinue the program in Medford upon the effective date of this action. EPA is approving this rule as a revision to the SIP and replacing the rule dated

10–25–00. Below are the specific rule revisions affected by this action which EPA is incorporating by reference into the SIP, with the state effective date in parentheses. OAR 340–204–0090, Oxygenated Gasoline Control Areas (3–27–01)

III. Final Action

EPA is approving the following revisions to the Oregon SIP: the 1993 CO base/attainment year emissions inventory for Medford, Oregon, and the Medford CO maintenance plan. EPA is also approving redesignation of Medford, Oregon from nonattainment to attainment for CO. EPA is approving the

Medford CO maintenance plan, and Oregon's request for redesignation to attainment because Oregon has demonstrated compliance with the requirements of section 107(d)(3)(E). We believe that the redesignation requirements are effectively satisfied based on information provided by ODEQ and contained in the Oregon SIP and Medford Oregon CO maintenance plan.

IV. Administrative Requirements

Under Executive Order 12866 (58 FR 51735, October 4, 1993), this action is not a "significant regulatory action" and therefore is not subject to review by the

Office of Management and Budget. For this reason, this action is also not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" (66 FR 28355, May 22, 2001). This action merely approves state law as meeting Federal requirements and imposes no additional requirements beyond those imposed by state law. Accordingly, the Administrator certifies that this rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Because this rule approves pre-existing requirements under state law and does not impose any additional enforceable duty beyond that required by state law, it does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Public Law 104-4).

This rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes, as specified by Executive Order 13175 (65 FR 67249, November 9, 2000). This action also does not have Federalism implications because it does not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely approves a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. This rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997), because it is not economically significant.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the Clean Air Act. In this context, in the absence of a prior existing requirement for the State to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission, to use VCS in place of a SIP submission that otherwise satisfies the provisions of

the Clean Air Act. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by September 23, 2002. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

Oregon Notice Provision

During EPA's review of a SIP revision involving Oregon's statutory authority, a problem was detected which affected the enforceability of point source permit limitations. EPA determined that, because the five-day advance notice provision required by ORS 468.126(1) (1991) bars civil penalties from being imposed for certain permit violations, ORS 468 fails to provide the adequate enforcement authority that a state must demonstrate to obtain SIP approval, as specified in section 110 of the Clean Air Act and 40 CFR 51.230. Accordingly, the requirement to provide such notice would preclude federal approval of a section 110 SIP revision.

To correct the problem the Governor of Oregon signed into law new legislation amending ORS 468.126 on September 3, 1993. This amendment

added paragraph ORS 468.126(2)(e) which provides that the five-day advance notice required by ORS 468.126(1) does not apply if the notice requirement will disqualify a state program from federal approval or delegation. ODEQ responded to EPA's understanding of the application of ORS 468.126(2)(e) and agreed that, because federal statutory requirements preclude the use of the five-day advance notice provision, no advance notice will be required for violations of SIP requirements contained in permits.

Oregon Audit Privilege

Another enforcement issue concerns Oregon's audit privilege and immunity law. Nothing in this action should be construed as making any determination or expressing any position regarding Oregon's Audit Privilege Act, ORS 468.963 enacted in 1993, or its impact upon any approved provision in the SIP, including the revision at issue here. The action taken herein does not express or imply any viewpoint on the question of whether there are legal deficiencies in this or any other Clean Air Act Program resulting from the effect of Oregon's audit privilege and immunity law. A state audit privilege and immunity law can affect only state enforcement and cannot have any impact on federal enforcement authorities. EPA may at any time invoke its authority under the Clean Air Act, including, for example, sections 113, 167, 205, 211 or 213, to enforce the requirements or prohibitions of the state plan, independently of any state enforcement effort. In addition, citizen enforcement under section 304 of the Clean Air Act is likewise unaffected by a state audit privilege or immunity law.

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Reporting and recordkeeping requirements.

40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

Dated: June 25, 2002.

Ronald A. Kreizenbeck,
Acting Regional Administrator, Region 10.

Parts 52 and 81, chapter I, title 40 of the Code of Federal Regulations are amended as follows:

PART 52—[AMENDED]

1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart MM—Oregon

2. Section 52.1970 is amended by adding paragraph (c)(137) to read as follows:

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

(137) On May 31, 2001, the Oregon Department of Environmental Quality requested the redesignation of Medford to attainment for carbon monoxide. The State's maintenance plan, base/attainment year emissions inventory, and the redesignation request meet the requirements of the Clean Air Act.

(i) Incorporation by reference.

(A) Oregon Administrative Rules 340–204–0090, as effective March 27, 2001.

PART 81—[AMENDED]

1. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

2. In § 81.338, the table entitled “Oregon—Carbon Monoxide,” the entry for Medford Area, Jackson County is revised to read as follows:

* * * * *

§ 81.338 Oregon.

* * * * *

OREGON—CARBON MONOXIDE

Designated Area	Designation		Classification	
	Date ¹	Type	Date ¹	Type
Medford Area: Jackson County (part).	September 23, 2002	Attainment		
* * * * *				

¹ This date is November 15, 1990, unless otherwise noted.

* * * * *

[FR Doc. 02–18584 Filed 7–23–02; 8:45 am]
BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Parts 261, 266, 268 and 271**

[FRL–7248–3]

RIN 2050–AE69

Zinc Fertilizers Made From Recycled Hazardous Secondary Materials

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is today finalizing regulations under the Resource Conservation and Recovery Act (RCRA) that apply to recycling of hazardous secondary materials to make zinc fertilizer products. This final rule establishes a more consistent regulatory framework for this practice, and establishes conditions for excluding hazardous secondary materials that are used to make zinc fertilizers from the regulatory definition of solid waste. The rule also establishes new product specifications for contaminants in zinc fertilizers made from those secondary materials.

DATES: This final rule is effective July 24, 2002, except for the amendment to 40 CFR 266.20(b), which eliminates the

exemption from treatment standards for fertilizers made from recycled electric arc furnace dust. The effective date for that provision in today's final rule is January 24, 2003.

ADDRESSES: Public comments and supporting materials are available for viewing in the RCRA Docket Information Center (RIC), located at Crystal Gateway I, First Floor, 1235 Jefferson Davis Highway, Arlington, VA. The RIC is open from 9 a.m. to 4 p.m., Monday through Friday, excluding Federal holidays. To review docket materials, it is recommended that the public make an appointment by calling 703–603–9230. The index and some supporting materials are available electronically. See the **SUPPLEMENTARY INFORMATION** section for information on accessing them.

FOR FURTHER INFORMATION CONTACT: For general information, contact the RCRA Hotline at 800–424–9346 or TDD 800–553–7672 (hearing impaired). In the Washington, DC, metropolitan area, call 703–412–9810 or TDD 703–412–3323. For more detailed information on specific aspects of this rulemaking, contact Dave Fagan, U.S. EPA (5301W), 1200 Pennsylvania Ave. NW., Washington, DC 20460, (703) 308–0603, or e-mail: fagan.david@epamail.epa.gov.

SUPPLEMENTARY INFORMATION:**I. General Information****A. Regulated Entities**

Entities potentially regulated by this action are expected to include

manufacturers of zinc fertilizers, and the generators of hazardous secondary materials who will supply zinc-bearing feedstocks to those manufacturers. Some intermediate handlers, such as brokers, who manage hazardous secondary materials may also be affected by this rule.

B. How Can I Get Copies of This Document and Other Related Information?**1. Docket**

EPA has established an official public docket for this action under Docket ID No. RCRA–2000–0054. The official public docket consists of the documents specifically referenced in this action, any public comments received, and other information related to this action. Although a part of the official docket, the public docket does not include Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. The official public docket is the collection of materials that is available for public viewing at the OSWER Docket, 1235 Jefferson Davis Hwy, 1st Floor, Arlington, VA 22201. You may copy up to 100 pages from any docket at no charge. Additional copies cost \$0.15 each.

2. Electronic Access

You may access this **Federal Register** document electronically through the EPA Internet under the “**Federal Register**” listings at <http://www.epa.gov/fedrgstr/>. An electronic version of the

enforce its requirements. (See section 307(b)(2).)

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Particulate matter, Reporting and recordkeeping requirements.

40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

Dated: May 23, 2006.

Richard B. Parkin,

Acting Regional Administrator, Region 10.

■ Chapter I, title 40 of the Code of Federal Regulations is amended as follows:

PART 52—[AMENDED]

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401, et seq.

Subpart MM—Oregon

■ 2. Section 52.1970 is amended by adding paragraph (c)(146) to read as follows:

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

(146) On October 25, 2005, the Oregon Department of Environmental Quality submitted a PM10 maintenance plan and requested redesignation of the La Grande PM10 nonattainment area to attainment for PM10. The State's maintenance plan and the redesignation request meet the requirements of the Clean Air Act.

(i) Incorporation by reference.

(A) Oregon Administrative Rule 340–204–0030 and 0040, as effective September 9, 2005.

■ 3. Section 52.1973 is amended by adding paragraph (e)(3) to read as follows:

§ 52.1973 Approval of plans.

* * * * *

(e) * * *

(3) EPA approves as a revision to the Oregon State Implementation Plan, the La Grande PM10 maintenance plan adopted by the Oregon Environmental Quality Commission on August 11, 2005 and submitted to EPA on October 25, 2005.

* * * * *

PART 81—[AMENDED]

■ 4. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401, et seq.

■ 5. In § 81.338, the table entitled “Oregon PM–10” is amended by revising the entry for “La Grande (the Urban Growth Boundary Area)” to read as follows:

§ 81.338 Oregon.

* * * * *

OREGON—PM–10

Designated area	Designation		Classification	
	Date	Type	Date	Type
La Grande (the Urban Growth Boundary area)	7/19/06	Attainment.		

* * * * *

[FR Doc. 06–5510 Filed 6–16–06; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 81

[EPA–R10–OAR–2006–0316; FRL–8175–7]

Approval and Promulgation of Air Quality Implementation Plans; Medford-Ashland PM10 Attainment Plan, Maintenance Plan and Redesignation Request

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: EPA is taking direct final action to approve a PM10 attainment and maintenance plan for the Medford-Ashland, Oregon nonattainment area (Medford-Ashland NAA) and to redesignate the area from nonattainment to attainment for PM10. PM10 air pollution is particulate matter with an

aerodynamic diameter less than or equal to a nominal ten micrometers. Also in this action, EPA is approving revisions to Oregon's statewide industrial source rules for new and modified major industrial sources of PM10 and revisions to the area-specific industrial source rules that apply in the Medford-Ashland NAA. EPA is approving the SIP revisions and redesignation request because the State adequately demonstrates that the control measures being implemented in the Medford-Ashland NAA result in attainment and maintenance of the PM10 National Ambient Air Quality Standards and all other requirements of the Clean Air Act for redesignation to attainment are met.

DATES: This direct final rule will be effective August 18, 2006, without further notice, unless EPA receives adverse comments by July 19, 2006. If adverse comments are received, EPA will publish a timely withdrawal of the direct final rule in the **Federal Register** informing the public that the rule will not take effect.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–R10–OAR–2006–0316, by one of the following methods:

• **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

• **Mail:** Gina Bonifacino, Office of Air, Waste and Toxics, AWT–107, EPA, Region 10, 1200 Sixth Ave., Seattle, Washington 98101.

• **Hand Delivery:** EPA, Region 10 Mail Room, 9th Floor, 1200 Sixth Ave., Seattle, Washington 98101. Attention: Gina Bonifacino, Office of Air, Waste and Toxics, AWT–107. Such deliveries are only accepted during normal hours of operation, and special arrangements should be made for deliveries of boxed information.

Instructions: Direct your comments to Docket ID No. EPA–R10–OAR–2006–0316. EPA's policy is that all comments received will be included in the public docket without change and may be made available online at <http://www.regulations.gov>, including any personal information provided, unless the comment includes information

claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through <http://www.regulations.gov>. The <http://www.regulations.gov> Web site is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through <http://www.regulations.gov>, your e-mail address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. For additional information about EPA's public docket visit the EPA Docket Center homepage at <http://www.epa.gov/epahome/dockets.htm>.

Docket: All documents in the docket are listed in the <http://www.regulations.gov> index. Although listed in the index, some information is not publicly available, such as CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically in <http://www.regulations.gov> or in hard copy at EPA Region 10, Office of Air, Waste and Toxics, 1200 Sixth Avenue, Seattle, Washington. EPA requests that, if possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection.

FOR FURTHER INFORMATION CONTACT: Gina Bonifacino at telephone number: (206) 553-2970, e-mail address: bonifacino.gina@epa.gov, fax number: (206) 553-0110, or the above EPA, Region 10 address.

SUPPLEMENTARY INFORMATION: Throughout this document wherever "we", "us" or "our" are used, we mean EPA.

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I. What action are we taking?

We are taking direct final action to approve SIP revisions contained in two separate packages submitted by the State of Oregon. On May 14, 2004, the Department of Environmental Quality (DEQ or State) submitted a SIP revision of the State's industrial source rules for new and modified major sources, and on March 10, 2005, the State submitted an attainment and maintenance plan and redesignation request for the Medford-Ashland, Oregon PM10 nonattainment area (Medford-Ashland NAA). Also contained in the March 10, 2005 submittal were additional revisions to Oregon's statewide industrial source rules for new and

modified major sources and revisions to the area-specific industrial source rules applying in the Medford-Ashland NAA. We are approving the State's SIP revisions submitted in both packages and the request for redesignation submitted with the March 10, 2005 package because the State adequately demonstrates that the control measures being implemented in the Medford-Ashland area result in maintenance of the PM10 National Ambient Air Quality Standards (NAAQS) and all other requirements of the Clean Air Act (the Act or CAA) for redesignation to attainment are met.

II. Review of the May 14, 2004 submittal

On May 14, 2004 Oregon submitted revisions to Oregon Administrative Rules, Chapter 340, Division 224 (Major New Source Review), and Division 225 (Air Quality Analysis Requirements) to clarify the requirements for creating and using emission offsets and to make other minor revisions. The primary rule revision allows offsets that provide a net air quality benefit to come from outside a designated maintenance area instead of only from inside the maintenance area. This change is approvable because there are no Federal requirements for offsets for new or modified sources in maintenance areas. The rules were also revised to add cross-references between Division 224 and Division 225 to improve the clarity of the rules. We have reviewed the May 14, 2004 submittal and found the revisions to be approvable. The Technical Support Document (TSD) for this action contains a description of the revisions and EPA's analysis of the revisions.

III. Review of the March 10, 2005 Submittal: Medford-Ashland Attainment and Maintenance Plan, Redesignation Request and Industrial Source Rule Revisions

A. Background of the Medford-Ashland Nonattainment Area

1. Description of the Medford-Ashland Nonattainment Area

The Medford-Ashland NAA is an irregularly shaped polygon covering roughly 228 miles in the Rogue Valley of Southwest Oregon and includes the communities of Ashland, Talent, Phoenix, Medford, Central Point, Jacksonville, White City, Eagle Point, and the intervening lands of Jackson County. The Rogue Valley is a mountain valley formed by the Rogue River and one of its tributaries, Bear Creek. The major portion of the valley ranges in elevation from 1,300 to 1,400 feet above sea level. Mountains surround the

valley on all sides; to the east, the Cascades ranging up to 9500 feet, to the south, the Siskiyou ranging up to 7,600 feet, and to the west and north, the Coast Range and Umpqua Divide, ranging up to 5,500 feet above sea level. For a legal description of the boundaries of the Medford-Ashland NAA, see 40 CFR 81.338.

The Medford-Ashland NAA has a moderate climate with marked seasonal characteristics. Late fall, winter and early spring months are damp, cloudy and cool under the influence of marine air. Late spring, summer and early fall are warm, dry and sunny due to the dry continental nature of the prevailing winds aloft that cross this area. The area is in a rain shadow afforded by the Siskiyou and Coast Range and therefore receives light annual rainfall most of which is concentrated over the winter season. Temperatures lack extremes generally rising to just below 90 in the hottest months of summer, and Valley winds are usually very light and prevail from the north or northwest much of the year. Winter stagnation events may occur when temperature inversion events trap particulate pollution near the ground.

The Rogue Valley's economy, once heavily dependent on the wood products industry, has shifted from natural resource-based economy to an economy based in the service, retail, health care, communications and technology sectors. Between 1990 and 2000, employment in the lumber and wood products industry declined by 29%. However, employment in the rest of the manufacturing sector increased by 34%. In addition, in-migration has contributed to an increasing population in the Rogue Valley. Population growth is expected to continue through 2015.

2. PM10 Emissions in the Medford-Ashland Nonattainment Area

In the 1980s, PM10 emissions from primarily woodstoves, mobile sources, road dust, residential open burning and forestry burning, and industrial point sources contributed to exceedences of the 24 hour and annual PM10 NAAQS¹ in the Medford-Ashland NAA. Historic high PM10 levels in the Medford-Ashland NAA include 309 µg/m³ over 24 hours in December 1985 and 68 µg/m³ for the annual period July 1985–June 1986. Since the 1980s, Oregon has implemented control strategies to

decrease PM10 emissions. These strategies have reduced industrial point source emissions, area source emissions including residential heating sources, and emissions from road dust, residential open burning and prescribed forestry burning. The attainment and maintenance plan contains emission inventory summaries for the Medford-Ashland for the years 1985, 1998 and 2015. In 1985, point source emissions and emissions from home heating devices (e.g. residential woodstoves) comprised the largest portions of the PM10 emissions inventory at 27% (1275 tons per year) and 38% (1777 tons per year) respectively. In 1998, point source PM10 emissions were cut nearly in half to 535 tons per year, and there was a 75% decrease in home heating emissions to 412 tons per year. See the Technical Support Document accompanying this notice for further discussion of the PM10 emissions in the area.

3. Attainment History of Medford-Ashland Nonattainment Area

On August 7, 1987 (52 FR 29383), EPA identified the Medford-Ashland, Oregon area as a PM10 "Group I" area of concern, i.e., an area with a 95% or greater likelihood of violating the PM10 NAAQS and requiring substantial SIP revisions. The area was subsequently designated as a moderate PM10 nonattainment area upon enactment of the Clean Air Act amendments of 1990 under sections 107(d)(4)(B) and 188(a) of the Clean Air Act. See 56 FR 56694 (November 6, 1991).

The 1990 revisions to the CAA required, among other things, that the State of Oregon submit to EPA by November 15, 1991, an attainment plan which contained provisions to assure that Reasonably Available Control Measures (RACM) including Reasonably Available Control Technology (RACT) for stationary sources, are implemented by December 10, 1993 and the state demonstrate either that the PM10 NAAQS will be attained by December 31, 1994 or that attainment by such date is not practicable. See sections 172(c)(1) and 189(a) of the CAA.

Oregon, in response to the requirements of the CAA of 1990, submitted an attainment plan for the Medford-Ashland NAA on November 15, 1991, but later withdrew the attainment plan on January 6, 1997 because the emissions budget in the 1997 update to the Rogue Valley Transportation Plan did not conform to the emissions budget in the attainment plan submitted to EPA. As a result of the State's withdrawal of the attainment plan, EPA issued a finding of failure to

submit a SIP by the applicable attainment dates and commenced an 18 month sanction clock for Oregon to submit an attainment plan. See 62 FR 32207 (June 13, 1997).

In 1997, EPA adopted new NAAQS for particulate matter (PM10 and PM2.5) resulting in a change in the planning requirements for PM10 nonattainment areas. See 62 FR 38652 (July 18, 1997). However, on May 4, 1999, the U.S. Court of Appeals for the District of Columbia vacated the revised 1997 PM10 NAAQS. *American Trucking Association et al., and consolidated cases*. The 1987 PM10 NAAQS and all of the associated requirements remained in place and the Medford-Ashland retained its designation as a moderate nonattainment area for PM10. See 69 FR 45592 (July 30, 2004).

On March 10, 2005 Oregon submitted an attainment plan, maintenance plan, and redesignation request for the Medford-Ashland NAA. Also included in this submittal were additional revisions to Oregon's industrial source rules. The remaining sections of this action describe the March 10, 2005 submittal and our basis for approving these submittals and redesignating the Medford-Ashland NAA to attainment.

B. Attainment and Maintenance Plan Requirements

Subparts 1 and 4 of Part D, Title 1 of the Act contain air quality planning requirements for PM10 nonattainment areas. Subpart 1 of Part D contains general requirements for areas designated as nonattainment. Subpart 4 of Part D contains specific planning and scheduling requirements for particulate matter nonattainment areas. Subpart 4 of Part D, section 189(a), (c) and (e) requirements apply to any moderate PM10 nonattainment area before the area can be redesignated to attainment. These requirements include:

(1) An approved permit program for construction of new or modified major stationary sources of PM10.

(2) Provisions to assure that reasonably available control technology (RACT) and reasonably available control measures (RACM) are implemented;

(3) A demonstration that the plan provides for attainment by the applicable attainment date or that attainment by such date is impracticable;

(4) Quantitative milestones which were achieved every 3 years and which demonstrate reasonable further progress (RFP) toward attainment by the applicable attainment date; and

(5) Provisions to assure that the control requirements applicable to major stationary sources of PM10 also

¹ The 24-hour primary PM10 standard is 150 micrograms per cubic meter (µg/m³), with no more than one expected exceedance per year over a three year period. The annual primary PM10 standard is 50 µg/m³ expected annual arithmetic mean over a three year period. The secondary PM10 standards are identical to the primary standards.

apply to major stationary sources of PM₁₀ precursors except where the Administrator determined that such sources do not contribute significantly to PM₁₀ levels which exceed the NAAQS in the area.

In addition to these specific requirements for moderate PM₁₀ nonattainment areas, moderate PM₁₀ nonattainment areas must also meet the general planning requirements in Subpart 1 section 172(c). A thorough discussion of these requirements may be found in the General Preamble to the Act and in 57 FR 13538 (April 16, 1992). The following paragraphs describe additional nonattainment plan provisions as they apply to the Medford-Ashland NAA.

(6) Section 172(c)(3)—Emissions inventory. Section 172(c)(3) of the Act contains requirements for attainment plans to include a comprehensive, accurate, current inventory of actual emissions from all sources in the PM₁₀ nonattainment area.

(7) Section 172(c)(7) compliance with CAA section 110(a)(2). Section 172(c)(7) requires that states shall meet applicable provisions of section 110(a)(2) including the operation of an appropriate air monitoring network in accord with 40 CFR part 58 to verify attainment status of the area.

(8) Section 172(c)(9) contingency measures—

Section 172(c)(9) contains requirements for plans to include contingency measures which were to be implemented by November 15, 1993, and to become effective without further action by the state or EPA, upon a determination by EPA that the area has failed to achieve RFP or to attain the PM₁₀ NAAQS by the applicable statutory deadline (see Section 172(c)(9) and 57 FR 13543–13544).

Section 175A of the Act provides the requirements for maintenance plans. These requirements are further clarified in a policy and guidance memorandum from John Calcagni, Director, Air Quality Management Division, EPA Office of Air Quality Planning and Standards dated September 4, 1992, "Procedures for Processing Requests to Redesignate Areas to Attainment" (the Calcagni memo). The required provisions for maintenance plans are:

(9) An attainment emissions inventory to identify the level of emissions in the area sufficient to attain the NAAQS;

(10) A demonstration of maintenance of the NAAQS for 10 years after redesignation;

(11) Verification of continued attainment through operation of an appropriate air quality monitoring network; and

(12) Contingency provisions to promptly correct any violation of the NAAQS that occurs after redesignation of the area.

C. Review of the March 10, 2005 Oregon State Submittal Addressing the Attainment Plan Requirements and Maintenance Plan Requirements

1. Permit Program for the Construction and Operation of New and Modified Major Stationary Sources of PM₁₀

Section 189(a)(1)(A) of the Act requires that, for the purpose of meeting the requirements of section 172(c)(5), SIPs contain a permit program providing that permits meeting the requirements of section 173 are required for the construction and operation of new and modified major stationary sources of PM₁₀.

Oregon has a fully-approved nonattainment New Source Review (NSR) program, most recently approved on January 22, 2003 (68 FR 29530). Oregon also has a fully approved Prevention of Significant Deterioration (PSD) program, also approved on January 22, 2003 (68 FR 29530). See Oregon Administrative Rules Chapter 340, Divisions 200, 202, 209, 212, 216, 222, 224, 225 and 268.

Upon the effective date of redesignation of an area from nonattainment to attainment, the requirements of the Part D NSR program will be replaced by the PSD program and the maintenance area NSR program.

2. RACM and RACT

Section 189(a)(1)(C) of the Act requires that moderate area SIPs contain "reasonably available control measures" (RACM) for the control of PM₁₀ emissions. Section 172(c)(1) of the Act, in turn, provides that RACM for nonattainment areas shall include "such reductions in emissions from existing sources in the area as may be obtained through the adoption, at a minimum, of reasonably available control technology". Read together, these provisions require that moderate PM₁₀ SIPs include RACM and "reasonably available control technology" (RACT) for existing sources of PM₁₀ emissions.

The General Preamble provides further guidance on interpretation of the requirements for RACM and RACT. Congress, in enacting the amended Act, did not use the word "all" in conjunction with RACM and RACT. Thus, it is possible that a State could demonstrate that an existing source in an area should not be subject to a control technology especially where such a control is unreasonable in light of the specific area's individual

attainment needs or is infeasible. EPA recommends that available control technology be applied to those existing sources in the nonattainment area that are reasonable to control in light of the feasibility of such controls and the individual attainment needs of the specific area.

In section 4.14.7 of the attainment and maintenance plan, Oregon describes that attainment and maintenance of the PM₁₀ standard in Medford-Ashland NAA is based primarily on the following control strategies: industrial controls, residential woodsmoke controls, residential open burning controls, road dust controls, prescribed forestry burning controls and strategies to control PM₁₀ from agricultural trackout. We note that in separate actions EPA has approved PM₁₀ control strategies for the Medford-Ashland area as well as other areas in the state into the SIP on July 30, 1991, June 9, 1992 and February 23, 1993. See 57 FR 36006, 57 FR 24373 and 55 FR 10972. However, EPA made no determination of RACM or RACT when it approved these control strategies into the SIP because these rules did not contain the complete suite of PM₁₀ control measures relied upon to demonstrate attainment of the PM₁₀ NAAQS in Medford-Ashland and Oregon did not provide EPA with a demonstration of attainment based on these control measures. See 55 FR 10972 (February 23, 1993). The following describes the control measures contained in Oregon's March 10, 2005 submittal that constitute RACT/RACM.

(a) Industrial controls

Oregon adopted specific industrial rules for the wood products industries in the Medford-Ashland Air Quality Maintenance Area (AQMA) in 1978, 1983, 1989. Oregon revised and resubmitted the 1989 rules to EPA in 1991 based on EPA's comments on deficient sections of the 1989 rules. The 1979 and 1983 rules include: (1) Tighter pollution control requirements for particle dryers, fiber dryers, veneer dryers, large wood-fired boilers, charcoal furnaces, and air conveying systems for sander dust and sawdust; (2) additional source testing requirements; (3) operation and maintenance plans to prevent or minimize excess emissions; and (4) site-specific fugitive dust control plans. These industrial requirements resulted in a 70% reduction in industrial particulate emissions between 1978 and 1986.

The 1991 PM₁₀ strategies for major industry require: (1) Tighter emission limits and better pollution control equipment on veneer dryers and large

wood-fired boilers; (2) more extensive source testing and continuous emission monitoring in order to maximize performance of pollution control equipment; and (3) more restrictive emission offset requirements for new or expanding industries. These rules were last approved into the SIP in 2003. See 68 FR 2891 (January 22, 2003). See the TSD for this action for a complete list of industrial source rules applying in the Medford-Ashland NAA.

As explained above, Oregon submitted revisions to the industrial source rules applying in the Medford-Ashland NAA to EPA on March 10, 2005 with the attainment and maintenance plan. These revisions are described below in section III.E.9., and in the TSD for this action.

(b) Residential Woodsmoke Controls Curtailment

Throughout the 1980s, the local jurisdictions in the Medford-Ashland NAA developed and implemented strategies to reduce emissions from residential wood burning. Jackson County led the effort with a voluntary wood burning curtailment program which began on November 19, 1985 (25% compliance), followed by the City of Medford's mandatory curtailment program adopted on November 2, 1989 (80% compliance). The City of Central Point also adopted a mandatory curtailment program on December 21, 1989 and subsequently, Jackson County converted its voluntary curtailment program to a mandatory curtailment program. Curtailment surveys have indicated compliance rates of 90% in the Medford area, and 88% in the core Medford-Central Point area. Compliance was about 66% in other parts of the curtailment area.

In 1998, a unified ordinance was developed to align approaches in Medford and Central Point to the existing Jackson County ordinance. The unified Jackson County ordinance includes a prohibition on burning in noncertified woodstoves on yellow and red advisory days, a no visible emissions standard for certified woodstoves on yellow and red advisory days and a 50% opacity limit on woodstove smoke at all other times. This unified ordinance applies in most of the Medford-Ashland nonattainment area, including portions of Jackson County, and the cities of Ashland, Central Point, Jacksonville, Medford, Phoenix and Talent. These woodstove curtailment ordinances are required by local law and contain enforcement mechanisms.

In addition to these local curtailment programs, OAR 340-262-0200 to 0250 contain mandatory woodstove curtailment provisions that apply statewide. These statewide curtailment provisions ensure that local governments implement prohibitions on wood burning in uncertified woodstoves, fireplaces or wood burning appliances during periods of stagnation. This rule was last approved into the Oregon SIP on March 24, 2003. See 68 FR 2891 (January 22, 2003).

Woodstove Replacement

In 1988, the Jackson County housing authority began the Cooperative Local Effort for Air Resources (CLEAR) to replace woodstoves with cleaner burning units and provide cost-effective weatherization in low-income homes. About \$1.8 million has been obtained for CLEAR, and the Jackson County Housing Authority has replaced approximately 580 noncertified woodstoves in low income houses. A similar project called Save Our Livability, View and Environment (SAVE) was implemented in Ashland in 1990.

Home Weatherization

Weatherization of homes prior to installation of a new woodstove has been required by ordinances in the City of Medford (No. 4732) and Jackson County (No. 82-60) since 1982.

Certification

A statewide certification program for residential woodstoves consistent with EPA's New Source Performance Standard for woodstoves (40 CFR part 60, subpart AAA) was adopted in 1989 and approved into the SIP in 1992. See 57 FR 24373 (June 9, 1992). The most recent revisions to the Oregon rules containing provisions for the statewide certification (OAR 340-262-0100 to 0130) were approved on March 23, 2003. See 68 FR 2891 (January 22, 2003).

(c) Other Area Source Strategies

Open Burning

Open burning of domestic waste is controlled in the Medford-Ashland NAA through State regulations in OAR 340-240-0250. These rules have been approved into the SIP. See 68 FR 2891 (January 22, 2003). In addition to the open burning rules already approved into the SIP, local ordinances throughout the AQMA restrict the practice of open burning. Within the Medford-Ashland NAA, ordinances prohibit open burning inside the Domestic Open Burning Boundary except by special permit. These

residential open burning ordinances are required by local law and contain enforcement mechanisms.

Road Dust

PM10 emissions generated through motor vehicle traffic (road dust) have been reduced by paving unpaved roads, and curb and gutter shoulders on paved roads. In addition, Jackson County recently used Congestion, Mitigation and Air Quality (CMAQ) funding to purchase a high-efficiency, vacuum street sweeper for use in the Medford-White City area. At a minimum, the cleaning program must continue to use the sweeper at least two times a month and cover Medford, White City and intervening major corridors. This measure is a Transportation Control Measure that Jackson County must implement to meet Transportation Conformity requirements (TCM).

Fugitive Dust

OAR 340-240-0180 directs sawmills, plywood mills and veneer manufacturing plants, particleboard and hardboard plants, charcoal manufacturing plants, asphalt plants, rock crushers, animal feed manufacturers, and other major industrial facilities as identified by Oregon in the Medford-Ashland NAA to prepare and implement site-specific plans for the control of fugitive emissions. This rule is in the federally approved SIP. See 68 FR 2891 (January 22, 2003). In addition, the cities of Ashland and Jacksonville have ordinances to control dust track out.

Prescribed Forestry Burning

The Oregon Smoke Management Plan (SMP) is a program designed to manage smoke impacts from burning of silvicultural wastes and prescribed forestry burning. The SMP established a Special Protection Zone around the Medford-Ashland NAA wherein mandatory restrictions on slash burning are implemented based on meteorological conditions and other factors. EPA approved the Smoke Management Plan into the SIP as part of the Oregon Visibility Plan on November 1, 2001 (66 FR 55105).

Where sources of PM10 contribute insignificantly to the PM10 problem in the area, EPA's policy is that it would be unreasonable (and would not constitute RACM) to require the sources to implement all potentially available control measures. See 57 FR 13540 (April 16, 1992) and 58 FR 13233 (March 10, 1993). Pages 62 and 63 of the emissions inventory submitted with the attainment and maintenance plan contain a summary of area source

emissions in 1998. Based on the 1998 emissions inventory, EPA believes that sources other than residential wood smoke, fugitive dust, mobile sources, residential domestic burning, and industrial point sources contribute insignificantly to the emissions inventory, and therefore additional control measures are not necessary to constitute RACM/RACT.

Statewide and local industrial source control rules, local ordinances that control residential wood smoke, local ordinances controlling residential open burning, statewide wood stove certification and curtailment rules, local dust track out ordinances, and the Oregon Smoke Management Plan are permanent control measures with enforcement mechanisms. Based on the 1998 emissions inventory for the Medford-Ashland NAA and air quality monitoring and modeling data that show that the controls submitted with the attainment and maintenance plan have resulted in the Medford-Ashland NAA attaining the PM₁₀ NAAQS, EPA is determining that the PM₁₀ controls submitted with the attainment and maintenance plan meet RACT and RACM requirements. The technical support document for this action contains a list of control strategies that EPA is concluding meets RACT and RACM and the State effective date for these rules.

3. Attainment Demonstration

Initial moderate PM₁₀ areas were required to submit either a demonstration (including air quality modeling) that the plan will provide for attainment as expeditiously as practicable, but no later than December 31, 1994, or a demonstration that attainment by that date is impracticable. To demonstrate attainment, the State must rely on a combination of supporting evidence. First, the State must demonstrate that an area has attained the PM₁₀ NAAQS through analysis of ambient air quality data from an ambient air monitoring network representing peak PM₁₀ concentrations, and stored in the EPA Air Quality System (AQS) database. Second, the State must provide EPA-approved air quality modeling data that demonstrates that the area has attained the applicable NAAQS. The following describes how Oregon meets monitoring and modeling requirements for the attainment demonstration in the Medford-Ashland NAA.

The 24-hour PM₁₀ NAAQS is 150 µg/m³. An area has attained the 24-hour standard when the average number of expected exceedences per year is less than or equal to one, when averaged

over a three-year period (40 CFR 50.6). To make this determination, three consecutive years of complete ambient air quality data must be collected in accordance with Federal requirements (40 CFR part 58, including appendices). The annual PM₁₀ NAAQS is 50 µg/m³. To determine attainment with the annual PM₁₀ NAAQS, the standard is compared to the expected annual mean, which is the average of the weighted annual mean for three consecutive years.

Section 4.12.2.2 of the attainment and maintenance plan contains monitoring data from the Medford-Ashland monitoring network. The monitor at the intersection of Welch Street and Jackson Street in Medford since 1989 is the design monitor for the Medford-Ashland NAA and has met EPA design and siting criteria. Data from the Welch and Jackson monitor has been quality assured by the Oregon Department of Environmental Quality and stored in the AQS database. The last exceedence of the 24-hour PM₁₀ NAAQS at the Welch and Jackson monitor was in 1991. The highest 24-hour values over a year since 1991 have ranged from 124 µg/m³ in 1992 to 58 µg/m³ in 2003, and there has been a general decline in ambient concentrations of 24-hour PM₁₀ since 1991.

The monitor located at the White City Post Office and operating since 1985 is the design monitor for White City. The monitor has met EPA design and siting criteria and based on quality assured monitoring data has not recorded exceedences of the 24-hour PM₁₀ NAAQS since 1991. The highest 24-hour concentration at this monitor since 1991 has ranged from 118 µg/m³ in 1992 to 68 µg/m³ in 2003. The PM₁₀ levels measured at this monitor have not exceeded the annual PM₁₀ NAAQS since 1990.

Based on quality assured monitoring data from the Medford-Ashland monitoring network, there have been no exceedences of the 24-hour PM₁₀ NAAQS or the annual PM₁₀ NAAQS in the Medford-Ashland NAA since 1991. Therefore, the Medford-Ashland NAA reached attainment of the PM₁₀ NAAQS during the three year period following the year of the last exceedence (1992–1994), and attained the PM₁₀ NAAQS by the applicable attainment date of December 31, 1994.

For the modeling demonstration, generally EPA recommends that attainment be demonstrated according to the PM–10 SIP Development Guideline (June 1987), which presents three methods. Federal regulations require demonstration of attainment “by means of a proportional model or

dispersion model or other procedure which is shown to be adequate and appropriate for such purposes”. 40 CFR 51.112. The preferred method is the use of both dispersion and receptor modeling in combination, but the regulations and the guideline also allows the use of dispersion modeling alone, or in combination with proportional rollback modeling. In this instance, Oregon selected CALPUFF, a multi-layer, multi-species, non-steady-state puff dispersion model that simulates the effects of time- and space-varying meteorological conditions on pollution transport, transformation and removal to model attainment with the PM₁₀ NAAQS in the Medford-Ashland NAA.

Section 4.14.5 of the attainment and maintenance plan contains Oregon’s documentation and technical analysis of the modeling results. Oregon modeled an area encompassing at least the Medford-Ashland NAA. Inputs to the model included topographic data, worst case meteorology from 1998, 1999 and 2000, and land use and emissions inventory data for the year 1998. The meteorological domain for the model extends from just west of Grants Pass to approximately 12 kilometers east of Mt. McLoughlin and from Crater Lake to about 10 kilometers into California.

As explained above, the 24-hour standard is attained when the expected number of days per calendar year exceeding 150 µg/m³ 24-hour NAAQS is ≤ 1. To determine compliance with the 24-hour standard by modeling, the 4th highest modeled PM₁₀ value is compared with the standard. To determine compliance with the annual PM₁₀ standard, the modeled annual average values are compared with the annual PM₁₀ standard of 50 µg/m³. In this case, the model did not predict any 4th high daily values above the 24-hour PM₁₀ standard, and did not predict any annual average PM₁₀ values above the annual PM₁₀ standard. Therefore, Oregon’s CALPUFF model runs, using worst case meteorology predicted compliance with the 24-hour and annual PM₁₀ standards.

Because Oregon has used an approved model that has performed within EPA parameters to simulate ambient air quality during the attainment period of 1998 and the simulation has predicted compliance with the PM₁₀ NAAQS in all areas in the modeling domain, Oregon has provided modeling that demonstrates attainment of the 24-hour and annual PM₁₀ NAAQS. The modeling demonstration of attainment combined with the monitoring data submitted on March 10, 2005 is an adequate showing that the Medford-

Ashland area has attained the PM₁₀ NAAQS.

4. Quantitative Milestones Which are To Be Achieved Every Three Years and Which Demonstrate Reasonable Further Progress (RFP) Toward Attainment by December 31, 1994

Qualitative milestones are no longer required in the Medford-Ashland NAA since this requirement relates to the applicable attainment date, and we have determined based on an analysis of monitoring and modeling data that the area attained the PM₁₀ NAAQS by the applicable attainment date.

5. PM₁₀ Precursors

The control requirements which are applicable to major stationary sources of PM₁₀ also apply to major stationary sources of PM₁₀ precursors unless EPA determines such sources do not contribute significantly to PM₁₀ levels in excess of the NAAQS in the area. See section 189(e) of the Act. The General Preamble contains guidance addressing how EPA intends to implement section 189(e). See 57 FR 13539–13542 (April 16, 1992).

As stated above in section III.C.3., there are no measured or modeled PM₁₀ levels in excess of the NAAQS in the Medford-Ashland NAA. Therefore, major stationary sources of PM₁₀ precursors may be excluded from control requirements based on the determination that PM₁₀ levels in the area have not exceeded the NAAQS since the early nineteen nineties.

6. Attainment and Maintenance Emissions Inventory

Section 172(c)(3) of the Act requires a comprehensive, accurate, current inventory of actual emissions from all sources in the Medford-Ashland PM₁₀ nonattainment area and section 175A of the Act and the Calcagni memo require an attainment emissions inventory to identify the level of emissions in the area sufficient to attain the NAAQS. Where the State has made an adequate demonstration that air quality has improved as a result of the SIP, the attainment inventory will generally be an inventory of actual emissions at the time the area attained the standard.

Oregon included in the plan an attainment year emissions inventory for the calendar year 1998, and a maintenance emissions inventory which represents 24-hour and annual emissions for the year 2015. Oregon chose 1998 as its base year to estimate actual emissions for attainment because it is the most recent year for which Oregon had complete meteorological data, and because 1998 meteorology

included inversions and stagnation events that are representative of the worst case meteorology inputs necessary for modeling attainment. EPA has reviewed the attainment year and maintenance year emissions inventories and has determined that they are accurate and comprehensive and therefore meet the requirements of Section 172(c)(3) of the Act.

Based on the 1998 emissions inventory, the major sources of PM₁₀ emissions over 24-hours were: total area sources including residential wood combustion (43%), mobile sources (45%), major point sources (10%) and nonroad mobile sources (2%). Residential fuel combustion alone accounted for 29% of the daily worst case 1998 emissions. Annual 1998 emissions were comprised of mobile emissions (67%), area source emissions (18%), major point source emissions (14%), and nonroad mobile sources (2%). Residential fuel combustion comprised 11% of the area source fraction of the 1998 annual emissions.

7. Air Quality Monitoring Requirements

Section 172(c)(7) requires that States meet the applicable requirements in section 110(a)(2) of the Act which includes the requirement to operate an appropriate air monitoring network in accord with 40 CFR part 58 to verify attainment status of the area. In addition, section 175(A) of the Act requires that states verify continued attainment of the NAAQS through operation of an appropriate air quality monitoring network. The State of Oregon operates two PM₁₀ State and Local Air Monitoring Stations (SLAMS) in the Medford-Ashland NAA. There is a monitor at the intersection of Welch and Jackson Streets in the City of Medford, and a monitor at the White City Post Office. Both monitoring sites meet EPA SLAMS network design and siting requirements set forth at 40 CFR part 58, appendices D and E, and have been monitoring for PM₁₀ since 1991. In section 4.14.12.9 of the attainment and maintenance plan, the State commits to continued operation of the monitoring network. Based on meeting SLAMS network design and siting requirements and its commitment to continue to operate the monitoring network, the State has met air quality monitoring requirements.

8. Demonstration of Maintenance

Section 175(A) of the Act requires a demonstration of maintenance of the NAAQS for 10 years after designation. A State may generally demonstrate maintenance of the NAAQS by either showing that future emissions of a

pollutant or its precursors will not exceed the level of the attainment inventory, or by modeling to show that the future anticipated mix of sources and emission rates will not cause a violation of the NAAQS. Under the Act, the showing should be based on the same level of modeling used for the attainment demonstration required as part of the approved attainment plan.

In this case, Oregon submitted CALPUFF modeling results that demonstrate maintenance for the Medford-Ashland NAA in the year 2015. Since CALPUFF was also used for the modeled attainment demonstration, the level of modeling submitted for the maintenance demonstration is equivalent to the level of modeling used in the attainment demonstration. Emissions inputs to the model were developed from the 1998 base year inventory using growth factors and allowable emissions. Emissions inputs into the model were calculated with the controls that the State submitted with the attainment and maintenance plan in place, and maintenance was projected to 2015. Based on the CALPUFF modeling results submitted with the plan, EPA believes that the State is demonstrating maintenance of the PM₁₀ NAAQS for the ten-year period 2005–2015. Oregon, in section 4.14.6.2 of the attainment and maintenance plan, provided a summary of the modeling results. For the annual PM₁₀ NAAQS, Oregon provided a table with the top 1% of the model predicted and a figure with all of the model's predicted annual average PM₁₀ values. None of the predicted annual average values exceeded the annual PM₁₀ NAAQS, 50 µg/m³. Based on our review of this information, EPA is determining that the model did not predict any violations of the annual PM₁₀ NAAQS in any grids and the State has demonstrated that the Medford-Ashland area will continue to maintain the annual PM₁₀ NAAQS in 2015.

Oregon also provided a table of the top 1% of the fourth highest predicted 24-hour PM₁₀ values in the plan. To determine compliance with the 24-hour NAAQS using modeling, the fourth highest predicted 24-hour PM₁₀ value is used to represent the expected 24-hour PM₁₀ ambient air quality level over a three-year period. Based on the top 1% of the fourth highest predicted 24-hour PM₁₀ values in the plan, there were no predicted 24-hour values that exceeded 150 µg/m³. Therefore the model did not predict any violations of the 24-hour PM₁₀ NAAQS. Oregon has demonstrated maintenance with the 24-hour PM₁₀ NAAQS in the year 2015.

9. Contingency Measures and Contingency Provisions

As described in section 172(c)(9) of the Act, all attainment plans must include contingency measures. See 57 FR 13543–13544 (April 16, 1992). Section 175A of the Act requires that a maintenance plan include contingency provisions, as necessary, to promptly correct any violation of the NAAQS that occurs after redesignation. These contingency provisions are distinguished from those contingency measures generally required under section 172(c)(9). Contingency measures described in section 172(c)(9) of the Act should consist of other available measures which were to become effective without further action by the State or EPA, upon a determination by EPA that the area has failed to achieve RFP or to attain the PM₁₀ NAAQS by the applicable statutory deadline. See 57 FR 13543–13544 (April 16, 1992). In this case, contingency measures are no longer required in the Medford-Ashland NAA since the requirement relates to the applicable attainment date, and the area has attained the PM₁₀ NAAQS by the applicable attainment date. For the purposes of section 175A, contingency provisions are required. However, the State is not required to have fully adopted contingency measures that will take effect without further action by the State in order for the maintenance plan to be approved.

Section 4.14.9.0 of the attainment and maintenance plan provides the process for identification of contingency measures if monitored air quality values exceed early warning thresholds of 120 µg/m³ (24-hour average) or 40 µg/m³ (annual average) or if there is a violation of the PM₁₀ NAAQS. In the event of a monitored value over the threshold, or a violation, Oregon will first review the relevant air quality data to determine the cause of the event. Following this review, it may convene the Medford-Ashland Air Quality Advisory Committee to assist in this review and to determine if a corrective action is needed. These contingency provisions meet the requirements of section 175(A) of the Act.

10. Conclusion

As discussed above, Oregon is meeting all of the requirements in Subparts 1 and 4 of Part D, Title 1 of the Act for PM₁₀ nonattainment areas and attainment plans, and section 175(A) planning requirements for PM₁₀ nonattainment areas and maintenance plans for the Medford-Ashland NAA. In this action, EPA is approving Oregon's March 10, 2005 submittal of the

attainment and maintenance plan for the Medford-Ashland NAA which includes implementation of RACT/RACM, the calendar year 1998 attainment year emissions inventory, the calendar year 2015 maintenance emissions inventory, the attainment and maintenance demonstrations through air quality monitoring data and CALPUFF modeling, continued operation of an EPA approved monitoring network, and implementation of a major new source permitting program.

D. Clean Air Act Requirements for Redesignation of Nonattainment Areas

Nonattainment areas can be redesignated to attainment after the area has measured air quality data showing it has attained the NAAQS and when certain planning requirements are met. Section 107(d)(3)(E) of the Act, and the General Preamble to Title I of the Act provide the criteria for redesignation. See 57 FR 13498 (April 16, 1992). These criteria are further clarified in the Calcagni Memo. The criteria for redesignation are:

(1) The Administrator has determined that the area has attained the applicable NAAQS;

(2) The Administrator has fully approved the applicable SIP for the area under section 110(k) of the Act;

(3) The state containing the area has met all requirements applicable to the area under section 110 and part D of the Act;

(4) The Administrator has determined that the improvement in air quality is due to permanent and enforceable reductions in emissions; and

(5) The Administrator has fully approved a maintenance plan for the area as meeting the requirements of section 175A of the Act.

E. Review of the Oregon State Submittal Addressing the Requirements for Redesignation of Nonattainment Areas and Maintenance Plans

1. Attainment of the Applicable NAAQS

States must demonstrate that an area has attained the PM₁₀ NAAQS through analysis of ambient air quality data from an ambient air monitoring network representing peak PM₁₀ concentrations. The data should be stored in the EPA Air Quality System (AQS) database. As explained above in III.C.3. of this action, the Medford-Ashland NAA has attained the PM₁₀ NAAQS based on quality assured air quality monitoring data from the Welch and Jackson monitor and from the White City Post Office monitor which has been stored in the AQS database. Current monitoring data shows that the area has continued to

meet the annual and 24-hour PM NAAQS for every three-year period since the attainment date.

2. Fully Approved Attainment Plan

In order to qualify for redesignation, the SIP for the area must be fully approved under section 110(k) of the Act, and must satisfy all requirements that apply to the area. In this case, the Medford-Ashland area must have an approved moderate area plan as described above in section III.B. As explained above in section III.C. of this action, the State has met the attainment plan requirements for the Medford-Ashland NAA. As also described above in section III.C., EPA is approving the attainment plan for the Medford-Ashland NAA. Therefore, upon the effective date for this action, Oregon will have a fully approved attainment plan under section 175(A) of the Act.

3. Section 110 and Part D Requirements

Section 107(d)(3)(E) of the Act requires that a State containing a nonattainment area must meet all applicable requirements under section 110 and Part D of the Act for an area to be redesignated to attainment. EPA interprets this to mean that the State must meet all requirements that applied to the area prior to, and at the time of, the submission of a complete redesignation request. As explained above in section III.C. of this action, based on EPA's review of the attainment and maintenance plan, Oregon has met the Part D requirements for the Medford-Ashland NAA. The following is a summary of how Oregon meets the Clean Air Act section 110 requirements.

Section 110(a)(2) of the Act contains general requirements for implementation plans. These requirements include, but are not limited to, submittal of a SIP that has been adopted by the State after reasonable notice and public hearing; provisions for establishment and operation of appropriate apparatus, methods, systems and procedures necessary to monitor ambient air quality; provisions for Part C—Prevention of Significant Deterioration (PSD) and Part D—New Source Review (NSR) permit programs; criteria for stationary source emission control measures, monitoring and reporting; provisions for modeling; and provisions for public and local agency participation. See the General Preamble for further explanation of these requirements. See 57 FR 13498 (April 16, 1992).

EPA has approved Oregon's plan for the attainment and maintenance of the national standards under Section 110.

See 40 CFR 52.1972. Therefore, for purposes of redesignation, the State has satisfied all requirements under section 110(a)(2) of the Act.

4. Permanent and Enforceable Improvements in Air Quality

The State must be able to reasonably attribute the improvement in air quality to permanent and enforceable emission reductions. In making this showing, the State must demonstrate that air quality improvements are the result of actual enforceable emission reductions. This showing should consider emission rates, production capacities, and other related information. The analysis should assume that sources are operating at permitted levels (or historic peak levels) unless evidence is presented that such an assumption is unrealistic.

Oregon has demonstrated that the air quality improvements in the Medford-Ashland NAA are the result of permanent emission reductions and not a result of either economic trends or meteorology. Medford-Ashland's attainment history corresponds with the adoption of PM₁₀ controls in the area. In the 1980's, Oregon adopted rules containing control measures for the Medford-Ashland NAA, and in 1991, the Oregon Environmental Quality Commission (EQC) adopted the more comprehensive suite of controls that are currently in place. See 57 FR 24373 (June 9, 1992), 58 FR 10972 (February 23, 1993) and 56 FR 36006 (July 30, 1991). In 1992, the year following the EQC's adoption of the full suite of PM₁₀ controls in Medford-Ashland, there were no exceedences of the PM₁₀ NAAQS in the Medford-Ashland NAA. Since 1992, there has been a decreasing trend in PM₁₀ emissions, despite population and economic growth. Section 4.14.3.3 of the attainment and maintenance plan describes population and emission growth in the Medford-Ashland NAA. From 1976–1996 population growth in the Medford-Ashland NAA was estimated at 2.6%/year for urban areas and .05%/year for rural areas.

In addition, CALPUFF modeling submitted with the plan demonstrates that the reductions in emissions are not due to temporary meteorological effects. The meteorology used for CALPUFF modeling represents a worst case meteorological scenario, and is comparable to 1985 meteorology, the year that Medford-Ashland experienced PM₁₀ levels higher than 300 µg/m³ over 24 hours. Thus, based on a review of control measures contained in the attainment plan and the corresponding emission reductions, we have determined that the air quality

improvements in the Medford-Ashland NAA are due to permanent and enforceable reductions.

5. Fully Approved Maintenance Plan

As described above in section III.C., EPA is approving the maintenance plan for the Medford-Ashland NAA. Therefore, upon the effective date for this action, Oregon will have a fully approved maintenance plan under section 175(A) of the Act.

6. Transportation and General Conformity

Under section 176(c) of the Act, transportation plans, programs and projects in nonattainment or maintenance areas that are funded or approved under the Federal Transit Act must conform to the applicable SIP. In short, a transportation plan is deemed to conform to the applicable SIP if the emissions resulting from the implementation of that transportation plan are less than or equal to the motor vehicle emissions budget (MVEB) established in the SIP for the maintenance year and other analysis years.

Section 4.14.4.0 of the plan contains a description of the air quality conformity process for the Medford-Ashland NAA. The Rogue Valley Council of Governments is the local agency that creates and maintains the Rogue Valley Transportation Plan which must conform at planning intervals established in 40 CFR 93 with the MVEB for the year 2015. Table 1. contains the MVEB established in the attainment and maintenance plan.

TABLE 1.—MOTOR VEHICLE EMISSIONS BUDGET (PM₁₀)
[Annual PM₁₀ (tons/year)]

Year	2015
Motor Vehicle Emissions Budget	3754

In addition to conforming to the MVEB in the SIP, the local agency must show at planning intervals established in 40 CFR part 93 that transportation control measures (TCMs) are being implemented. The street cleaning program for reducing particulate pollution in the City of Medford and White City is the only transportation control measure in the attainment and maintenance plan. At a minimum, the cleaning program must continue to use a high efficiency, vacuum street sweeper or equivalent, and cover an area that includes Medford, White City and significant intervening travel corridors,

and provide cleaning frequency no less than twice per month.

The transportation conformity rule establishes adequacy criteria for MVEBs (40 CFR 93.118). In section 4.14.4.0 of the plan, Oregon lists the adequacy criteria and how it meets these criteria. On February 3, 2005, EPA posted a proposal to find the Medford-Ashland MVEB adequate for transportation conformity purposes on EPA's conformity Web site: <http://www.epa.gov/oms/traq>. MVEBs established in the plan are posted on this Web site to provide the public with an opportunity to review and comment on the MVEB in the plan. The comment period for the adequacy posting for the Medford-Ashland NAA ended on March 15, 2005. EPA did not receive any comments on this posting.

General Conformity

For Federal actions which are required to address the specific requirements of the general conformity rule, one set of requirements applies particularly to ensuring that emissions from the action will not cause or contribute to new violations of the NAAQS, exacerbate current violations, or delay timely attainment. To satisfy this requirement to the State may allocate a budget in the SIP for future Federal actions that could result in emissions. This budget can be used to demonstrate that "the total of direct and indirect emissions from the action (or portion thereof), would not exceed the emissions budgets specified in the applicable SIP." and therefore not cause or contribute to new violations of the NAAQS, exacerbate current violations or delay timely attainment 40 CFR 93.158(a)(5)(i)(A). The decision about whether to include specific allocations of allowable emissions increases to sources is one made by the state and local air quality agencies. These emissions budgets are unlike, and are not to be confused with, those used in transportation conformity. Emissions budgets in transportation conformity are required to limit and restrain emissions from motor vehicles. Emissions budgets in general conformity allow increases in emissions up to specified levels for Federal actions. Oregon has not chosen to include specific emissions allocations for Federal projects that would be subject to the provisions of general conformity.

Based on our review of the Medford PM₁₀ attainment and maintenance plan and for the reasons discussed above, we conclude that the requirements for an approvable maintenance plan under the Act have been met. Therefore, we are approving the attainment and

maintenance plan for PM10 submitted for the Medford nonattainment area. In addition, based on our evaluation of Oregon's March 10, 2005 SIP submittal, we conclude the requirements for redesignation in section 107(d)(3)(E) have been met. Therefore, we are redesignating the Medford-Ashland PM10 nonattainment area to attainment.

7. Rule Revisions Submitted on March 10, 2005

Oregon submitted revisions to OAR Chapter 340 Divisions 204 (Designation of Air Quality Areas), 224 (Major New Source Review), 225 (Air Quality Analysis Requirements) and 240 (Rules for Areas with Unique Air Quality Needs) with the attainment and maintenance plan on March 10, 2005. EPA has reviewed these revisions and determined that the revisions are approvable because they are either nonsubstantive changes or they exceed the requirements in the Clean Air Act. Below is a summary of these revisions and EPA's basis for finding these revisions approvable. The TSD for this action contains a complete description of the rule revisions and EPA's analysis.

Divisions 200, 204, 224 and 225

EPA is not taking action on OAR Chapter 340 Division 200 because the revised section describes the State's procedures for adopting its SIP and incorporates by reference all of the revisions adopted by the Environmental Quality Commission (EQC) for approval into the Oregon SIP (as a matter of state law) and is not needed as part of the federally enforceable SIP for Oregon.

The revisions to OAR Chapter 340 Divisions 204, 224 and 225 submitted on March 10, 2005 clean up the rules and address the New Source Review program changes permitted by the Clean Air Act upon redesignation of an area to attainment. Once an area is redesignated to attainment and becomes a maintenance area, the PSD and maintenance NSR programs apply instead of the more stringent nonattainment NSR program. However, for the Medford-Ashland PM10 Maintenance Area, Oregon is retaining in its maintenance NSR rules the same requirements that applied under the nonattainment NSR rules [i.e., the State is continuing the requirement to install lowest achievable emission rate technology (LAER), the requirement to obtain emission offsets and demonstrate an air quality benefit, and the lower threshold for triggering NSR]. By having maintenance NSR requirements in addition to PSD requirements, the Medford-Ashland PM10 attainment and

maintenance plan goes beyond what is required by the CAA.

We are taking no action on OAR Chapter 340 Division 204-0030, 224-0060, or 225-020 at this time because they have been revised by ODEQ (state effective September 9, 2005) since the submittal of the Medford-Ashland attainment and maintenance plan. Sections 204-0030, 224-0060, and 225-0020 were revised and submitted to EPA on October 25, 2005 as part of the Lakeview and La Grande PM10 Maintenance Plans and redesignation requests. We reviewed these rule changes and acted on them in **Federal Register** notices on March 22, 2006. See 71 FR 14393-14399, and 70 FR 14399-14406. To be consistent with those actions, we are incorporating by reference the more recent version (September 9, 2005) of these sections. With the exception of OAR Chapter 340 Division 204-0030, 224-0060, or 225-020, EPA is approving the revisions to Divisions 204, 224, and 225 included in the March 10, 2005 submittal because they are either minor, nonsubstantive revisions or meet or go beyond the requirements of the CAA.

Division 240

Sections in this Division were cleaned up to remove provisions with past implementation dates and to make other non-substantive changes. OAR 340-240-0220 (Source Testing) was revised to allow boilers to exceed their normal steaming rates by up to 10% to allow for variations in fuel changes and meteorological conditions. We are approving this revision since this additional allowance would not result in emissions in excess of emission limits.

IV. Conclusion and Action

Based on our review of the Medford-Ashland PM10 attainment and maintenance plan, and for the reasons discussed above, we conclude that the CAA requirements for an approvable attainment and maintenance plan have been met. Therefore, we are approving the attainment and maintenance plan for PM10 submitted for the Medford-Ashland NAA. Also based on our evaluation of DEQ's March 10, 2005 submittal, we conclude that all the requirements for redesignation in section 107(d)(3)(E) of the Act have been met. Therefore, we are redesignating the Medford-Ashland PM10 nonattainment area to attainment. Finally, we have reviewed the revisions to Oregon's industrial source rules submitted on May 14, 2004 and March 10, 2005 and, with the exceptions discussed above, find them approvable. Accordingly, in

this action we are approving the rule revisions submitted on May 14, 2004 and March 10, 2005 with the exception of the four sections we are not acting on for reasons described above.

V. Statutory and Executive Order Reviews

Under Executive Order 12866 (58 FR 51735, October 4, 1993), this action is not a "significant regulatory action" and therefore is not subject to review by the Office of Management and Budget. For this reason, this action is also not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" (66 FR 28355, May 22, 2001). This action merely approves state law as meeting Federal requirements and imposes no additional requirements beyond those imposed by state law. Accordingly, the Administrator certifies that this rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Because this rule approves pre-existing requirements under state law and does not impose any additional enforceable duty beyond that required by state law, it does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4).

This rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes, as specified by Executive Order 13175 (65 FR 67249, November 9, 2000). This action also does not have Federalism implications because it does not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely approves a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. This rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997), because it is not economically significant.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the Clean Air Act. In this context, in the absence of a prior existing requirement for the state to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission, to use VCS in place of a SIP submission that otherwise satisfies the provisions of the Clean Air Act. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by August 18, 2006. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. See section 307(b)(2).

List of Subjects

40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Particulate matter, Reporting and recordkeeping requirements.

40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

Dated: May 16, 2006.

L. Michael Borgert,
Regional Administrator, Region 10.

■ Chapter I, title 40 of the Code of Federal Regulations is amended as follows:

PART 52—[AMENDED]

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401, *et seq.*

Subpart MM—Oregon

■ 2. Section 52.1970 is amended by adding paragraph (c)(148) to read as follows:

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

(148) On March 10, 2005, the Oregon Department of Environmental Quality submitted a PM10 attainment and maintenance plan and requested redesignation of the Medford-Ashland PM10 nonattainment area to attainment for PM10. On May 14, 2004, the Oregon Department of Environmental Quality submitted revisions to Oregon Administrative Rules, Chapter 340, Divisions 224 and 225 to clarify the requirements for creating and using emission offsets and to make other minor revisions. The State's attainment and maintenance plan, redesignation request, and rule revisions meet the requirements of the Clean Air Act.

(i) Incorporation by reference.

(A) The following sections of Oregon Administrative Rules 340: 204-0010, 224-0070, 225-0045, 225-0090, 240-0030, 240-0100, 240-0110, 240-0120, 240-0130, 240-0140, 240-0150, 240-0180, 240-0190, 240-0210, 240-0220, and 240-0230 as effective January 4, 2005; 224-0010, 224-0030, 224-0050, 224-0080, and 225-0050 as effective April 14, 2004 and; 224-0060, and 225-0020 as effective September 9, 2005.

(B) The following sections of the Codified Ordinances of Jackson County: 1810.01, as effective May 2, 1990; 1810.02, as effective August 22, 2001; 1810.03, as effective December 20, 1989; 1810.04, as effective May 2, 1990; 1810.05, as effective May 2, 1990; 1810.06, as effective December 4, 1985; 1810.07, as effective August 22, 2001; 1810.08, as effective December 20, 1989; Exhibit A, as effective May 2, 1990; Exhibit B, as effective May 2, 1990; Exhibit C, as effective May 2, 1990; and Exhibit D, as effective May 2, 1990.

(C) The following sections of the Code of the City of Medford, Oregon: 5.550 as effective March 16, 2000; 7.220, as effective September 17, 1998; 7.222, as effective September 17, 1998; 7.224, as effective September 17, 1998; 7.240 as effective August 2, 1990, and 7.242 as effective September 17, 1998.

(D) The following sections of the City of Central Point Municipal Code:

8.01.010, 8.01.012, 8.01.014, 8.01.020, 8.01.030, and 8.01.032 as effective 1998; 8.04.040 H., as effective 1979; and 8.04.095 as effective 1994.

(E) The following sections of the City of Ashland Municipal Code: 10.30.005 and 10.30.010 as effective 1998; 10.30.020, as effective 2000; 10.30.030 and 10.30.040, as effective 1993; 9.24.010, 9.24.020, 9.24.030, 9.24.040, and 9.24.050 as effective 1998.

(F) The following sections of the City of Talent ordinances: Ordinance #565, as effective August 20, 1992; and Ordinance #98-635-0, as effective March 4, 1998.

(G) The following sections of the City of Phoenix code: 8.16.040, as effective 1982; 8.16.050, as effective 1982; 8.16.090, as effective 1982; 8.20.010, as effective 1998; 8.20.020, as effective 1998; 8.20.030 as effective 1998; 8.20.040, as effective 1998; and 8.20.050 as effective 1998.

(H) The following sections of the City of Jacksonville code: Ordinance 375, amending 8.08.100 of the Jacksonville Municipal Code as effective April 21, 1992; City of Jacksonville Code Chapter 8.10, as effective February 1992.

(I) The following sections of the City of Eagle Point Code: 8.08.160, as effective 2000; 8.08.170, as effective 1990; 8.08.180, as effective 1990; 8.08.190 as effective 1990; and 8.08.200 as effective 1990.

(J) Remove the following old sections of the Oregon Administrative Rules 340 from the current incorporation by reference: 240-0200, 240-0240, and 240-0270.

(ii) Additional Material.

(A) The following sections of the Codified Ordinances of Jackson County: 1810.09 as effective December 20, 1989, and 1810.99, as effective October 29, 2003.

(B) The following sections of the Code of the City of Medford, Oregon: 7.226, as effective November 20, 1989; and 7.300 as effective April 6, 2000.

(C) The following sections of the City of Central Point Municipal Code: 8.04.100, 8.04.110, 8.04.120, 8.04.130, and 8.04.140 as effective 1966, and 8.04.150 as effective 1995.

(D) The following sections of the City of Ashland Municipal Code: 10.30.050,

as effective 1993; and 9.24.060, as effective 1998.

■ 3. Section 52.1973 is amended by adding paragraph (e)(5) to read as follows:

§ 52.1973 Approval of plans.

* * * * *

(e) * * *

(5) EPA approves as a revision to the Oregon State Implementation Plan, the

Medford PM10 attainment and maintenance plan adopted by the Oregon Environmental Quality Commission on December 10, 2004 and submitted to EPA on March 10, 2005.

* * * * *

PART 81—[AMENDED]

■ 4. The authority citation for part 81 continues to read as follows:

OREGON—PM-10

Authority: 42 U.S.C. 7401, *et seq.*

■ 5. In § 81.338, the table entitled “Oregon PM-10” is amended by revising the entry for “Medford Air Quality Maintenance Area (including White City)” to read as follows:

§ 81.338 Oregon.

* * * * *

Designated area	Designation		Classification	
	Date	Type	Date	Type
Medford Air Quality Maintenance Area (including White City)	8/18/06	Attainment.		

* * * * *

[FR Doc. 06-5509 Filed 6-16-06; 8:45 am]

BILLING CODE 6560-50-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

44 CFR Part 64

[Docket No. FEMA-7931]

Suspension of Community Eligibility

AGENCY: Mitigation Division, Federal Emergency Management Agency (FEMA), Department of Homeland Security.

ACTION: Final rule.

SUMMARY: This rule identifies communities, where the sale of flood insurance has been authorized under the National Flood Insurance Program (NFIP), that are scheduled for suspension on the effective dates listed within this rule because of noncompliance with the floodplain management requirements of the program. If FEMA receives documentation that the community has adopted the required floodplain management measures prior to the effective suspension date given in this rule, the suspension will not occur and a notice of this will be provided by publication in the **Federal Register** on a subsequent date.

DATES: *Effective Dates:* The effective date of each community's scheduled suspension is the third date (“Susp.”) listed in the third column of the following tables.

ADDRESSES: If you want to determine whether a particular community was suspended on the suspension date, contact the appropriate FEMA Regional Office or the NFIP servicing contractor.

FOR FURTHER INFORMATION CONTACT: William H. Lesser, Mitigation Division, 500 C Street SW., Washington, DC 20472, (202) 646-2807.

SUPPLEMENTARY INFORMATION: The NFIP enables property owners to purchase flood insurance which is generally not otherwise available. In return, communities agree to adopt and administer local floodplain management aimed at protecting lives and new construction from future flooding. Section 1315 of the National Flood Insurance Act of 1968, as amended, 42 U.S.C. 4022, prohibits flood insurance coverage as authorized under the NFIP, 42 U.S.C. 4001 *et seq.*; unless an appropriate public body adopts adequate floodplain management measures with effective enforcement measures. The communities listed in this document no longer meet that statutory requirement for compliance with program regulations, 44 CFR part 59 *et seq.* Accordingly, the communities will be suspended on the effective date in the third column. As of that date, flood insurance will no longer be available in the community. However, some of these communities may adopt and submit the required documentation of legally enforceable floodplain management measures after this rule is published but prior to the actual suspension date. These communities will not be suspended and will continue their eligibility for the sale of insurance. A notice withdrawing the suspension of

the communities will be published in the **Federal Register**.

In addition, FEMA has identified the Special Flood Hazard Areas (SFHAs) in these communities by publishing a Flood Insurance Rate Map (FIRM). The date of the FIRM, if one has been published, is indicated in the fourth column of the table. No direct Federal financial assistance (except assistance pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act not in connection with a flood) may legally be provided for construction or acquisition of buildings in identified SFHAs for communities not participating in the NFIP and identified for more than a year, on FEMA's initial flood insurance map of the community as having flood-prone areas (section 202(a) of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4106(a), as amended). This prohibition against certain types of Federal assistance becomes effective for the communities listed on the date shown in the last column. The Administrator finds that notice and public comment under 5 U.S.C. 553(b) are impracticable and unnecessary because communities listed in this final rule have been adequately notified.

Each community receives 6-month, 90-day, and 30-day notification letters addressed to the Chief Executive Officer stating that the community will be suspended unless the required floodplain management measures are met prior to the effective suspension date. Since these notifications were made, this final rule may take effect within less than 30 days.

National Environmental Policy Act. This rule is categorically excluded from the requirements of 44 CFR part 10,

VI. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the CAA and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, the EPA's role is to approve state choices, provided that they meet the criteria of the CAA. Accordingly, this proposed action merely approves state law as meeting Federal requirements and does not impose additional requirements beyond those imposed by state law. For that reason, this proposed action:

- Is not a significant regulatory action subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);

- Does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);

- Is certified as not having a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);

- Does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);

- Does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);

- Is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);

- Is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);

- Is not subject to requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because it does not involve technical standards; and

- Does not provide the EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

In addition, the SIP is not approved to apply on any Indian reservation land or in any other area where the EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications as specified by Executive Order 13175 (65 FR 67249,

November 9, 2000), nor will it impose substantial direct costs on tribal governments or preempt tribal law.

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Intergovernmental relations, Lead, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

Authority: 42 U.S.C. 7401 *et seq.*

Dated: June 21, 2016.

Dennis J. McLerran,

Regional Administrator, Region 10.

[FR Doc. 2016-17056 Filed 7-19-16; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R10-OAR-2015-0854; FRL-9948-99-Region 10]

Approval of Medford, Oregon; Carbon Monoxide Second 10-Year Limited Maintenance Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve a second 10-year carbon monoxide (CO) limited maintenance plan (LMP) for the Medford area, submitted by the Oregon Department of Environmental Quality (ODEQ) on December 11, 2015, along with a supplementary submittal on December 30, 2015, as a revision to its State Implementation Plan (SIP). In accordance with the requirements of the Clean Air Act (CAA), the EPA is approving this SIP revision because it demonstrates that the Medford area will continue to meet the CO National Ambient Air Quality Standards (NAAQS) for a second 10-year period beyond redesignation, through 2025.

DATES: Comments must be received on or before August 19, 2016.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA-R10-OAR-2015-0854 at <http://www.regulations.gov>, or via email to Chi.John@epa.gov. For comments submitted at [Regulations.gov](http://www.regulations.gov), follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from [Regulations.gov](http://www.regulations.gov). For either manner of submission, the EPA may publish any comment received to its public docket. Do not submit electronically any

information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the "For Further Information Contact" section. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <http://www2.epa.gov/dockets/commenting-epa-dockets>.

FOR FURTHER INFORMATION CONTACT: John Chi, Air Planning Unit, Office of Air and Waste (OAW-150), Environmental Protection Agency, 1200 6th Avenue, Seattle, WA 98101; telephone number: 206-553-1185; email address: Chi.John@epa.gov.

SUPPLEMENTARY INFORMATION: For further information, please see the direct final action, of the same title, which is located in the Rules and Regulations section of this **Federal Register**. The EPA is approving the State's SIP revision as a direct final rule without prior proposal because the EPA views this as a noncontroversial SIP revision and anticipates no adverse comments. A detailed rationale for the approval is set forth in the preamble to the direct final rule. If the EPA receives no adverse comments, the EPA will not take further action on this proposed rule.

If the EPA receives adverse comments, the EPA will withdraw the direct final rule and it will not take effect. The EPA will address all public comments in a subsequent final rule based on this proposed rule. The EPA will not institute a second comment period on this action. Any parties interested in commenting on this action should do so at this time. Please note that if we receive adverse comment on an amendment, paragraph, or section of the rule and if that provision may be severed from the remainder of the rule, the EPA may adopt as final those provisions of the rule that are not the subject of an adverse comment.

Dated: June 30, 2016.

Michelle L. Pirzadeh,

Acting Regional Administrator, Region 10.

[FR Doc. 2016-17058 Filed 7-19-16; 8:45 am]

BILLING CODE 6560-50-P

D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this rule has implications for federalism or Indian tribes, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section above.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.ID, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves a safety zone, during daylight hours, lasting less than 13 hours per day for 21 days that will prohibit entry into or transit within MM 23 to 23.5 of the Houma Navigation Canal. It is categorically excluded from further review under paragraph 34(g) of Figure 2–1 of the Commandant

Instruction. An environmental analysis checklist supporting this determination and a Categorical Exclusion Determination are available in the docket where indicated under **ADDRESSES**. We seek any comments or information that may lead to the discovery of a significant environmental impact from this rule.

G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

- 1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 0170.1.

- 2. Add § 165.T08–0650 to read as follows:

§ 165.T08–0650 Safety zone; Houma Navigation Canal between mile 23 to 23.5, Dulac, LA.

(a) *Location.* The following area is a temporary safety zone: All waters of the Houma Navigation Canal, surface to bottom, between mile 23 and mile 23.5, Dulac, LA.

(b) *Enforcement period.* This safety zone will be enforced from 7:00 a.m. until 7:00 p.m. daily from July 7 through July 27, 2016.

(c) *Regulations.* (1) In accordance with the general regulations in § 165.23, entry into this zone is prohibited unless specifically authorized by the Captain of the Port Morgan City (COTP) or designated personnel. Persons or vessels desiring to enter into or pass through the zone must request permission from the COTP or a designated representative. They may be contacted on VHF–FM radio channel 13 and 16 or phone at 504–343–7928.

(2) Persons and vessels permitted to deviate from this safety zone regulation and enter the restricted area must transit

at the slowest safe speed and comply with all lawful directions issued by the COTP or the designated representative.

(d) *Informational broadcasts.* The COTP or a designated representative will inform the public through broadcast notices to mariners of the enforcement period for the temporary safety zone as well as any changes in the planned schedule.

Dated: July 1, 2016.

B.E. Welborn,

Captain, U.S. Coast Guard, Captain of the Port Morgan City.

[FR Doc. 2016–17035 Filed 7–19–16; 8:45 am]

BILLING CODE 9110–04–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R10–OAR–2015–0854; FRL–9949–00–Region 10]

Air Plan Approval; Oregon; Medford Area Carbon Monoxide Second 10-Year Maintenance Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Direct final rule.

SUMMARY: The Environmental Protection Agency (EPA) is taking direct final action to approve a second 10-year carbon monoxide (CO) limited maintenance plan (LMP) for the Medford area in Oregon, submitted by the Oregon Department of Environmental Quality (ODEQ) on December 11, 2015, along with a supplementary submittal on December 30, 2015, as a revision to its State Implementation Plan (SIP). In accordance with the requirements of the Clean Air Act (CAA), the EPA is approving this SIP revision because it demonstrates that the Medford area will continue to meet the CO National Ambient Air Quality Standards (NAAQS) for a second 10-year period beyond redesignation, through 2025.

DATES: This rule is effective on September 19, 2016, without further notice, unless the EPA receives adverse comment by August 19, 2016. If the EPA receives adverse comment, we will publish a timely withdrawal in the **Federal Register** informing the public that the rule will not take effect.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–R10–OAR–2015–0854 at <http://www.regulations.gov>, or via email to Chi.John@epa.gov. For comments submitted at [Regulations.gov](http://www.regulations.gov), follow the online instructions for submitting

comments. Once submitted, comments cannot be edited or removed from *Regulations.gov*. For either manner of submission, the EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the Web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <http://www2.epa.gov/dockets/commenting-epa-dockets>.

FOR FURTHER INFORMATION CONTACT: John Chi, Air Planning Unit, Office of Air and Waste (OAW-150), Environmental Protection Agency, 1200 6th Avenue, Seattle, WA 98101; telephone number: 206-553-1185; email address: Chi.John@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document whenever “we,” “us,” or “our” is used, it is intended to refer to the EPA.

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- II. Background
- III. Evaluation of Oregon’s Submittal
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I. This Action

The EPA is approving the carbon monoxide limited maintenance plan (CO LMP) submitted by the ODEQ, on December 11, 2015, along with a supplementary submittal on December 30, 2015, (the submittal) for the Medford area. A LMP is a means of meeting Clean Air Act (CAA) requirements for formerly designated nonattainment areas that meet certain qualification criteria. This CO LMP is designed to

keep the Medford area in attainment with the CO standard for a second 10-year period beyond redesignation, through 2025.

II. Background

Under section 107(d)(1)(c) of the CAA, each CO area designated nonattainment prior to enactment of the 1990 Amendments, such as Medford, was designated nonattainment by operation of law upon enactment of the 1990 Amendments. Under section 186(a) of the CAA, each CO area designated nonattainment under section 107(d) was also classified by operation of law as either “moderate” or “serious” depending on the severity of the area’s air quality problem. CO areas with design values between 9.1 and 16.4 parts per million (ppm), such as Medford, were classified as moderate. These nonattainment designations and classifications were codified in 40 CFR part 81 on November 6, 1991 (56 FR 56695).

On July 24, 2002, the EPA approved the ODEQ’s request to redesignate the Medford area to attainment of the CO standard (67 FR 48388). In that action, the EPA also approved the maintenance plan required under CAA section 175A(a) to provide for 10 years of maintenance of the CO standard in the Medford area through the year 2015 (67 FR 48388).

As required by the CAA section 175A(b), the SIP submittal provides a second 10-year plan for maintaining the CO standard in the Medford area until 2025. For the second 10-year maintenance plan, the ODEQ chose the option as described in an EPA October 6, 1995 memorandum from Joseph Paisie, the Group Leader of the Integrated Policy and Strategies Group, titled, “Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas” (LMP Option). To qualify for the LMP Option, the CO design value for an area, based on the eight consecutive quarters (two years of data) used to demonstrate attainment, must be at or below 7.65 ppm (85 percent of the CO NAAQS). In addition, the control measures from the first CO maintenance plan must remain in place.

The EPA has determined that the LMP Option for CO is also available to all states as part of the CAA 175A(b) update to the maintenance plans, regardless of the original nonattainment classification, or lack thereof. Thus, the EPA finds that although the Medford area was designated as a moderate nonattainment area for the CO NAAQS,

redesignation to attainment status in conjunction with meeting all requirements of the October 6, 1995, memorandum, allows the ODEQ to be eligible to submit a LMP as the update to its original maintenance plan per section 175A(b) of the CAA.

III. Evaluation of Oregon’s Submittal

The requirements of the LMP Option and the EPA’s evaluation of how each requirement has been met by the ODEQ’s submittal is summarized below.

A. Base Year Emission Inventory

The LMP must contain an attainment year emissions inventory to identify a level of CO emissions in the area that is sufficiently low enough to attain the CO NAAQS. The submittal contains a summary of the CO emissions inventory for the Medford area for the base year 2008. The emission inventory lists CO emissions by general source category—stationary point sources, stationary area sources, on-road mobile sources and non-road mobile sources. On-road mobile sources emissions for the 2008 base year inventory were estimated with the EPA’s Motor Vehicle Emissions Simulator (MOVES) 2010b.¹ The methods used to determine the Medford area CO emission inventory are consistent with the EPA’s most recent guidance on developing emission inventories.

Historically, exceedances of the CO standard in the Medford area have occurred during the winter months, when cooler temperatures contribute to incomplete combustion, and when CO emissions are trapped near the ground by atmospheric inversions. Sources of carbon monoxide include industry, motor vehicles, non-road mobile sources, (*e.g.*, construction equipment, recreational vehicles, lawn and garden equipment, and area sources (*e.g.*, outdoor burning, woodstoves, fireplaces, and wildfires). The three consecutive months—December through February define the typical CO season. As such, season day emissions in addition to annual emissions are included in the inventory. The unit of measure for annual emissions is in tons per year (tpy), while the unit of measure for season day emissions is in pounds per day (lb/day). The county-wide emissions inventory data is spatially allocated to the Medford urban growth boundary (UGB), and to buffers around the UGB, depending on emissions category.

¹ MOVES2010b was the most current model available at the time that ODEQ was performing its

analysis. The EPA released MOVES2014 on October 7, 2014 (79 FR 60343).

2008 EMISSIONS INVENTORY, MAIN SOURCE CATEGORY SUBTOTALS

Main source category	Annual emissions tons per year	CO emissions pounds per winter day
Stationary Point Sources	2,367.1	13,159
On-road Mobile Sources	5,730.0	28,731
Non-road Mobile Sources	4,488.2	10,061
Stationary Area Sources	3,333.1	30,399
Total	15,927.4	82,350

B. Demonstration of Maintenance

The CO NAAQS is attained when the annual second highest 8-hour average CO concentration for an area does not exceed a concentration of 9.0 ppm. The last monitored violation of the CO NAAQS in the Medford area occurred in 1991, and CO levels have been steadily in decline. The second highest 8-hour CO concentration in 2009 was 2.4 ppm, which is in attainment with the CO NAAQS.

For areas that meet the criteria to use the LMP Option, the maintenance plan demonstration requirement is considered to be satisfied. The EPA believes that if the area begins the maintenance period at, or below, 85 percent of the level of the CO 8-hour NAAQS (at or below 7.65 ppm), the applicability of prevention of significant deterioration requirements, the control measures already in the SIP, and Federal control measures already in place will provide adequate assurance of maintenance over the maintenance period. Thus, there is no requirement to project emissions of air quality over the upcoming maintenance period. The second highest 8-hour CO concentration for Medford based on the two most recent years of data (2008–2009) is 2.4 ppm, which is significantly below the LMP Option requirement of 7.65 ppm.² Therefore, the EPA finds that the ODEQ has demonstrated that the Medford area qualifies for the LMP Option and has satisfied the maintenance demonstration requirement.

C. Control Measures

The submittal retains the control measures from the first CO maintenance plan (67 FR 48388). The primary control measure has been the emission standards for new motor vehicles under the Federal Motor Vehicle Control Program. Other control measures have been the Major New Source Review

Program with Best Available Control Technology (BACT), Motor Vehicle Inspection Program, and a woodsmoke curtailment program. As stated above, the EPA believes that the Medford area will continue to maintain the standard with the continued implementation of these control measures along with meeting the other requirements to qualify for the LMP option.

D. Monitoring Network and Verification of Continued Attainment

Monitored CO levels in the Medford area have declined progressively since 1991. CO levels have declined significantly across the nation through motor vehicle emissions controls and fleet turnover to newer, cleaner vehicle models. Once CO levels declined and continued to stay well below the NAAQS, the ODEQ requested to remove the Medford CO monitor in 2009 and the EPA approved the request on October 14, 2010. The ODEQ now has been using an alternate method of verifying continued attainment with the CO standard based on the regional emissions analysis conducted by the Rogue Valley Metropolitan Planning Organization and by using the Portland CO monitor to track trends in general CO levels. Both the ODEQ report and the EPA network approval letter are included in the materials of this docket.

Under the Medford CO LMP, the ODEQ will verify continued attainment of the CO NAAQS by conducting a review of CO emissions inventory data for the Medford area. The ODEQ will calculate CO emissions every three years as part of the Statewide Emissions Inventory, which is submitted to the EPA for inclusion in the National Emissions Inventory (NEI). The ODEQ commits to review the NEI estimates to identify any increases over the 2008 emission levels (see the base year emissions inventory in this section) and report on them in the annual monitoring network plan for the applicable year. Because on-road mobile sources and stationary area sources are the predominant sources of CO in Medford, these source categories will be the

primary focus of the ODEQ's review. The ODEQ will evaluate any increase in CO emissions to confirm it is not due to a change in emission calculation methodology, an exceptional event, or other factor not representative of an actual emissions increase.

E. Contingency Plan

Section 175A(d) of the CAA requires that a maintenance plan include contingency provisions necessary to ensure prompt correction of any violations of the standard that may occur. The ODEQ has submitted a revised contingency plan that has three phases of action. The initial contingency plan trigger is a "significant increase" in the emissions inventory, which is defined as ten percent above the 2008 emissions inventory levels. The three phases of actions are as follows:

Phase 1. If the three-year review of CO emissions shows a significant increase in emissions, the ODEQ will reestablish ambient CO monitoring in Medford.

Phase 2. If the monitoring data indicates that the LMP eligibility level of 7.65 ppm (85 percent of the 8-hr standard) is exceeded, the ODEQ will evaluate the cause of the CO increase, and investigate corrective strategies.

Phase 3. If a validated violation of the CO standard occurs, in addition to Phase 2 above, the ODEQ will replace the BACT requirement for new and expanding industry with Lowest Achievable Emission Rate (LAER); reinstate CO emissions offset requirements for new and expanding industry; and consider other CO emission reduction measures.

F. Transportation and General Conformity

Federal transportation conformity rules (40 CFR parts 51 and 93) and general conformity rules (58 FR 63214) continue to apply under a LMP. However, as noted in the LMP Option memo, these requirements are greatly simplified. An area under a LMP can demonstrate conformity without submitting an emissions budget, and as a result, emissions do not need to be capped nor does a regional emissions

² The years 2008–2009 are the most recent two years for available monitoring data because monitoring was discontinued after 2009. The ODEQ has developed an alternate method to verify continued attainment of the CO NAAQS, discussed in the next section.

analysis (including modeling) need to be conducted.

On April 28, 2016, the EPA found the Medford CO LMP to be adequate for transportation conformity purposes (81 FR 25394). Although regional emissions are no longer required as part of the transportation conformity determinations for CO for the Medford area, other transportation conformity requirements continue to apply to the area, such as consultation, transportation control measures, and project level conformity requirements. The Medford area will continue to be exempt from performing a regional emission analysis, but must meet project-level conformity analyses as well as transportation conformity areas.

IV. Final Action

In accordance with the requirements of the CAA, the EPA is approving the Medford CO LMP submitted by the ODEQ on December 11, 2015, and supplemented on December 30, 2015. The ODEQ has adequately demonstrated that the Medford area qualifies for the LMP option and will maintain the CO NAAQS through the second 10-year maintenance period through 2025.

V. Statutory and Executive Order Reviews

Under the CAA, the Administrator is required to approve a SIP submission that complies with the provisions of the CAA and applicable Federal regulations. 42 U.S.C. 7410(k); 40 CFR 52.02(a). Thus, in reviewing SIP submissions, the EPA's role is to approve State choices, provided that they meet the criteria of the CAA. Accordingly, this action merely approves State law as meeting Federal requirements and does not impose additional requirements beyond those imposed by State law. For that reason, this action:

- Is not a "significant regulatory action" subject to review by the Office of Management and Budget under Executive Orders 12866 (58 FR 51735, October 4, 1993) and 13563 (76 FR 3821, January 21, 2011);
- does not impose an information collection burden under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*);
- is certified as not having a significant economic impact on a substantial number of small entities

under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*);

- does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4);
- does not have Federalism implications as specified in Executive Order 13132 (64 FR 43255, August 10, 1999);
- is not an economically significant regulatory action based on health or safety risks subject to Executive Order 13045 (62 FR 19885, April 23, 1997);
- is not a significant regulatory action subject to Executive Order 13211 (66 FR 28355, May 22, 2001);
- is not subject to requirements of Section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) because this action does not involve technical standards; and
- does not provide the EPA with the discretionary authority to address, as appropriate, disproportionate human health or environmental effects, using practicable and legally permissible methods, under Executive Order 12898 (59 FR 7629, February 16, 1994).

The SIP is not approved to apply on any Indian reservation land or in any other area where the EPA or an Indian tribe has demonstrated that a tribe has jurisdiction. In those areas of Indian country, the rule does not have tribal implications and will not impose substantial direct costs on tribal governments or preempt tribal law as specified by Executive Order 13175 (65 FR 67249, November 9, 2000).

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. The EPA will submit a report containing this action and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a

"major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by September 19, 2016. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this action for the purposes of judicial review, nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. Parties with objections to this direct final rule are encouraged to file a comment in response to the parallel notice of proposed rulemaking for this action published in the proposed rules section of the **Federal Register**, rather than file an immediate petition for judicial review of this direct final rule, so that the EPA can withdraw this direct final rule and address the comment in the proposed rulemaking. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Reporting and recordkeeping requirements.

Dated: June 30, 2016.

Michelle L. Pirzadeh,
Acting Regional Administrator, Region 10.

40 CFR part 52 is amended as follows:

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

- 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

Subpart MM—Oregon

- 2. Amend § 52.1970, paragraph (e), table titled "State of Oregon Air Quality Control Program" by revising "Section 4" to read as follows:

§ 52.1970 Identification of plan.

* * * * *

(e) * * *

STATE OF OREGON AIR QUALITY CONTROL PROGRAM

SIP citation	Title/subject	State effective date	EPA approval date	Explanation
* Section 4	* Control Strategies for Non-attainment Areas.	* 4.1, 12/19/1980	* 4.1, 4/12/1982, 47 FR 15587	* 4.1 Portland-Vancouver TSP Attainment Plan.
		4.2, 7/16/1982	4.2, 10/7/1982, 47 FR 44261	4.2 Portland-Vancouver CO Attainment Plan.
		4.3, 7/16/1982	4.3, 10/7/1982, 47 FR 44261	4.3 Portland-Vancouver Ozone Attainment Plan.
		4.4, 6/20/1979	4.4, 6/24/1980, 45 FR 42265	4.4 Salem CO Attainment Plan.
		4.5, 9/19/1980	4.5, 4/12/1982, 47 FR 15587	4.5 Salem Ozone Attainment Plan.
		4.6, 1/30/1981	4.6, 4/12/1982, 47 FR 15587	4.6 Eugene-Springfield TSP Attainment Plan.
		4.7, 6/20/1979	4.7, 6/24/1980, 45 FR 42265	4.7 Eugene-Springfield CO Attainment Plan.
		4.7, 12/9/1988	4.7, 12/6/1993, 58 FR 64161	4.7 Eugene-Springfield CO Maintenance Plan.
		4.8, 1/25/85	4.8, 6/4/1986, 51 FR 20285 ..	4.8 Medford-Ashland Ozone, Maintenance Plan.
		4.9, 10/15/1982	4.9, 2/13/1987, 52 FR 4620 ..	4.9 Medford-Ashland CO Attainment Plan.
		4.10, 4/1983	4.10, 8/15/1984, 49 FR 32574	4.10 Medford-Ashland TSP, Attainment Plan.
		4.11, 10/24/1986	4.11, 1/15/1988, 53 FR 1020	4.11 Grants Pass CO, Attainment Plan.
		4.12, 8/18/1995	4.12, 4/14/1997, 62 FR 18047	4.12 Klamath Falls PM-10 Attainment Plan.
		4.13, 11/13/1991	4.13, 12/17/1993, 58 FR 65934.	4.13 Grants Pass PM-10 Attainment Plan.
		4.14, 9/9/2005	4.14, 6/19/2006, 71 FR 35163	4.14 Medford PM-10 Attainment and Maintenance Plan.
		4.15, 11/8/1991	4.15, 2/15/1995, 60 FR 8563	4.15 La Grande PM-10 Attainment Plan.
		4.16, 1/31/1991	4.16, 8/24/1994, 59 FR 43483	4.16 Eugene-Springfield PM-10 Attainment Plan.
		4.17, 11/20/2000, (submittal date).	4.17, 9/20/2001, 66 FR 48340	4.17 Klamath Falls CO Maintenance Plan.
		4.18, 11/4/1996	4.18, 3/15/1999, 64 FR 12751	4.18 Oakridge PM-10 Attainment Plan.
		4.19, 6/1/1995, (submittal date).	4.19, 9/21/1999, 64 FR 51051	4.19 Lakeview PM-10 Attainment Plan.
		4.50, 8/14/1996	4.50, 5/19/1997, 62 FR 27204	4.50 Portland/Vancouver Ozone Maintenance Plan.
		4.50, 4/12/2007	4.50, 12/19/2011, 76 FR 78571.	4.50 Portland-Vancouver AQMA (Oregon portion) & Salem Kaizer Area 8-hour Ozone (110(a)(1) Maintenance Plan.
		4.51, 7/12/1996	4.51, 9/2/1997, 62 FR 46208	4.51 Portland CO Maintenance Plan.
		4.52, 3/9/2001	4.52, 7/24/2002, 67 FR 48388	4.52 Medford CO Maintenance Plan.
		4.53, 9/10/1999	4.53, 8/31/2000, 65 FR 52932	4.53 Grants Pass CO Maintenance Plan.
		4.55, 10/4/2002	4.55, 10/27/2003, 68 FR 61111.	4.55 Grants Pass PM-10 Maintenance Plan.
		4.56, 10/4/2002	4.56, 10/21/2003, 68 FR 60036.	4.56 Klamath Falls PM-10 Maintenance Plan.
		4.57, 6/28/2007	4.57, 12/30/2008, 73 FR 79655.	4.57 Salem-Keizer Area CO, Limited Maintenance Plan.
		4.58, 12/15/2004	4.58, 1/24/2006, 71 FR 3768	4.58 Portland Area CO Maintenance Plan 2nd 10-year.
		4.58, 12/11/2013	4.58, 5/22/2014, 79 FR 29360	4.58 Portland Area CO Maintenance Plan 2nd 10-year; TCM substitution update 4.58.3.2.2.
		4.59, 9/9/2005	4.59, 6/19/2006, 71 FR 35161	4.59 La Grande PM ₁₀ Maintenance Plan.

STATE OF OREGON AIR QUALITY CONTROL PROGRAM—Continued

SIP citation	Title/subject	State effective date	EPA approval date	Explanation
		4.60, 9/9/2005	4.60, 6/19/2006, 71 FR 35159	4.60 Lakeview PM ₁₀ Maintenance Plan.
		4.61, 9/26/2011	4.61, 4/11/2013, 78 FR 21547	4.61 Eugene-Springfield PM ₁₀ Limited Maintenance Plan.
		4.62, 12/12/2012	4.62, 6/6/2016, 81 FR 36178	4.62, Klamath Falls PM _{2.5} Attainment Plan.
		4.63, 4/16/2015	4.63, 7/28/2015, 80 FR 44867	4.63 Grants Pass Second 10-Year Carbon Monoxide Limited Maintenance Plan.
		4.64, 4/16/2015	4.64, 7/30/2015 80 FR 45435	4.64 Grants Pass Second 10-Year PM ₁₀ Limited Maintenance Plan.
		4.65, 12/11/2015	4.65 7/20/2016 [Insert Federal Register citation].	4.65 Medford Second 10-Year Carbon Monoxide Limited Maintenance Plan.
*	*	*	*	*

* * * * *

[FR Doc. 2016-17060 Filed 7-19-16; 8:45 am]
BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R07-OAR-2015-0708; FRL 9949-13-Region 7]

Approval and Promulgation of Air Quality Implementation Plans; State of Kansas; 2015 Kansas State Implementation Plan for the 2008 Lead Standard

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is taking final action to approve a revision to the State Implementation Plan (SIP) for the State of Kansas. This final action will approve Kansas' SIP for the lead National Ambient Air Quality Standard (NAAQS) nonattainment area of Salina, Saline County, Kansas, received by EPA on February 25, 2015. EPA proposed approval of this plan on February 29, 2016. The applicable standard addressed in this action is the lead NAAQS promulgated by EPA in 2008. EPA believes that the SIP submitted by the state satisfies the applicable requirements of the Clean Air Act (CAA) identified in EPA's Final Rule published in the **Federal Register** on October 15, 2008, and will bring the designated portions of Salina, Kansas, into attainment of the 0.15 microgram per cubic meter (ug/m³) lead NAAQS. **DATES:** This final rule is effective on August 19, 2016.

ADDRESSES: EPA has established a docket for this action under Docket ID No. EPA-R07-OAR-2015-0708. All documents in the docket are listed on the <http://www.regulations.gov> Web site. Although listed in the index, some information is not publicly available, i.e., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available through www.regulations.gov or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional information.

FOR FURTHER INFORMATION CONTACT: Stephanie Doolan, Environmental Protection Agency, Air Planning and Development Branch, 11201 Renner Boulevard, Lenexa, Kansas 66219 at (913) 551-7719, or by email at doolan.stephanie@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document "we," "us," or "our" refer to EPA.

Table of Contents

- I. What is being addressed in this document?
- II. Have the requirements for the approval of a SIP revision been met?
- III. EPA's Response to Comments
- IV. What action is EPA taking?

I. What is being addressed in this document?

In this document, EPA is granting final approval of Kansas' attainment demonstration SIP for the lead NAAQS nonattainment area in portions of Salina, Saline County, Kansas. The applicable standard addressed in this action is the lead NAAQS promulgated

by EPA in 2008. EPA believes that the SIP submitted by the state satisfies the applicable requirements of the CAA identified in EPA's Final Rule (73 FR 66964, October 15, 2008), and will bring the area into attainment of the 0.15 microgram per cubic meter (ug/m³) lead NAAQS. EPA's proposal containing the background information for this action can be found at 81 FR 10162, February 29, 2016.

II. Have the requirements for the approval of a SIP revision been met?

The state submission has met the public notice requirements for SIP submissions in accordance with 40 CFR 51.102. The submission also satisfied the completeness criteria of 40 CFR part 51, appendix V. In addition, the revision meets the substantive SIP requirements of the CAA, including section 110 and implementing regulations.

III. EPA's Response to Comments

The public comment period on EPA's proposed rule opened February 29, 2016, the date of its publication in the **Federal Register**, and closed on March 30, 2016. During this period, EPA received one comment letter from Exide Technologies, dated March 23, 2016. The comment letter contained one comment regarding EPA's process description in section V.A.1 of the proposal which states:

"The Exide facility in Salina, Kansas, manufactures lead acid batteries for automobiles, trucks, and watercraft. Lead emissions result from breaking open used batteries, re-melting the lead and reformulating new batteries."

Exide commented that EPA is in error regarding the description of the facility's processes; the Exide Salina, Kansas, facility does not break open used

Appendix B

Supporting Correspondence

USDOT Conformity Determinations

U.S. DEPARTMENT OF TRANSPORTATION



Federal Highway Administration
Oregon Division
530 Center Street, Suite 420
Salem, Oregon 97301
503.399.5749

Federal Transit Administration
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206.220.7954

Date: May 20, 2015
In Reply Refer To:
HDA-OR/FTA-TRO-10
File: 724.490

Mr. Dan Moore
Planning Program Manager
Rogue Valley Metropolitan Planning Organization
P.O. Box 3275
Central Point, Oregon 97520

RE: USDOT Conformity Determination
Amended 2013-2038 Regional Transportation Plan
2015-2018 Metropolitan Transportation Improvement Program (MTIP)

Dear Mr. Moore:

The Clean Air Act Amendments of 1990 (CAAA) require that transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay the attainment of the NAAQS. The U.S. Department of Transportation (the Federal Highway Administration and the Federal Transit Administration) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR 93.104 (Frequency of Conformity Determinations) and 23 CFR Part 450 (FHWA and FTA Planning Rule). The CAAA requires States and Metropolitan Planning Organizations (MPOs) to demonstrate, through the conformity process, that the transportation program as a whole is consistent with the State Implementation Plan (SIP). Transportation conformity ensures that Federal funding and approval are given to those transportation activities that are consistent with air quality goals and do not worsen air quality or interfere with the purpose of the SIP.

The Medford area is currently designated as "attainment" for particulate matter less than 10 microns (PM₁₀) and carbon monoxide (40 CFR 81.338). The U.S. Environmental Protection Agency (EPA) approved the PM₁₀ re-designation to attainment and the PM₁₀ maintenance plan for the area effective August 18, 2006 (71 FR 35163). EPA approved the CO re-designation to attainment and the CO maintenance plan for the area effective September 23, 2002 (67 FR 48388). Areas re-designated to attainment with an approved state plan demonstrating continued maintenance of the NAAQS are known as "maintenance" areas.

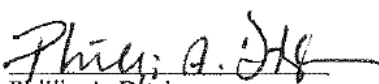
The Rogue Valley Metropolitan Planning Organization (RVMPO), Policy Committee adopted the amended 2013-2038 RTP, the 2015-2018 MTIP and the associated air quality conformity determination on August 26, 2014 through Resolution 2014-6. The conformity analysis provided by RVMPO indicated that the air quality conformity requirements have been met. Based on our

review of the RVMPO conformity determination, analysis, and documentation submitted to our offices on September 2, 2014 we find that the amended 2013-2038 RTP and the 2015-2018 MTIP conform to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP. This federal conformity determination was made after interagency consultation with EPA Region 10, DEQ and ODOT pursuant to the Transportation Conformity Rule.

This letter constitutes the joint FHWA and FTA air quality conformity determination for the RVMPO amended 2013-2038 RTP and the 2015-2018 MTIP.

If you have any questions please contact Mr. Nick Fortey of FHWA at 503-316-2565 or Mr. Ned Conroy of FTA at 206-220-4318.

Sincerely,



Phillip A. Ditzler
Division Administrator
Federal Highway Administration



R. F. Krochalis
Regional Administrator
Federal Transit Administration

cc:

EPA (Karl Pepple, Environmental Protection Specialist)
(Claudia Vaupel, Air Quality Planner)
ODEQ (Dave Nordberg, Transportation Planning Coordinator)
ODOT (Mike Baker, Region 3 Planning Manager)
(Erik Havig, Planning Section Manager)
(Jeff Flowers, Program and Funding Services Manager)
(Natalie Liljenwal, Environmental Engineer)
RVMPO (Dan Moore, Planning Coordinator)
RVTD (Paige Townsend, Senior Planner)



U.S. Department
of Transportation
**Federal Highway
Administration**

Oregon Division
530 Center St. NE, Suite 420
Salem, Oregon 97301
503.399.5749



U.S. Department
of Transportation
**Federal Transit
Administration**

Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206.220.7954

Date: April 26, 2013
In Reply Refer to:
HDA-OR/ FTA-TRO-10

Ms. Vicki Guarino
Planning Program Manager
Rogue Valley Metropolitan Planning Organization
P.O. Box 3275
Central Point, OR 97520

Re: U.S. DOT Air Quality Conformity Determination
2013-2038 Regional Transportation Plan (RTP)
Amended 2012 - 2015 Metropolitan Transportation Improvement Program (MTIP)

Dear Ms. Guarino,

Thank you for your continued cooperation with state and local government partners and other stakeholders in the Rogue Valley Metropolitan area in developing transportation plans and programs that respond to community needs and help improve the area's quality of life.

The Clean Air Act of 1990 (CAAA), as amended, requires that transportation plans, programs and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay the attainment of NAAQS. The U.S. Department of Transportation (Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in: 40 CFR Part 93.104, Frequency of Conformity Determinations; 23 CFR 450, the FHWA and FTA Metropolitan Planning Rule; as well as Oregon Administrative Rule (OAR) 340-252-0050. Transportation conformity ensures that Federal funding and approval are given to those transportation activities that are consistent with air quality goals, and do not worsen air quality or interfere with the purpose of the State Implementation Plan (SIP).

The Medford area is currently designated "attainment" for particulate matter of less than 10 microns (PM₁₀) and carbon monoxide (CO) (40 CFR 81.338). The U.S. Environmental Protection Agency (EPA) approved the re-designation to attainment and the maintenance plans for the area effective August 18, 2006 for PM₁₀ (71 FR 35163). Effective September 23, 2002, EPA approved the re-designation to attainment and the maintenance plan for the CO standard (67 FR 28388).

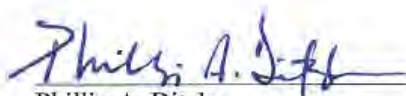
The Rogue Valley Policy Committee, Policy Board of the Metropolitan Planning Organization (MPO), adopted the 2013 - 2038 RTP, amended 2012 - 2015 MTIP and associated air quality conformity determination on March 26, 2013 through Resolution Number 2013-2. The conformity analysis provided by RVMPO indicates that air quality conformity requirements have been met. Based on our review of the RVMPO conformity determination analysis and

documentation e-mailed to our offices by RVMPO on April 11, 2013 we find that the 2013 – 2038 RTP and the amended 2012-2015 MTIP conform to the SIP in accordance with the *Transportation Conformity Rule* and the Oregon Conformity SIP. The Federal conformity determination was made after interagency consultation with EPA Region 10, RVMPO, FTA, DEQ, FHWA, and ODOT, pursuant to the *Transportation Conformity Rule*.

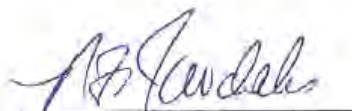
This letter constitutes the joint FHWA and FTA air quality conformity determination for the RVMPO's 2013 - 2038 RTP and amended 2012 - 2015 MTIP.

If you have any questions, please contact Jazmin Marie Casas, FHWA, at (503) 316 - 2561 or Ned Conroy, FTA at (206) 220 - 4318.

Sincerely,



Phillip A. Ditzler
Division Administrator
Oregon Division
Federal Highway Administration



R. F. Krochalis
Regional Administrator
Region 10
Federal Transit Administration

cc:

EPA (Claudia Vaupel, Air Quality Planner)
ODOT (Mike Baker, Region 3 Planning Manager)
(Steve Leep, Program and Funding Services Manager)
(Marina Orlando, Air Quality Program Coordinator)
ODEQ (Dave Nordberg, Transportation Planning Coordinator)

JC/ME/m

Appendix C

Project Lists and Maps

2021 Transportation Improvement Program

2042 Regional Transportation Plan

Appendix C

2018-2021 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match		Other		Total All Sources			
							\$	Source	\$	Source	\$	Match	\$	Source				
Ashland																		
East Needa Street Extension	Extend street over Bear Creek to link roadway at Kestrel; sidewalks and bike lanes	161	Non-Exempt			Planning					\$	-						
				21035	FFY2018	Design	\$	606,086	STP-Exchange	\$	69,369	Local	\$	675,455	\$	675,455		
				21035	FFY2018	Land Purchase	\$	470,730	STP-Exchange	\$	53,877	Local	\$	524,607	\$	524,607		
						Utility Relocate												
						Construction												
						Other												
					Total FFY18-21		\$	1,076,816		\$	123,246		\$	1,200,062	\$	-	\$	1,200,062
Washington Street Extension	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access	162	Non-Exempt			Planning					\$	-						
				19365	FFY2018	Design							\$	-	\$	105,000	\$	105,000
						Land Purchase												
						Utility Relocate												
				19365	FFY2018	Construction								\$	-	\$	950,000	\$
		Other																
	Total FFY18-21		\$	-		\$	-		\$	-	\$	1,055,000		\$	1,055,000			
City of Ashland Chip Seal	The project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits.	166	Exempt (Table 2) Pavement resurfacing			Planning					\$	-						
						Design												
						Land Purchase												
						Utility Relocate												
						Construction	\$	488,244	OMAQ (L400)	\$	93,404	Ashland	\$	561,648	\$	561,648		
						Other												
					Total FFY18-21		\$	488,244		\$	93,404		\$	561,648	\$	-	\$	561,648
Subtotal Ashland Projects							\$	1,545,060		\$	216,650		\$	1,761,710	\$	2,816,710		
Central Point																		
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match		Other		Total All Sources			
							\$	Source	\$	Source	\$	Match	\$	Source				
West Pine St. Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded	234	Exempt (Table 2) Safety			Planning					\$	-						
				21017	FFY2019	Design	\$	517,385	OMAQ (L400)	\$	344,923	Central Point	\$	862,308	\$	862,308		
				21017	FFY2019	Land Purchase												
					FFY2020	Construction	\$	1,000,000	OMAQ (L400)	\$	50,000	Central Point	\$	50,000	\$	50,000		
				21017	FFY2020	Construction	\$	1,449,200	OMAQ (L400)	\$	1,449,200	Central Point	\$	2,448,230	\$	2,448,230		
					FFY2020	Construction	\$	1,000,000	STBG (L)	\$	-	Central Point	\$	1,000,000	\$	1,000,000		
				21017	FFY2020	Other	\$	187,462	STBG (L)	\$	-			187,462	\$	187,462		
	Total FFY18-21		\$	2,704,847		\$	1,844,153		\$	4,549,000	\$	-	\$	4,549,000				
Subtotal Central Point Projects							\$	2,704,847		\$	1,844,153		\$	4,549,000	\$	4,549,000		
Eagle Point																		
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match		Other		Total All Sources			
							\$	Source	\$	Source	\$	Match	\$	Source				
Stevens Road - East Main Street to Robert Trent Jones Blvd	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	330	Exempt (Table 2) Safety			Planning	\$	-										
				19200	FFY2016	Design	\$	69,521	STP-L (L200)	\$	7,957	Eagle Point	\$	77,478	\$	77,478		
				19200	FFY2016	Design	\$	208,564	OMAQ (L400)	\$	23,871	Eagle Point	\$	232,435	\$	232,435		
				19200	FFY2017	Land Purchase	\$	10,000	OMAQ (L400)	\$	1,145	Eagle Point	\$	11,145	\$	11,145		
						Utility Relocate												
				19200	FFY2018	Construction	\$	1,026,565	STP-L (L200)	\$	117,465	Eagle Point	\$	1,144,029	\$	1,144,029		
				19200	FFY2018	Construction	\$	1,068,917	OMAQ (L400)	\$	124,631	Eagle Point	\$	1,213,548	\$	1,213,548		
	Total FFY18-21		\$	2,403,566		\$	275,099		\$	36,749	Eagle Point	\$	36,749	\$	36,749			
S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgrade of roadway	353	Exempt (Table 2) Safety			Design	\$	406,854	STBG (L)	\$	47,000	Eagle Point	\$	453,854	\$	453,854		
				21018	FFY2019	Land Purchase	\$	31,049	STBG (L)	\$	14,000	Eagle Point	\$	45,049	\$	45,049		
						Utility Relocate												
						Construction												
					Total FFY18-21		\$	437,903		\$	61,000		\$	488,903	\$	-	\$	488,903
Subtotal Eagle Point Projects							\$	2,841,469		\$	336,099		\$	3,177,568	\$	3,177,568		

Appendix C
2018-2021 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Jacksonville															
No Projects						Planning									
						Design									
						Land Purchase									
						Utility Relocate									
						Construction									
						Other									
						Total FFY18-21			\$	-	\$	-	\$	-	\$
Subtotal Jacksonville Projects															
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Medford															
Columbus Avenue Extension						Planning									
						Design									
			Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2015 Conformity Determination)		FFY2018		\$	-	\$	-	\$	-	\$	-	\$
					FFY2018	Land Purchase									
					FFY2019	Utility Relocate									
					FFY2020	Construction									
			19387			Total FFY18-21			\$	-	\$	-	\$	-	\$
Subtotal Medford Projects															
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Phoenix															
North Couplet Pedestrian Crossing						Planning									
						Design									
						Other									
				Exempt (Table 2) Safety		Other									
					21020	Construction			\$	227,000	Phoenix				
						Other									
					Total FFY18-21			\$	73,000	\$	27,000	\$	100,000	\$	100,000
Subtotal Phoenix Projects															
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Talent															
W. Valley View Rd safety improvements						Planning									
						Design									
						Land Purchase			\$	4,668	Local			\$	
						Utility Relocate			\$	3,345	Local			\$	
						Construction			\$	33,765	Local			\$	
						Other			\$	485,222				\$	
					Total FFY18-21			\$	495,222	\$	41,778	\$	537,000	\$	537,000
Subtotal Talent Projects															

[illegible]

Appendix C

2018-2021 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
Oregon Department of Transportation (ODOT), continued																
							\$	Source	\$	Source		\$	Source			
I-5/Medford Viaduct Deck Overlay #0332	Repair Deck Deterioration, Bridge #0332	915	Exempt (Table 2)- Bridge Repair)			Planning					\$					
				19540	FFY2016	Design	\$	138,330	NHPP	\$	11,670	ODOT		\$	150,000	\$
						Land Purchase								\$	-	\$
						Utility Relocate								\$	-	\$
				19540	FFY2018	Construction	\$	1,345,950	NHPP	\$	154,050	ODOT		\$	1,500,000	\$
						Other								\$	-	\$
		Total FFY18-21					\$	1,484,280		\$	165,720		\$	1,650,000	\$	
OR99-Ashland Creek Bridge Rehabilitation #0M274	Repair Concrete Deterioration, Bridge #0M274	912	Exempt (Table 2) Safety			Planning					\$			\$		
				19656	FFY2016	Design	\$	158,732	NHPP		\$26,168	ODOT		\$	184,900	\$
				19656	FFY2018	Land Purchase	\$	71,784	NHPP	\$	8,216	ODOT		\$	80,000	\$
						Utility Relocate								\$	-	\$
				19656	FFY2018	Construction	\$	362,114	NHPP		\$41,446	ODOT		\$	403,560	\$
						Other								\$	-	\$
		Total FFY18-21					\$	592,630		\$	75,830		\$	668,460	\$	
OR140: Exit 35 Blackwell Road	Add center turn lane,widen shoulders, add bike path	921	Exempt (Table 2) Safety	18975	FFY2014	Design	\$	192,937	STP<9K	\$	22,083	ODOT		\$	215,020	\$
				18975	FFY2014	Design	\$	168,923	STP-FLX	\$	19,333	ODOT		\$	188,256	\$
				18975	FFY2014	Design	\$	6,033	STATE-FLX	\$	691	ODOT		\$	6,724	\$
				18975	FFY2018	Land Purchase	\$	247,655	STP-FLX	\$	28,345	ODOT		\$	276,000	\$
				18975	FFY2018	Utility Relocate	\$	97,806	STP-FLX	\$	11,194	ODOT		\$	109,000	\$
				18975	FFY2020	Construction	\$	4,468,554	STP-FLX	\$	511,446	ODOT		\$	4,980,000	\$
		Total FFY18-21					\$	5,181,908		\$	593,092		\$	5,775,000	\$	
FREEMAN ROAD @ PINE ST. INTERSECTION (CENTRAL POINT)	Improve drainage and install raised island, enhance striping to include bike lane	922	Exempt (Table 2) Safety			Planning					\$			\$	-	\$
				20249	FFY2019	Design	\$	19,367	HSIP	\$	1,633	LOCAL		\$	21,000	\$
						Land Purchase								\$	-	\$
				20249	FFY2019	Utility Relocate	\$	4,611	HSIP	\$	389	LOCAL		\$	5,000	\$
				20249	FFY2019	Construction	\$	87,609	HSIP	\$	7,391	LOCAL		\$	95,000	\$
						Other								\$	-	\$
		Total FFY18-21					\$	111,587		\$	9,413		\$	121,000	\$	
OR238: @ W. MAIN ST.	Install roundabout and associated medians	923	Exempt (Table 2) Safety			Planning					\$			\$	-	\$
						Design	\$	425,000	HSIP	\$	-			\$	425,000	\$
				20218	FFY2019	Land Purchase	\$	54,000	HSIP					\$	54,000	\$
				20218	FFY2019	Utility Relocate	\$	25,000	HSIP					\$	25,000	\$
				20218	FFY2020	Construction	\$	3,296,000	HSIP					\$	3,296,000	\$
						Construction								\$	-	\$
		Total FFY18-21					\$	3,800,000		\$	-		\$	3,800,000	\$	
OR140: ATLANTIC AVE. INTERSECTION IMPROVEMENTS	Construct a roundabout and raised median to improve safety	924	Exempt (Table 2) Safety			Planning					\$			\$	-	\$
				20192	FFY2017	Design	\$	249,000	HSIP					\$	249,000	\$
				20192	FFY2018	Land Purchase	\$	34,000	HSIP					\$	34,000	\$
				20192	FFY2018	Utility Relocate	\$	58,000	HSIP					\$	58,000	\$
				20192	FFY2020	Construction	\$	1,867,000	HSIP					\$	1,867,000	\$
						Other	\$	-						\$	-	\$
		Total FFY18-21					\$	2,208,000		\$	-		\$	2,208,000	\$	

Appendix C

2018-2021 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Other		Total All Sources						
							\$	Source	\$	Source	\$	Source							
Oregon Department of Transportation (ODOT), continued																			
OR89: ASHLAND PEDESTRIAN UPGRADES	Add street lighting at Lithia3rd and Siskiyou/Morton. Install traffic signal @ Main Street/Water. Add pedestrian signs and RRFB @ Siskiyou/Tolman Creek Rd.	925	Exempt (Table 3) Safety		FFY2018	Planning													
				20186			\$	116,000	HSIP			\$	116,000	\$	-				
				20186			\$	71,000	HSIP			\$	71,000	\$	71,000				
				20186			\$	55,000	HSIP			\$	55,000	\$	55,000				
				20186			\$	870,000	HSIP			\$	870,000	\$	870,000				
							\$	-				\$	-	\$	-				
				Total FFY18-21			\$	1,112,000		\$	1,112,000	\$	1,112,000						
OR89: I5 TO SCENIC AVE.	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	926	Exempt (Table 3) Safety		FFY2018	Planning													
				20185			\$	373,000	HSIP			\$	373,000	\$	-				
				20185			\$	11,000	HSIP			\$	11,000	\$	11,000				
							\$	2,878,000	HSIP			\$	2,878,000	\$	-				
				20185			\$	2,878,000	HSIP			\$	2,878,000	\$	2,878,000				
							\$	-				\$	-	\$	-				
				Total FFY18-21			\$	3,262,000		\$	3,262,000	\$	3,262,000						
OR140: BEAR CREEK - AGATE RD.	Grind out the existing pavement and replace with new asphalt between MP 6.70-1.16	927	Exempt (Table 2) Safety		FFY2017	Planning													
				20135			\$	223,428	STP-FLX	\$	25,572	ODOT		\$	-				
				20135			\$	4,487	STP-FLX	\$	514	ODOT		\$	249,000				
				20135			\$	8,973	STP-FLX	\$	1,027	ODOT		\$	5,000				
				20135			\$	4,179,623	STP-FLX	\$	478,377	ODOT		\$	10,000				
							\$	-				\$	4,658,000		-				
				Total FFY18-21			\$	-		\$	-	\$	-						
				Total FFY18-21			\$	4,416,511		\$	505,489		\$	4,922,000					
I-5: CALIFORNIA - GOLD HILL	Repair or replace culverts, address scour and road embankment problems near culverts	928	Exempt (Table 2) Safety		FFY2018	Planning													
				20133			\$	300,293	STP-FLX	\$	34,370	ODOT		\$	-				
							\$	-			\$	334,663		-					
							\$	-			\$	-		-					
							\$	-			\$	-		-					
							\$	-			\$	-		-					
				Total FFY18-21			\$	300,293		\$	34,370		\$	334,663					
OR140: AVENUE G OR82	Structural overlay, deep base repair, add new striping and pavement markers	929	Exempt (Table 2) Safety		FFY2019	Planning													
				20100			\$	107,676	STP-FLX	\$	12,324	ODOT		\$	-				
				20100			\$	4,487	STP-FLX	\$	514	ODOT		\$	120,000				
				20100			\$	4,487	STP-FLX	\$	514	ODOT		\$	5,000				
				20100			\$	2,183,131	STP-FLX	\$	249,869	ODOT		\$	5,000				
							\$	-			\$	2,433,000		-					
				Total FFY18-21			\$	2,299,780		\$	263,220		\$	2,563,000					
OR82: CORRIDOR SOLUTIONS UNIT 2 PHASE 3 (MEDFORD)	Planting of vegetation for storm water treatment facilities.	930	Exempt (Table 2) Safety		FFY2017	Planning													
				21015			\$	-			\$	50,000	ODOT		\$	-			
							\$	-			\$	-		-					
							\$	-			\$	-		-					
				21015			\$	-			\$	250,000	ODOT		\$	-			
							\$	-			\$	-		-					
				Total FFY18-21			\$	-		\$	-		\$	300,000					
OR-99: BIRCH ST TO COLEMAN CK. CULVERT (PHOENIX)	Replace culvert, add sidewalks, bike lanes, pedestrian crossing, install signal prioritization on OR-99 Ashland to Central Point	931	Exempt (Table 3) Safety		FFY2017	Planning													
				20162			\$	627,096	STP-FLX	\$	71,774	ODOT		\$	-				
				20162			\$	1,381,528	STP-FLX	\$	158,122	ODOT		\$	688,870				
				20162			\$	417,155	STP-FLX	\$	47,745	ODOT		\$	1,539,650				
				20162			\$	3,721,833	STP-FLX	\$	\$1,265,747	ODOT		\$	464,900				
							\$	-			\$	4,987,580.00		-					
				Total FFY18-21			\$	6,147,612		\$	1,543,388		\$	7,691,000					
Subtotal ODOT Projects							\$	37,089,309		\$	2,847,020		\$	39,936,329	\$	810,000		\$	54,832,329

Appendix C

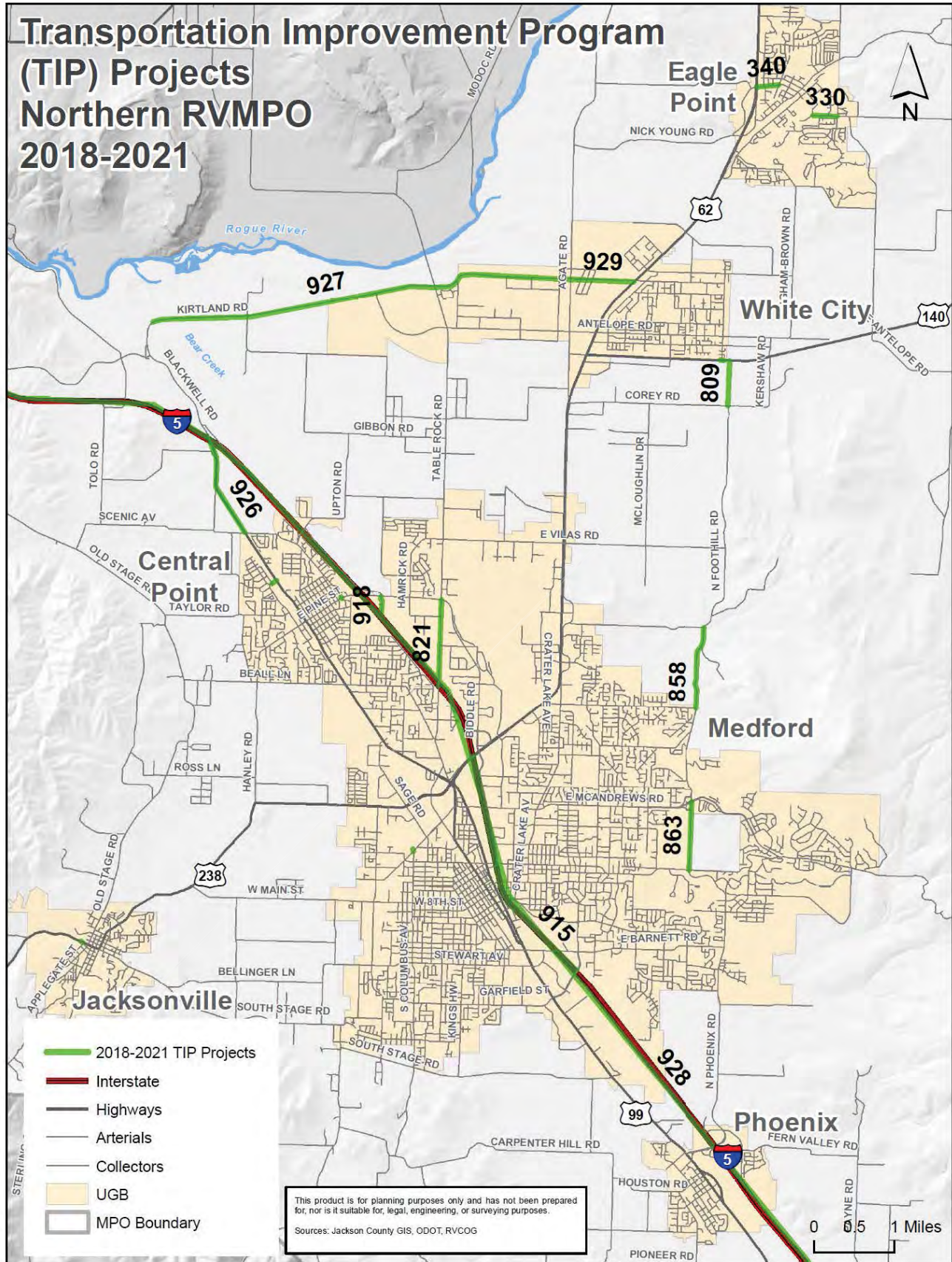
2018-2021 TIP Project List

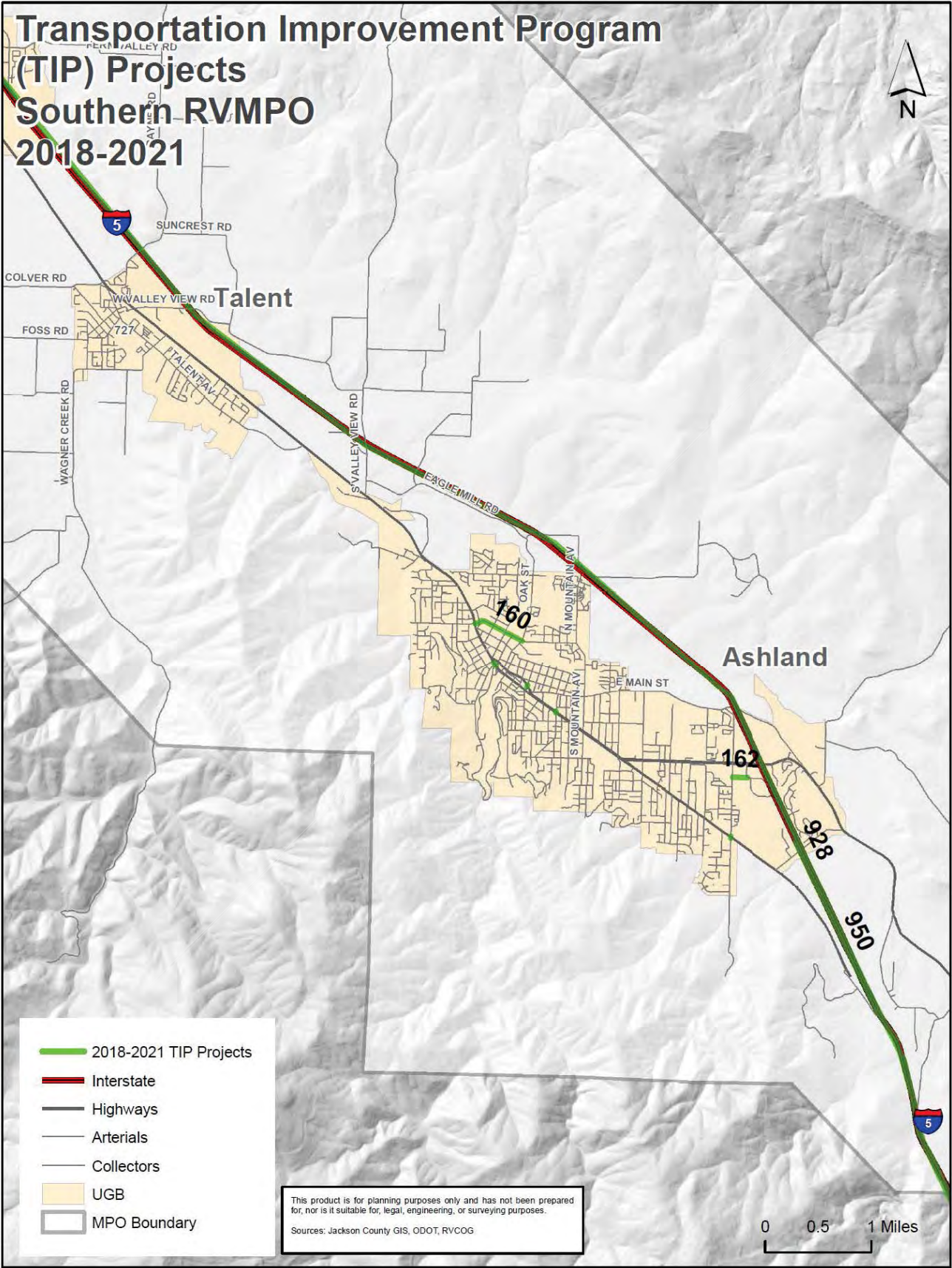
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source	\$	\$	Source	\$
Rogue Valley Transportation District (RVTD)														
Urban Operations Support (2017)		1059	Exempt (Table 2) - Operating assistance to transit agencies	19384	FFY2018	Other	\$ 2,550,000	FTA 5307	\$ 2,550,000	RVTD	\$ 5,100,000			\$ 5,100,000
Urban Operations Support		1060	Exempt (Table 2) - Operating assistance to transit agencies	19385	FFY2018	Other	\$ 2,600,000	FTA 5307	\$ 2,600,000	RVTD	\$ 5,200,000			\$ 5,200,000
Urban Operations Support		1065	Exempt (Table 2) - Operating assistance to transit agencies	21022	FFY2019	Other	\$ 3,150,000	FTA 5307	\$ 3,150,000	RVTD	\$ 6,300,000			\$ 6,300,000
Urban Operations Support		1066	Exempt (Table 2) - Operating assistance to transit agencies	21023	FFY2020	Other	\$ 3,300,000	FTA 5307	\$ 3,300,000	RVTD	\$ 6,600,000			\$ 6,600,000
Urban Operations Support		1067	Exempt (Table 2) - Operating assistance to transit agencies	21024	FFY2021	Other	\$ 3,450,000	FTA 5307	\$ 3,450,000	RVTD	\$ 6,900,000			\$ 6,900,000
Capitalization of Maintenance (MPO STP Transfer) (2017)		1066	Exempt (Table 2) - Rehabilitation of transit vehicles	19387	FFY 2018	Other	\$ 941,460	MPO STP	\$ 107,754	RVTD	\$ 1,049,214			\$ 1,049,214
Capitalization of Maintenance (MPO STP Transfer)		1067	Exempt (Table 2) - Rehabilitation of transit vehicles	19388	FFY 2018	Other	\$ 954,640	MPO STP	\$ 109,263	RVTD	\$ 1,063,903			\$ 1,063,903
Capitalization of Maintenance (MPO STP Transfer)		1093	Exempt (Table 2) - Rehabilitation of transit vehicles	21025	FFY 2019	Other	\$ 995,000	MPO STP	\$ 113,882	RVTD	\$ 1,108,882			\$ 1,108,882
Capitalization of Maintenance (MPO STP Transfer)		1094	Exempt (Table 2) - Rehabilitation of transit vehicles	21026	FFY2020	Other	\$ 1,018,000	MPO STP	\$ 116,515	RVTD	\$ 1,134,515			\$ 1,134,515
Capitalization of Maintenance (MPO STP Transfer)		1095	Exempt (Table 2) - Rehabilitation of transit vehicles	21027	FFY2021	Other	\$ 1,041,000	MPO STP	\$ 119,147	RVTD	\$ 1,160,147			\$ 1,160,147
RVTD Mass Transit Program (15-17)		1081	Exempt (Table 2) - Rehabilitation of transit vehicles	19915	FFY 2018	Other	\$ 426,218	MPO STP	\$ 48,783	RVTD	\$ 475,001			\$ 475,001
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1089	Exempt (Table 2) - Operating assistance to transit agencies	18894	FFY 2018	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1090	Exempt (Table 2) - Operating assistance to transit agencies	20049	FFY2019	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1091	Exempt (Table 2) - Operating assistance to transit agencies	20051	FFY 2020	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1092	Exempt (Table 2) - Operating assistance to transit agencies	20052	FFY2021	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
Subtotal RVTD Projects							\$ 18,353,162		\$ 13,174,439		\$ 31,567,661			\$ 31,567,661

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2018-2021 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Rogue Valley Council of Governments																
RMVPO 5303 Funds	Support Transit Planning through RTP & TIP	1014	Exempt (Table 2)			Planning					\$					
						Design					\$					
						Land Purchase					\$					
						Construction					\$					
				20610		FFY2019		\$	90,493	FTA 5303		\$10,357	RMVPO	\$	100,850	
		Total FFY18-21		\$	90,493			\$	10,357		\$	100,850		\$	100,850	
RMVPO Planning (FFY 2019)	Planning and Research	1015	Exempt (Table 2)			Planning					\$					
						Design					\$					
						Land Purchase					\$					
						Construction					\$					
				20610		FFY2019		\$	278,946	PL		\$31,927	ODOT	\$	310,873	
		Total FFY18-21		\$	278,946			\$	31,927		\$	310,873		\$	310,873	
RMVPO 5303 Funds	Support Transit Planning through RTP & TIP	1016	Exempt (Table 2)			Planning					\$					
						Design					\$					
						Land Purchase					\$					
						Construction					\$					
				20611		FFY2020		\$	90,493	FTA 5303		\$10,357	RMVPO	\$	100,850	
		Total FFY18-21		\$	90,493			\$	10,357		\$	100,850		\$	100,850	
RMVPO Planning (FFY 2020)	Planning and Research	1017	Exempt (Table 2)			Planning					\$					
						Design					\$					
						Land Purchase					\$					
						Construction					\$					
				20611		FFY2020		\$	278,946	PL		\$31,927	ODOT	\$	310,873	
		Total FFY18-21		\$	278,946			\$	31,927		\$	310,873		\$	310,873	
RMVPO 5303 Funds	Support Transit Planning through RTP & TIP	1018	Exempt (Table 2)			Planning					\$					
						Design					\$					
						Land Purchase					\$					
						Construction					\$					
				20612		FFY2021		\$	90,493	FTA 5303		\$10,357	RMVPO	\$	100,850	
		Total FFY18-21		\$	90,493			\$	10,357		\$	100,850		\$	100,850	
RMVPO Planning (FFY 2021)	Planning and Research	1019	Exempt (Table 2)			Planning					\$					
						Design					\$					
						Land Purchase					\$					
						Construction					\$					
				20612		FFY2021		\$	278,946	PL		\$31,927	ODOT	\$	310,873	
		Total FFY18-21		\$	278,946			\$	31,927		\$	310,873		\$	310,873	
Subtotal RVCOG Projects							\$	1,108,317		\$	126,852		\$	1,235,169		
Total RMVPO 2018-2021 RMVPO TIP Projects							\$	1,108,317		\$	126,852		\$	1,235,169	\$	120,842,356





Appendix D

2017-2042 RTP Project List

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Ashland									
120	Laurel St. RR Crossing	R/R X-ing improvements, surface improvements (175-ft, 0.03 Miles)	short	\$ 813,552				Exempt - Table 2 - Safety	PM10
160	Hersey St. N. Main to Oak St. Sidewalk	Sidewalk Construction (1,760-ft, 0.33 Miles)	short	\$ 829,000				Exempt - Table 2 - Air Quality	PM10
161	E. Nevada Street Extension	Extend street over Bear Creek to link roadway at Kestrel; sidewalks, bicycle lanes (675-ft, 0.13 Miles)	short	\$ 5,055,500				Non-Exempt	PM10
162	Independent Way	Extend street from Washington St to Tolman Creek Rd; sidewalks, bicycle lanes (715-ft, 0.13 Miles)	short	\$ 1,055,000				Non-Exempt	PM10
166	Chip Seal	project entails grading, prepping and installing a double chip seal on approximately 44,903 square yards of existing dirt roads within the Ashland City limits. (approx. 5.3 miles)	short	\$ 561,648				Exempt - Table 2 - Safety	PM10
				Short Range (2017-2021) Total	\$ 8,314,700	\$ 8,706,000			
163	Intersection Improvements: Ashland-Oak Knoll-E. Main	Realign intersection, install speed-reduction treatments (950-ft, 0.18 Miles)	medium	\$ 1,184,195				Exempt - Table 3	PM10
				Medium Range (2022-2030) Total	\$ 1,184,195	\$ 6,499,000	\$ -		
164	Normal Avenue Extension	Extend roadway to East Main; sidewalks, bicycle lanes (2,250-ft, 0.43 Miles)	long	\$ 5,916,032				Non-Exempt	PM10
165	Clear Creek Drive Extension	Extend road to connect with N. Mountain Ave. (2,000-ft, 0.38 Miles)	long	\$ 4,601,359				Non-Exempt	PM10
				Long Range (2031-2042) Total	\$ 10,517,391	\$ 12,754,000	\$ -		
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Central Point									
232	Twin Creeks Rail Crossing	Add new at grade crossing and signal, sidewalks at OR99 and Twin Creeks Crossing (1,080 ft)	short	\$ 3,900,000				Non-Exempt	PM10
233	E. Pine Street Downtown Improvement Projects	New Sidewalks, street lights, and new signals at 2nd and 4th Streets. New Pedestrian Crossing at 8th Street (1,600 ft, 0.3 miles)	short	\$ 5,000,000				Exempt-Table 3 - Signalization	PM10
234	W. Pine Street Reconstruction: Glenn Way to Brandon Ave	Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded (2,200 ft, 0.42 miles)	short	\$ 4,549,000				Exempt - Table 2 - Safety	PM10
				Short Range (2017-2021) Total	\$ 13,449,000	\$ 14,143,000			
215	OR 99: Traffic Calming Unit 3	Traffic Calming (300 ft)	medium	\$ 259,043				Exempt-Table 2 - Safety	PM10
227	W. Pine St., Hanley St. to Haskell St.	Widen to add center turn lane, bike lanes, sidewalks (no new travel lanes) (2,150 ft)	medium	\$ 3,286,685				Exempt-Table 2 - Safety	PM10
				Medium Range (2022-2030) Total	\$ 3,545,727	\$ 18,276,000	\$ -		
214	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidewalks (urban upgrade - no new travel lanes) (700 ft)	long	\$ 865,078				Exempt-Table 2 - Safety	PM10
219	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	long	\$ 1,751,803				Exempt-Table 3 - Channelization	PM10
224	Scenic Ave., 10th St. to Scenic Middle School	Widen to add continuous turn lane with bike lanes and sidewalks (no new travel lanes) (700 ft)	long	\$ 1,117,473				Exempt-Table 2 - Safety	PM10
				Long Range (2031-2042) Total	\$ 3,734,354	\$ 9,001,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Eagle Point									
330	Slevens Road - East Main Street to Robert Trent Jones	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,450 ft	short	\$ 2,700,000				Exempt - Table 2 - Safety	PM10
340	Linn Rd. OR62 to Buchanan	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 1,400 ft	short	\$ 2,098,000				Exempt - Table 2 - Safety	PM10
329	South Shasta Avenue - Alta Vista Road to Arrowhead Trail (Phase I)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,060 ft	short	\$ 450,000				Exempt - Table 2 - Safety	PM10
345	Slevens Road - Riley Road	Pedestrian Path to EP National Cemetery 1,750	short	\$ 300,000				Exempt - Table 2 - Air Quality	PM10
353	S. Royal Ave Improvements, Design & ROW	Design & ROW purchase for future urban upgrade to roadway	short	\$ 488,423				Exempt-Table 2 - Other	PM10
				Short Range (2017-2021) Total	\$ 6,036,423	\$ 6,626,000			
322	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail 2,500 ft	medium	\$ 150,000				Exempt-Table 2 - Air Quality	PM10
325	Arrowhead Trail - Black Wolf Ln to Pebble Creek Blvd	Extension (Collector) with Bike Lanes and Sidewalks 2,075 ft	medium	\$ 1,800,000				Non-Exempt	PM10
334	South Royal Avenue - OR62 to Loto Street	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,100 ft	medium	\$ 5,100,000				Exempt-Table 2 - Safety	PM10
323	Barton Road - Highway 62 to Havenwood	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,800 ft	medium	\$ 475,000				Exempt-Table 2 - Safety	PM10
327	Havenwood Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 690 ft.	medium	\$ 525,000				Non-Exempt	PM10
308	Sienna Hills Drive - Barton Road to UGB	Extension (Collector) with Bike Lanes and Sidewalks 700 ft.	medium	\$ 625,000				Non-Exempt	PM10
				Medium Range (2022-2030) Total	\$ 8,675,000	\$ 4,912,000			
343	Havenwood Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 575,000				Non-Exempt	PM10
344	Sienna Hills Drive - UGB to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks 710 ft	long	\$ 750,000				Non-Exempt	PM10
335	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 4,600 ft	long	\$ 1,500,000				Exempt-Table 2 - Safety	PM10
332	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 6,050 ft	long	\$ 750,000				Exempt-Table 2 - Safety	PM10
333	North Royal Avenue - Loto Street to Reese Creek Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks (no new travel lanes) 3,520 ft	long	\$ 1,500,000				Exempt-Table 2 - Safety	PM10
336	Hannon Road - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,000 ft.	long	\$ 1,600,000				Exempt-Table 2 - Safety	PM10
337	Nick Young Road - OR 62 to Hannon Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 600 ft.	long	\$ 375,000				Exempt-Table 2 - Safety	PM10
339	West Linn Road - OR 62 to Dahlia Terrace	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,880 ft.	long	\$ 1,800,000				Exempt-Table 2 - Safety	PM10
341	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 2,500 ft.	long	\$ 550,000				Exempt-Table 2 - Safety	PM10
342	South Shasta Avenue - Highway 62 to Arrowhead Trail (Phase II)	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 3,020 ft.	long	\$ 1,500,000				Exempt-Table 2 - Safety	PM10
346	Royal Ave/Old Highway 62 Intersection	Intersection Realignment	long	\$ 550,000				Exempt-Table 3 - Reconfiguration	PM10
347	Little Butte Park Pedestrian Bridge	New Pedestrian Bridge Near Teakwood	long	\$ 2,500,000				Exempt-Table 2 - Air Quality	PM10
348	S. Shasta Ave - Arrowhead Trail to Loto Street	Urban Upgrade (Collector) with Bike Lanes and Sidewalks (no new travel lanes) 4,500 ft.	long	\$ 650,000				Exempt-Table 2 - Safety	PM10
349	Cottonwood at Hwy 62	Realign Intersection	long	\$ 250,000				Exempt-Table 3 - Reconfiguration	PM10
350	Linn Rd at Hwy 62	Dual Left Turn Lanes	long	\$ 120,000				Exempt-Table 3 - Channelization	PM10
351	Onyx St Extension	Extension Collector with Bike Lanes and Sidewalks 1,250 ft.	long	\$ 225,000				Non-Exempt	PM10
352	Hwy 62 @ Rolling Hills Dr	Signalization	long	\$ 250,000				Exempt-Table 3 - Signalization	PM10
				Long Range (2033-2042) Total	\$ 15,445,000	\$ 8,289,000			

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Jackson County									
809	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector, add roundabout - 0.60 miles	short	\$ 2,500,000				Non-Exempt	PM10
810	Regional Active Transportation Plan	Planning Study	short	\$ 200,000				Exempt-Table 2 - Other	PM10
821	Table Rock Rd. I-5 Crossing to Biddle	Widen to 3 & 5 Lanes, curb, gutter, & Sidewalk + bike lanes - 0.96 miles (no new travel lanes)	short	\$ 7,883,540				Non-Exempt	PM10
858	Foothill Rd., Delta Waters to Dry Creek Rd.	Improve (widen) to rural major collector standards (no new travel lanes) - 6,800 ft, 1.28 miles	short	\$ 2,298,734				Exempt-Table 2 - Safety	PM10
873	Table Rock Rd. at Gregory	New traffic signal	short	\$ 350,000				Exempt-Table 3 - Signalization	PM10
874	Kirtland to Gold Ray	Rogue River Greenway extension - 0.31 miles	short	\$ 400,000				Exempt-Table 2 - Air Quality	PM10
881	Bear Creek Greenway: Hwy 140 Shared-Use Path	Bear Creek Greenway extension - 1.1 miles	short	\$ 588,836				Exempt-Table 2 - Air Quality	PM10
Short Range (2017-2022) Total					\$ 14,221,110	\$ 11,764,304			
859	Foothill Rd., Dry Creek Rd to Vilas Rd	Improve (widen) to rural major collector standards (no new travel lanes) - 1.1 miles	medium	\$ 2,220,366				Exempt-Table 2 - Safety	PM10
875	Gold Ray Rd, Blackwell Rd to Upper River Rd.	Rogue River Greenway extension - 1.6 miles	medium	\$ 2,000,000				Exempt-Table 2 - Air Quality	PM10
860	Foothill Rd., Vilas to Corey	Improve (widen) to rural major collector standards (no new travel lanes) - 1.7 miles	medium	\$ 3,286,685				Exempt-Table 2 - Safety	PM10
Medium Range (2023-2032) Total					\$ 7,507,051	\$ 4,000,000			
861	Table Rock Rd., Mosquito to Antelope	Widen to 2 lane road to 4 lanes (does not go through intersection) - 0.15 miles	long	\$ 2,191,123				Non-Exempt	PM10
870	Beall Ln. at Bursell	New traffic signal	long	\$ 438,225				Exempt-Table 3 - Signalization	PM10
876	Upper River Rd., Gold Ray Rd to RVMPO Boundary	Rogue River Greenway extension - 0.4 miles	long	\$ 1,500,000				Exempt-Table 2 - Air Quality	PM10
878	E. Vilas Rd, Medford city limits to McLoughlin	Improve (widen) to rural major collector standards (no new travel lanes) - 0.9 miles	long	\$ 1,815,000				Exempt-Table 2 - Safety	PM10
879	Wilson Rd, Upton to Table Rock	Improve (widen) to rural minor collector standards (no new travel lanes) - 1.25 miles	long	\$ 1,680,000				Exempt-Table 2 - Safety	PM10
880	Table Rock Rd, Biddle to Wilson	Install enhanced bicycle facility - 1.25 miles	long	\$ 850,000				Exempt-Table 2 - Air Quality	PM10
Long Range (2033-2042) Total					\$ 8,474,348	\$ 6,600,000			
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Jacksonville									
<i>No Short Range Projects Proposed</i>									
Short Range (2017-2021) Total			short	\$ -	\$ -	\$ 215,000	\$ -	-	
<i>No Medium Range Projects Proposed</i>									
Medium Range (2022-2030) Total			medium	\$ -	\$ -	\$ -	\$ -	-	
<i>No Medium Range Projects Proposed</i>									
Long Range (2031-2042) Total			long	\$ -	\$ -	\$ 485,000	\$ -	-	
Long Range (2031-2042) Total			Long Range (2031-2042)	\$ -	\$ -	\$ 787,000	\$ -	-	

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal 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, 2.76 miles	short	\$ 118,485,000				Non-Exempt	PM10/CO
906	I-5 S. Medford - N. Ashland Paving	Grid/inlay, 7.64 miles	short	\$ 7,358,000				Exempt - Table 2 - Safety	PM10/CO
907	Antelope Road, White City	CNG Fueling Station	short	\$ 2,213,575				Exempt - Table 2 - Air Quality	PM10
908	Jackson & Josephine Counties	Sign and Delineation Upgrades	short	\$ 729,191				Exempt - Table 2 - Safety	PM10
910	Jackson County	I-5: Barnett Road Overpass Deck Overlay; 0.05 miles	short	\$ 759,600				Exempt - Table 2 - Safety	PM10/CO
912	OR99 Ashland Creek Bridge	Repair Concrete Deterioration, Bridge #00274, 0.02 miles	short	\$ 660,460				Exempt - Table 2 - Safety	PM10
913	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location; 1 mile	short	\$ 14,715,185				Exempt - Table 2 - Safety	PM10
914	I-5 Southern Oregon	Install cable barriers at various locations; 122.7 miles	short	\$ 2,500,000				Exempt - Table 2 - Safety	PM10
915	I-5 Medford Viaduct Deck Overlay	Overlay deck, 0.5 miles	short	\$ 1,650,000				Exempt - Table 2 - Safety	PM10/CO
916	R-3 ADA Improvement Projects	ADA improvements at various locations	short	\$ 133,800				Exempt - Table 2 - Safety	PM10
917	Hwy 62 & Hwy 140 Intersection Improvements	Relocate signal, modify lane configuration; 1.02 miles	short	\$ 1,622,500				Exempt - Table 2 - Safety	PM10/CO
918	I-5 Exit 33 Off-Ramp Improvement Project	Construct 2nd right turn lane on the northbound off-ramp, 900 ft.	short	\$ 967,000				Exempt - Table 2 - Safety	PM10
919	Regionwide Rumble Strips	Install rumble strips at various locations	short	\$ 5,102,153				Exempt - Table 2 - Safety	PM10
920	I-5: Medford Viaduct Protective ROW Purchase	Purchase parcel of land abutting viaduct for protective right-of-way	short	\$ 1,000,000				Exempt - Table 2 - Safety	PM10
921	OR140: Exit 35 Blackwell Rd	Add center turn lane, widen shoulders, add bike path	short	\$ 5,775,000				Exempt - Table 2 - Safety	PM10
945	OR99: Rapp Road to Ashland	Reducing to 3 lanes, consolidating access, adding bike/ped improvements; 17 miles	short	\$ 3,341,000				Exempt - Table 2 - Safety	PM10
946	I-5 Bear Creek Bridges NB & SB: Scour Repair	Scour Repair, Bridges 08771N & 08771S; 0.08 miles	short	\$ 1,994,000				Exempt - Table 2 - Safety	PM10
950	I-5 California State Line - Ashland Paving	Grind/inlay, 11.45 miles	short	\$ 13,631,000				Exempt - Table 2 - Safety	PM10
953	OR99: Laurel Street Signal Upgrade	Upgrade traffic signal; 0.04 miles	short	\$ 620,000				Exempt - Table 2 - Safety	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 - Safety	PM10/CO
955	I-5 Medford Viaduct	Environmental Assessment Study	short	\$ 4,000,000				Exempt - Table 2 - Safety	PM10/CO
956	OR-99: Coleman Ck to Birch Street	Restripe Highway to add bike lanes, Add Sidewalks, Add Bus Signal Prioritization Ashland to Central Point; 0.7 miles	short	\$ 7,300,000				Exempt - Table 2 - Safety	PM10/CO
922	Freeman Rd @ Pine St. Intersection (Central Point)	Improve drainage and install raised island, enhance striping to include bike lane	short	\$ 121,000				Exempt - Table 2 - Safety	PM10
923	OR238: @ W. Main St.	Install roundabout and associated medians	short	\$ 3,800,000				Exempt - Table 2 - Safety	PM10
924	OR140: Atlantic Ave Intersection Improvements	Construct a roundabout and raised median to improve safety	short	\$ 2,208,000				Exempt - Table 2 - Safety	PM10/CO
925	OR99: Ashland Pedestrian Upgrades	Add street lighting at Ulm/3rd and Siskiyou/Morton, install traffic signal @ Main Street/Water, Add pedestrian signs and RRFB @ Siskiyou/Tolman Creek Rd.	short	\$ 1,112,000				Exempt - Table 2 - Safety	PM10
926	OR99: I-5 to Scenic Ave	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	short	\$ 3,262,000				Exempt - Table 2 - Safety	PM10
927	OR140: Bear Creek - Agate Rd	Grind out the existing pavement and replace with new asphalt between MP - 6.70-1.16	short	\$ 4,922,000				Exempt - Table 2 - Safety	PM10
928	I-5: California to Good Hill	Repair or replace culverts, address scour and road embankment problems near culverts	short	\$ 334,663				Exempt - Table 2 - Safety	PM10/CO
929	OR140: Avenue G - OR62	Structural overlay, deep base repair, add new striping and pavement markers	short	\$ 130,000				Exempt - Table 2 - Safety	PM10
930	OR62: Corridor Solutions Unit 2 Phase 3 (Medford)	Planting of vegetation for storm water treatment facilities	short	\$ 300,000				Exempt - Table 3 - Safety	PM10/CO
931	OR99 Birch St to Coleman Ck Culvert (Phoenix)	Replace culvert, add sidewalks, bike lanes, ped crossing, install signal prioritization on OR-99 Ashland to Central Point	short	\$ 7,691,000				Exempt - Table 2 - Safety	PM10/CO
961	OR140/OR238 Bridge & Culvert Rail Upgrades	Replace railings on three bridges that do not meet modern safety standards	short	\$ 844,001				Exempt - Table 2 - Safety	PM10
				Short Range (2017-2021) Total					
				\$	\$ 219,962,128	\$	\$ 219,962,128	\$	

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957	OR-99: Birch Street to Garfield	Add sidewalks and bikelanes; Upgrade Storm Drain; 1.8 miles	Medium	\$ 10,000,000				Exempt-Table 2 - Air Quality	PM10/CO
958	OR-99: Talent to Phoenix	Restripe to 3-lane cross section; Add transit pullouts; 2.6 miles	Medium	\$ 3,000,000				Exempt-Table 3 - Reconfiguration	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 - Reconfiguration	PM10
Medium Range (2022-2030) Total									
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;.05 miles	Long	\$ 15,000,000			\$ 20,000,000	Exempt-Table 3 - Reconfiguration	PM10
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; 2.8 miles no new travel lanes	Long	\$ 18,000,000				Exempt - Table 2 - Safety	PM10/CO
Long Range (2031-2042) Total									
				\$ 33,000,000	\$ 33,000,000	\$ 33,000,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal 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 (Approx. 5,100 LF)	short	\$ 13,000,000				Non-Exempt	PM10/CO
5012	Columbus Ave, McAndrews to Sage	New roadway section and urban upgrade: 5 lane major arterial	short	\$4,000,000				Non-Exempt	PM10/CO
5014	Delta Waters Rd, Provincial to Foothill	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 1,100 LF) no new travel lanes	short	\$1,200,000				Exempt - Table 2 - Safety	PM10/CO
5015	Springbrook at Spring	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$575,000				Exempt-Table 3 - Signalization	PM10/CO
5016	4th at Riverside	Add NBR lane (City/MURA) (Approx. 250 LF)	short	\$500,000				Exempt - Table 3 - Channelization	PM10/CO
5017	Main St at Barneburg	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$300,000				Exempt-Table 3 - Signalization	PM10/CO
5018	Crater Lake at Jackson	Add left-turn lanes on all approaches and protect movements (Intersection, total length approx. 500 LF)	short	\$2,500,000				Exempt - Table 3 - Channelization	PM10/CO
5020	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications (ITS Project, N/A)	short	\$400,000				Exempt - Table 2 - Safety	PM10/CO
				Short Range (2017-2022) Total	\$ 22,475,000	\$ 67,887,000	\$ -		
5024	Barnett at N. Phoenix	Widen and add WBR lane and second EBL lane (Intersection, approx. 500 LF) no new travel lanes	medium	\$500,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5025	Crater Lake at Delta Waters	Add EBL and WBL turn lanes and protect movements. Add EBR lane (Intersection, approx. 500 LF)	medium	\$2,500,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5026	Main at Columbus	Add NBL and SBL lanes and protect movements. Extend second WB lane further west. Add SBR lane. (Intersection, approx. 500 LF)	medium	\$1,500,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5027	Springbrook, Cedar Links to Delta Waters	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 2,500 LF) no new travel lanes	medium	\$3,500,000				Exempt-Table 2 - Safety	PM10/CO
5028	Highland, Siskiyou Blvd to E. Main	Widen to three lanes with bike lanes and sidewalks (Approx. 2,550 LF) no new travel lanes	medium	\$2,500,000				Exempt-Table 2 - Safety	PM10/CO
5029	Arterial or collector locations as needed	2070 signal controller upgrades (ITS, N/A)	medium	\$650,000				Exempt-Table 2 - Safety	PM10/CO
5031	10th Street Bridge at Bear Creek	Repair bridge (assume 80% federal share/20% city share – city share shown) (N/A, replace bridge)	medium	\$2,000,000				Exempt-Table 2 - Safety	PM10/CO
5032	Garfield, Holly to Kings Highway	Widen to provide curb, gutter, bike lanes and sidewalk (Approx. 2,700 LF) no new travel lanes	medium	\$1,602,000				Exempt-Table 2 - Safety	PM10/CO
				Medium Range (2023-2032) Total	\$14,752,000	\$ 52,283,000	\$ -		
5037	Hillcrest at N. Phoenix	Add EBR turn lane and provide signal overlap (Intersection, 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5038	McAndrews at Royal	Add second NBL lane from Royal onto McAndrews (Intersection, approx. 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5039	McAndrews at Springbrook	Add SBR lane (Intersection, approx. 200 LF)	long	\$750,000				Exempt-Table 3 - Reconfiguration	PM10/CO
5040	Black Oak, Hillcrest to Acorn	Widen to two lanes with curb, gutter and sidewalks (Approx. 1,500 LF), no new travel lanes	long	\$750,000				Exempt - Table 2 - Safety	PM10/CO
5041	Cherry Lane, N Phoenix Rd to Hillcrest	Widen to three lanes with bike lanes and sidewalks (eastern ¾) (Approx. 5,200 LF), no new travel lanes	long	\$2,500,000				Exempt - Table 2 - Safety	PM10/CO
568	Lear Way, Coker Butte to Vilas	Construct new two lane road with bike lanes and sidewalks (Approx. 4,700 LF)	long	\$2,500,000				Non-Exempt	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 - Safety	PM10/CO
5043	Foothill Rd, McAndrews to Delta Waters	Widen to three lanes with bike lanes and sidewalks (Approx. 7,000 LF), no new travel lanes	long	\$22,000,000				Exempt - Table 2 - Safety	PM10/CO
5044	Kings Hwy, South Stage Rd to Stewart Ave	Widen to three lanes with bike lanes and sidewalks (Approx. 7,400 LF), no new travel lanes	long	\$4,000,000				Exempt - Table 2 - Safety	PM10/CO
				Long Range (2033-2042) Total	\$34,200,000	\$ 125,574,000	\$ -		

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
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 - Church St length: .323 miles; Pine St. length: .238 miles	short	\$ 749,000				Exempt - Table 2 - Safety	PM10
634	North Couplet Pedestrian Crossing	Ped crossings & connection to Bear Creek Greenway with RRFB at 4th St & Main St and Bear Creek Drive (approx. 400 ft).	short	\$ 100,000				Exempt - Table 2 - Safety	PM10
		Short Range (2017-2021) Total			\$ 849,000	\$ 776,000			
628	Urban Reserve Areas PH-5, PH-10	Construct new street network - length: approx. 5.841 miles	Medium	\$20,000,000				Non-Exempt	PM10
629	Rose St, Oak to 1st	Install sidewalks - length: .218 miles	Medium	\$346,500				Exempt-Table 2 - Air Quality	PM10
630	Camp Baker Road, Hisinger to Colver	new or improved sidewalks on both sides - length: .258 miles	Medium	\$445,000				Exempt-Table 2 - Air Quality	PM10
631	Oak St. Rose to Main	Install sidewalks - length: .216 miles	Medium	\$363,000				Exempt-Table 2 - Air Quality	PM10
611	Colver Rd., First St. to 4th	Widen and construct sidewalks, bike lanes (no new travel lanes) .209 miles	Medium	\$ 595,000				Exempt-Table 2 - Air Quality	PM10
632	Colver Rd., First St. to Southern UGB Boundary	Construct multi-use path on east side - length: .410 miles	Medium	\$ 250,000				Exempt-Table 2 - Air Quality	PM10
		Medium Range (2022-2030) Total			\$ 21,999,500	\$ 2,307,000			
633	Hisinger, Colver Road to UGB Boundary	Total reconstruct with addition of bike lanes and sidewalks, stormwater management facilities (no new travel lanes) .450 miles	long	\$ 770,000				Exempt - Table 2 - Safety	PM10
		Long Range (2031-2042) Total			\$ 770,000	\$ 3,236,000	\$ -		
Talent									
732	W. Valley View Rd Safety Improvements	Road diet on W. Valley View from Hwy 99 to approx. 0.46 miles to east. Remove existing and repave and restripe bike and ped upgrades	short	\$ 537,000				Exempt-Table 2 - Safety	PM10
		Short Range (2017-2021) Total			\$ 537,000	\$ 1,793,000	\$ -		
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) - no new travel lanes, approximately 3,500 feet	medium	\$ 3,430,000				Exempt-Table 2 - Safety	PM10
728	Wagner St.: Talent Ave to West Valley View Rd.	Construct new collector street (50 feet), approximately 525 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), approximately 995 feet	medium	\$ 880,000				Exempt-Table 2 - Air Quality	PM10
		Medium Range (2022-2030) Total			\$ 5,040,000	\$ 2,607,000			
720	Railroad District Collector: Belmont Rd. to Rapp Rd.	Construct new railroad district collector street, approximately 5,135 feet	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) - no new travel lanes, approximately 400 feet	long	\$ 800,000				Exempt - Table 2 - Safety	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, approximately 4,415 feet	long	\$ 2,730,000				Non-Exempt	PM10
		Long Range (2031-2042) Total			\$ 7,630,000	\$ 3,881,000			

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PROJECT NUMBER	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
Rogue Valley Transportation District (RVTD)								
1085	Urban Operations Support, FFY2019	short	\$ 6,300,000				Exempt - Table 2 - Mass Transit	PM10/CO
1086	Urban Operations Support, FFY2020	short	\$ 6,600,000				Exempt - Table 2 - Mass Transit	PM10/CO
1087	Urban Operations Support, FFY2021	short	\$ 6,900,000				Exempt - Table 2 - Mass Transit	PM10/CO
1089	Urban Operations Support, FFY2017	short	\$ 5,100,000				Exempt - Table 2 - Mass Transit	PM10/CO
1090	Urban Operations Support, FFY2018	short	\$ 6,000,000				Exempt - Table 2 - Mass Transit	PM10/CO
1066	Capitalization of Maintenance (MPO STP Transfer, FFY2017)	short	\$ 1,049,214				Exempt - Table 2 - Mass Transit	PM10/CO
1067	Capitalization of Maintenance (MPO STP Transfer FFY2018)	short	\$ 1,063,903				Exempt - Table 2 - Mass Transit	PM10/CO
1093	Capitalization of Maintenance (MPO STP Transfer, FFY2019)	short	\$ 1,078,584				Exempt - Table 2 - Mass Transit	PM10/CO
1094	Capitalization of Maintenance (MPO STP Transfer, FFY2020)	short	\$ 1,093,488				Exempt - Table 2 - Mass Transit	PM10/CO
1095	Capitalization of Maintenance (MPO STP Transfer, FFY2021)	short	\$ 1,108,557				Exempt - Table 2 - Mass Transit	PM10/CO
1073	Valley Feeder	short	\$ 111,445				Exempt - Table 2 - Mass Transit	PM10/CO
1077	Drive Less Connect Outreach	short	\$ 149,000				Exempt - Table 2 - Mass Transit	PM10/CO
1084	Farebox Replacement System	short	\$ 764,516				Exempt - Table 2 - Mass Transit	PM10/CO
1081	Category A Vehicle Replacement	short	\$ 475,001				Exempt - Table 2 - Mass Transit	PM10/CO
1082	Vehicle Replacement	short	\$ 950,000				Exempt - Table 2 - Mass Transit	PM10/CO
1083	Mobility Management, Purchase Service	short	\$ 502,232				Exempt - Table 2 - Mass Transit	PM10/CO
1088	TDM Rideshare in 2017	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1089	TDM Rideshare in 2018	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1090	TDM Rideshare in 2019	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1091	TDM Rideshare in 2020	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
1092	TDM Rideshare in 2021	short	\$ 144,000				Exempt - Table 2 - Mass Transit	PM10/CO
Short Range (2017-2021) Total			\$ 39,965,920	\$ 39,965,920	\$ 39,965,920	\$ -	-	
<i>Medium Range Projects, Funding in Financial Chapter</i>								
Medium Range (2022-2030) Total			\$ 117,648,000	\$ 117,648,000	\$ 117,648,000	\$ -	-	
<i>Long Range Projects, Funding in Financial Chapter</i>								
Long Range (2031-2042) Total			\$ 213,749,000	\$ 213,749,000	\$ 213,749,000	\$ -	-	

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Federal Funds Needed	Conformity Status	Within PM10/CO Maintenance Areas
RVCOG									
1010	N/A	Planning and Research in 2017	short	\$293,523				Exempt-Table 2 - Other	
1011	N/A	Support Transit Planning through RTP & TIP in 2017	short	\$93,322				Exempt-Table 2 - Other	
1012	N/A	Planning and Research in 2018	short	\$293,523				Exempt-Table 2 - Other	
1013	N/A	Support Transit Planning through RTP & TIP in 2018	short	\$93,322				Exempt-Table 2 - Other	
1014	N/A	Planning and Research in 2019	short	\$293,523				Exempt-Table 2 - Other	
1015	N/A	Support Transit Planning through RTP & TIP in 2019	short	\$93,322				Exempt-Table 2 - Other	
1016	N/A	Planning and Research in 2020	short	\$293,523				Exempt-Table 2 - Other	
1017	N/A	Support Transit Planning through RTP & TIP in 2020	short	\$93,322				Exempt-Table 2 - Other	
1018	N/A	Planning and Research in 2021	short	\$293,523				Exempt-Table 2 - Other	
1019	N/A	Support Transit Planning through RTP & TIP in 2021	short	\$93,322				Exempt-Table 2 - Other	
No Long Range Projects Proposed				Short Range (2017-2021) Total	\$1,934,225	\$1,934,225	\$ -		
				medium	\$ -	\$ -	\$ -		
				Medium Range (2022-2030) Total	\$ -	\$ -	\$ -		
No Long Range Projects Proposed				long	\$ -	\$ -	\$ -		
				Long Range (2031-2042) Total	\$ -	\$ -	\$ -		
Total 2017 - 2042 RVMP0 RTP Projects				\$855,636,073	\$1,019,680,577	\$48,370,447		Federal Discretionary Funds Needed	

Appendix E

Exempt Projects Under 40 CFR 93-126 and 93-127

(Determination of Exempt/Non-Exempt Projects & Text of federal regulations)

93.126 Exempt Projects

The project list included in this AQCD was reviewed by the Interagency Consultation Group (IACG), and comments provided. One suggestion by an IACG member was to provide a summary of exactly how many projects are regionally-significant, exempt and non-exempt. Also, an explanation of the RVMPO's rationale for categorizing projects exempt under 93.126. These comments/questions are addressed below.

In August 2014, the RVMPO Policy Committee approved Regional Significance Screening Criteria to determine the exempt/non-exempt status of projects to be included in the air quality emissions analysis for transportation conformity requirements. For the 2017 Air Quality Conformity Determination (AQCD), the criteria listed below was used to determine project regional significance and exempt/non-exempt status. In addition, each of the non-exempt RTP projects' conformity status was updated to include the specific Table 2 & 3 sub-category (i.e., Safety, Air Quality, Signalization, etc.) to provide a rationale for the reasons a particular project is exempt.

There are 132 exempt and 20 non-exempt projects included in the 2017-42 RTP. All non-capacity adding urban upgrade projects (i.e., adding curbs, gutters, sidewalks) are consider Table 2 Safety projects. The 20 non-exempt projects are regionally-significant, and will be adding capacity (new travel lanes or constructing a new roadway).

RVMPO Regional Significance Screening Criteria

Background

This document is intended to serve as a tool for assisting with determining whether a roadway facility in the RVMPO planning area is "Regionally Significant" with respect to the air quality conformity requirements found in the Transportation Conformity Rule (40 CFR Part 93). The purpose is to provide pertinent information to the Interagency Consultation Group (IACG) on the characteristics that would normally be used to consider the regional significance of a transportation project and in particular one that is on a roadway facility classified as a Minor Arterial or lower. The IACG will make the final determination of regional significance on a case-by-case basis as needed, and additional criteria beyond what is being presented in this document may be used at the IACG's discretion.

The RVMPO shall provide initial determinations regarding exemption and significance status for each project to the interagency consultation group (IACG) for review and comment. Following consultation, the RVMPO shall make a final determination for the project pool.

Federal Conformity Rule Definition of Regional Significance

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals themselves) and would

normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Examples of Regionally-Significant Projects

Below are examples of projects which must be included in the network modeling for the regional emissions analysis for the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and amendments to RTP and TIP.

- **Interstates and Expressways**
 - New segment
 - Added through lane
 - Continuous auxiliary lane
 - New interchange
- **Other Principal Arterial**
 - New segment
 - Added through lane
 - Continuous auxiliary lane
 - New interchange
- **Rail and Fixed Guide-Way Transit**
- **Major expansion of fixed rail or fixed guide-way system**

Examples of Non-Exempt Projects that are not Regionally Significant

- Addition of thru traffic lanes on arterial roads that do not extend the full distance between major intersections
- Addition of thru traffic lanes on roads that are not functionally classified as an arterial or higher and do not serve regional transportation needs
- New collector roads that serve minor developments
- New or expanded park-and-ride lots that do not serve regional transportation needs
- New collector road overpasses

Regional Significance Screening Criteria

The proposed screening process is in two parts. Part 1 includes seven questions that should be addressed prior as part of the consultation process. Part 2 is applying the threshold criteria in Table 1(below) to determine if the project is regionally-significant, non-regionally significant, or requires consultation.

Part 1 – Initial Project Review

- 1.) What are the Exempt status and Functional Classification of the roadway project?

- A non-exempt project on a roadway facility classified as an Other Principal Arterial⁶ or higher, and in some cases minor arterials will generally be considered Regionally Significant.
- A project determined to be Exempt under 40 CFR 93.126 or 93.127 (see Appendix A) will generally be considered Non-Regionally Significant unless the IACG group determines that it will have regional impacts for any reason.

2.) Is the facility either included in the Regional Travel Demand Forecasting Model, or would it be if it does not currently exist?

- It is the practice of the RVMPO to include most “major” roadways (most major collectors and above) in order to improve model performance so if a roadway is not modeled it can generally be considered to be Non-Regionally Significant.

3.) Does the facility provide direct connection between two roadways classified as a Principal Arterial or higher?

- Direct connections between major principal arterials and in particular connections to the Interstate can generally be considered Regionally Significant.

4.) Does the facility provide the primary regional connectivity to a “Major Activity Center”?

- This is a criterion listed in the federal Regional Significance definition; however there can be different interpretations as to what constitutes a major activity center. Below is a list of general types of major activity centers, with specific locations to be determined on a case-by-case basis:
 - Major Hospitals and Regional Medical Centers
 - Central Business Districts of cities
 - Major Regional Retail Centers and Malls
 - Colleges and Universities
 - Tourist Destinations
 - Airports
 - Freight Terminals and Intermodal Transfer Centers
 - Sports Complexes

⁶ Other Principal Arterials serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways. For the most part, roadways that fall into the top three functional classification categories (Interstate, Other Freeways & Expressways and Other Principal Arterials) provide similar service in both urban and rural areas. The primary difference is that there are usually multiple Arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region. In contrast, an expanse of a rural area of equal size would be served by a single Arterial. (FHWA: *Highway Functional Classification Concepts, Criteria and Procedures*).

5.) Does the project add significant vehicular capacity?

- A project adding general purpose through lanes will typically be more significant than one that is adding “auxiliary” lanes or a continuous center turn lane or other projects that do not add significant roadway capacity.

6.) What is the length of the roadway segment being improved and what is the overall corridor length?

- Projects extending (or completing) long sections (typically greater than 1 mile) will tend to be more regionally significant.
- If the corridor is lengthy and there is an absence of other principal arterials in the vicinity then the roadway will tend to be more regionally significant.

7.) What is the current Average Daily Traffic of the roadway segment?

This is less important in determining Regional Significance although it will provide additional information to be considered along with the above criteria. Obviously high traffic segments will tend to be more correlated with the increased regional significance of a roadway.

New segments or added through lanes on arterials that are also associated with large land development projects may need AQ consultation even if the project is below the threshold in the table. Land development projects can be regionally significant when they have the potential to generate many trips or vehicle-miles of travel. Such developments are incorporated into the regional model during the update of socioeconomic forecasts, at the beginning of the update cycle for a new regional transportation plan.

TABLE 1	
RVMPO Thresholds of Regional-Significance for Transportation Projects	
Criteria A	
Interstate and Expressways	
Criteria A-1 Expansion Type	Criteria A-2 Threshold
a. New Segment	a. No Minimum (<i>regionally-significant</i>)
b. Added Through Lanes	b. No Minimum (<i>regionally-significant</i>)
c. Continuous Auxiliary Lanes	c. > ¼ mile (<i>regionally-significant</i>)
d. New Interchanges	d. No Minimum (<i>regionally-significant</i>)
e. Modification of Existing Interchanges	e. AQ Consultation Required
Criteria B	
Other Principal Arterials	
Criteria B-1 Expansion Type	Criteria B-2 Threshold
a. New Segment	a. No Minimum (<i>regionally-significant</i>)
b. Added Through Lanes	b. No Minimum (<i>regionally-significant</i>)
c. Continuous Auxiliary Lanes	c. > 1 mile (<i>regionally-significant</i>)
d. New Interchanges	d. No Minimum (<i>regionally-significant</i>)
e. Modification of Existing Interchanges	e. AQ Consultation Required
f. Separation of existing railroad grade crossings	f. Not regionally significant
Criteria C	
Minor Arterials	
Criteria C-1 Expansion Type	Criteria C-2 Threshold
a. New Segment	a. ¾ to 1 mile - AQ Consultation Required
b. New Segment	b. > 1 mile (<i>regionally-significant</i>)
c. Added Through Lanes	c. ¾ to 1 mile - AQ Consultation Required
d. Added Through Lanes	d. > 1 mile (<i>regionally-significant</i>)
e. Continuous Auxiliary Lanes	e. > 1 mile (<i>regionally-significant</i>)
f. Separation of existing railroad grade crossings	f. Not regionally significant
Criteria D	
Rail and Fixed Guide-way Transit	
Criteria D-1 Expansion Type	Criteria D-2 Threshold
a. New Route or Service	a. No Minimum (<i>regionally-significant</i>)
b. Route Extension with Station	b. > 1 mile from current terminus (<i>regionally-significant</i>)
c. Added track or guide-way capacity	c. > 1 mile (<i>regionally-significant</i>)
d. New Intermediate Station	d. AQ Consultation Required
Criteria E	
Bus and Demand Response Transit	
Criteria E-1 Expansion Type	Criteria E-2 Threshold
a. New Fixed Route	a. AQ Consultation Required
b. New Demand Response Service	b. Not Regionally Significant
c. Added Service to existing	c. Not Regionally Significant

Appendix A

40 CFR 93.126 and 93.127

§ 93.126 Exempt projects.

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see § 93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation. Table 2 follows:

TABLE 2—EXEMPT PROJECTS

Safety

Railroad/highway crossing.

Projects that correct, improve, or eliminate a hazardous location or feature.

Safer non-Federal-aid system roads.

Shoulder improvements.

Increasing sight distance.

Highway Safety Improvement Program implementation.

Traffic control devices and operating assistance other than signalization projects.

Railroad/highway crossing warning devices.

Guardrails, median barriers, crash cushions.

Pavement resurfacing and/or rehabilitation.

Pavement marking.

Emergency relief (23 U.S.C. 125).

Fencing.

Skid treatments.

Safety roadside rest areas.

Adding medians.

Truck climbing lanes outside the urbanized area.

Lighting improvements.

Widening narrow pavements or reconstructing bridges (no additional travel lanes).

Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.

Purchase of support vehicles.

Rehabilitation of transit vehicles ¹.

Purchase of office, shop, and operating equipment for existing facilities.

Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).

Construction or renovation of power, signal, and communications systems.

Construction of small passenger shelters and information kiosks.

Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).

Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.

Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet ¹.

Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.

Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:

Planning and technical studies.

Grants for training and research programs.

Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Noise attenuation.

Emergency or hardship advance land acquisitions (23 CFR 710.503).

Acquisition of scenic easements.

Plantings, landscaping, etc.

Sign removal.

Directional and informational signs.

Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

NOTE: ¹ In PM₁₀ and PM_{2.5} nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

[62 FR 43801, Aug. 15, 1997, as amended at 69 FR 40081, July 1, 2004; 71 FR 12510, Mar. 10, 2006; 73 FR 4441, Jan. 24, 2008]

§ 93.127 Projects exempt from regional emissions analyses.

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 3 of this section are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. The local effects of projects with respect to PM₁₀ and PM_{2.5} concentrations must be considered and a hot-spot analysis performed prior to making a project-level conformity determination, if a project in Table 3 also meets the criteria in § 93.123(b)(1). These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 of this section is not exempt from regional emissions analysis if the MPO in consultation with other agencies (see § 93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason. Table 3 follows:

TABLE 3—PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES

Intersection channelization projects.

Intersection signalization projects at individual intersections.

Interchange reconfiguration projects.

Changes in vertical and horizontal alignment.

Truck size and weight inspection stations.

Bus terminals and transfer points.

[58 FR 62235, Nov. 24, 1993, as amended at 71 FR 12511, Mar. 10, 2006]

Appendix F

Description of Public and Agency Participation

Opportunities for Public and Agency Participation

Overview

This section provides additional detail about how both the general public and key agencies participated in the development of this conformity determination, the 2017-2042 Regional Transportation Plan (RTP) and the 2018-2021 Transportation Improvement Program. It includes Mail Tribune newspaper notices (newspaper of record for Jackson County, Medford, RVMPO and RVCOG) regarding various outreach activities and the legal notice for the public hearing held by the RVMPO Policy Committee on adoption of this conformity determination and the plan and program.

RVMPO Public Participation Plan

The RVMPO 2014 Public Participation Plan was followed in development of this conformity determination and the corresponding RTP and TIP. The Public Participation Plan describes activities and procedures to be followed in the course of developing these documents as well as desired outcomes. The activities described below conducted for this conformity determination are consistent with the Public Participation Plan, which is consistent with 23 CFR 450.316, metropolitan planning, interested parties participation and consultation. Detailed records of all activities described below are maintained in RVCOG offices, 155 N. 1st St., Central Point.

RVMPO Committee Meetings

Throughout development of the 2017-2042 RTP, 2018-2021 TIP, and conformity determination - including project selection - three RVMPO standing committees meet regularly in publicly announced meetings. All meeting notices and background material are posted on the web, www.rvmppo.org.

- RVMPO Public Advisory Council met bimonthly. Membership is appointed by the RVMPO Policy Committee and includes representation from all RVMPO jurisdictions.
- RVMPO Policy Committee met monthly, with all meetings announced to the news media and to about 100 interested parties. Members are appointed by each RVMPO jurisdiction, including the public transportation provider and ODOT.
- RVMPO Technical Advisory Committee, the standing committee for consultation on air quality under OAR 340-252-0060, met monthly, with all meetings announced to the news media and about 90 interested parties. Membership includes staff from all member jurisdictions and FHWA, Oregon DEQ, ODOT and Department of Land Conservation and Development,

All meeting materials and summary meeting minutes are posted on the RVMPO web site, www.rvmppo.org.

Detailed records of consultation are on file with Rogue Valley Council of Governments, 115 N. First St., Central Point, OR.

Outreach

Outreach on the 2017-42 RTP and 2018-21 TIP began in the summer, 2016. RVMPO member jurisdictions were asked to update their projects included in the 2017-42 RTP and 2018-21 TIP.

The 2017-42 RTP, 2018-21 TIP, and AQCD reflects public input in several areas including:

1. Projects: adding new projects to the 2017-42 RTP and 2018-21 TIP
2. Amending the 2017-42 RTP to remove completed projects.

Projects selected to receive regional funds in the TIP are evaluated on several factors including impacts on air quality.

All comments received specific to this document are summarized with RVMPO responses in Appendix G.

Outreach efforts illustrated on the following pages are:

1. Legal Notice (with affidavit of publication) announcing comment period.
2. Newspaper display ad printed in the Mail Tribune for RTP, TIP & AQCD public workshop.

AQCD Interagency Consultation

Opportunities for agencies to participate in this analysis occurred throughout the development process. Agencies consulted were ODOT, ODEQ, FHWA and FTA. A summary is provided in section 2.1 of the main document. The RVMPO consulted with the Interagency Consultation Group (IACG) on the Pre-Analysis Consensus Plan which is provided in Appendix H. Meeting summaries are included below.

**NOTICE OF PUBLIC HEARING: REQUEST FOR COMMENT
ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION
- 2017-2042 Regional Transportation Plan
- 2017-2042 Air Quality Conformity Determination
- 2018-2021 Transportation Improvement Program**

The Rogue Valley Metropolitan Planning Organization (RVMPO) Policy Committee, Jackson County, State of Oregon, will hold public hearing beginning at 2 p.m., March 28, 2017, during the Policy Committee meeting at the Rogue Valley Council of Governments, 155 N. 1st St., Central Point. The hearing will address adoption of an updated Regional Transportation Plan (RTP) with an Air Quality Conformity Determination (AQCD), and the 2018 – 2021 Transportation Improvement Program (TIP). The RTP, TIP and AQCD fulfill federal requirements (23 CFR Part 450) and U.S. Clean Air Act (and amendments) for a long-range multimodal transportation plan and a short-range project programming document with a current AQCD in the Medford urbanized area which includes RVTB, portions of Jackson County and the cities of Ashland, Talent, Phoenix, Medford, Jacksonville, Central Point and Eagle Point.

The 2042 RTP and 2021 TIP fulfill federal requirements (23 CFR Part 450) for a long-range multimodal transportation plan and a short-range project programming document in the Medford urbanized area. The AQCD contains analysis showing that state and federal limits set for transportation-related pollutants (carbon monoxide in the Medford Urban Growth Boundary area, and particulates -- PM10 -- in the Medford-Ashland Air Quality Maintenance Area) will not be exceeded with the implementation of local transportation projects and anticipated growth at least through 2042 (as required under 40 CFR Part 93 and OAR 340-252).

Please comment in writing to 155 N. First Street, P.O. Box 3275, Central Point, OR 97502 or offer testimony in person during the public hearing. Copies of the draft 2042 RTP, 2021 TIP, AQCD, and staff report are available online at www.rvmopo.org, or can be requested by emailing dmoore@rvcog.org or by calling (541) 423-1361. In addition, copies are available at the RVCOG office at the above address. Copies of the draft 2042 RTP, 2021 TIP and AQCD also are available for review at public libraries within the RVMPO planning area. Please direct your comments to Dan Moore. Written comments submitted before 5 p.m., March 20, 2017, will be incorporated into written staff report for the public hearing. *If assistance is needed to participate in this meeting please contact the RVMPO at the Rogue Valley Council of Governments office: (541) 664-6674. Notification of at least 24 hours prior to the meeting will assist staff in providing reasonable accommodation.*

This public hearing notice is being used to meet the public participation requirements for the Federal Transit Administration's Program of Projects.

February 21, 2017

Regional Transportation Planning Public Workshop

Regional Transportation Plan 2017-2042 2018-2021 Transportation Improvement Program & Air Quality Conformity Determination

Rogue Valley Metropolitan Planning Organization

2 p.m. Tuesday, February 28, 2017

Rogue Valley Council of Governments
155 N. First St., Central Point

Identifying federally funded, regionally significant projects for motorists, bicyclists, pedestrians and transit users. **Join the discussion** of how more than **\$830 million** will be used.

Projects for: **Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, Rogue Valley Transportation District, Oregon Department of Transportation.**



Appendix G

Public and Agency Comments Received and Responses During Public Comment Period

Comments Received During Comment Period

The RVMPO held a formal 30-day public comment period February 27, 2017 to March 28, 2017, and a public hearing on March 28, 2017. Activities during the comment period are described in Appendix G. Record of all activities during comment period are on file at RVCOG, Central Point, OR.

**2017-2042 RVMPO RTP
Comments Responses**

#	Source	Comment Summary	RVMPO Response
1	RVTD	Not sure if it's worth mentioning that RVTD actually uses the 5310 funds to for operations but contracts with a vendor to provide the service so for us, it's considered "contracted service" which is at the 10.27% match rate (a major benefit for the district). Links below on the materials for reference. https://www.oregon.gov/ODOT/PT/PROGRAMS/5310ApplicationInstructions.pdf just an FYI	No Response. The comment was for information purposes only.
2	RVTD	P. 5-16: TransLink serves 7 counties (Jackson, Josephine, Coos, Curry, Douglas, Lake and Klamath) but we also provide transportation statewide when members need to travel to places like Portland, Eugene and even Pendleton.	Will revise this section of the RTP to add the information provided.
3	RVTD	p. 5-16: the service we provide is considered "non-emergency medical transportation" or NEMT for short.	Will revise this section of the RTP to add the information provided.
4	RVTD	P. 5-16: Not sure what "financial management" means.	Will provide a definition for "financial management" or revise to make clear.
5	RVTD	p. 5-16: OMAP has not been used for many years. They call it DMAP "division of medical assistance program".	Will revise this section of the RTP to add the information provided.
6	RVTD	p. 5-16: TransLink also works with newly formed CCOs "Coordinated Care Organizations" who have been delegated the NEMT benefit from OHA. These CCOs contract with us to provide the NEMT benefit.	Will revise this section of the RTP to add the information provided.
7	RVTD	RVTD also operates a dial-a-ride program in the Upper Rogue communities called the Rogue Valley Connector. The intent is to connect those rural communities with either our fixed route or Valley Lift services. We are in the process of modifying how that service will be delivered but our intention is to have what's called a point deviation route which essentially has regular stops along Hwy 62 but will deviate when requested. It's essentially the a combination fixed route and dial-a-ride.	Will revise this section of the RTP to add the information provided.
8	RVTD	Clarification: The preferred language to use instead of door-to-door is "origin-to-destination". You might also want to include the service is complementary (equivalent) to the service provided through our fixed route service meaning it runs the same days, times and general area as our regular buses do.	Will revise this section of the RTP to add the information provided.
9	RVTD	P. 9-8: DMAP vs. OMAP	Will revise this section of the RTP to add the information provided.

Appendix G
Public and Agency Comments Received and Responses
During Public Comment Period

**2017-2042 RVMPO RTP
Comments Responses**

#	Source	Comment Summary	RVMPO Response
10	RVTD	p. 9-8: RVTD too uses STF funding as match to other transportation funds such as DD53 and Title XIX Medicaid Non-Medical. Since the STF funds must be allocated as in and out of district, RVTD uses out- of-district funds to fund our rogue valley connector in the upper rogue area. This year we actually allocated funds to help JCT with their Rogue Valley Commuter (commuter line between GP and Medford) for FY 2018-19.	Will revise this section of the RTP to add the information provided.
11	ODOT	3/7/2017 - ODOT Region 3 noticed there were a couple of projects missing from the TIP. W. VALLEY VIEW RD SAFETY IMPROVEMENTS (TALENT) and OR99: BIRCH ST TO COLEMAN CK. CULVERT (PHOENIX)	The draft TIP and RTP project lists were finalized and released for public comment on February 28, 2017. These projects will be amended into the 2018-21 TIP and 2017-42 RTP later this fall.
12	ODOT	Technical Advisory Committee: Please add the second ODOT representative as "vacant."	Will revise this section of the RTP to add the information provided.
13	ODOT	Does Talent have 1 or 2 representatives to the TAC?	Each MPO jurisdiction is allowed two TAC members; one planner and one public works.
14	ODOT	8.3 Project List There are a number of projects that are local jurisdictional projects that are inconsistent with the RTP: Eagle Point: Project 330 (TSP calls for an arterial, RTP identifies it as a collector) Project 347 – 351 (various projects – not in the TSP or shown to be financially constrained.) ODOT: Project 951 and 960 - Please move to Tier 2 Project 918 - Typo – please change 1-5 to I-5 Phoenix: Project 630, 611 and 633 (Project	Eagle Point is working on a TSP amendment to make projects consistent with RTP. The RVMPO will amend the RTP to match Phoenix's project #'s 630, 611 and 633 with what is in their TSP and the same for Talent's project # 717. Staff will move the two ODOT projects to Tier 2 and fix the typo.

**2017-2042 RVMPO RTP
Comments Responses**

#	Source	Comment Summary	RVMPO Response
15	Medford	Section 1.4 Plan Consistency, Page 1-9. Comment: Need more explanation about what constitutes "consistency" between local TSPs and the RTP.	Section 1.4 will be revised to include language from the Transportation Planning Rule (TPR), OAR 660-012-0016, which specifies actions for consistency between TSP's and the RTP.
16	Medford	Goals, Policies & Potential Actions, Goal 1, Performance Indicators, Page 2-3, Growth in transit, pedestrian and bicycle use. Comment: How can this be achieved w/projecting growth in car usage and decline in other?	Performance Indicators are used to measure progress in achieving RTP goals & policies. The RTP performance evaluation completed for the 2017-42 RTP indicates that transit, biking and walking will decline in future years while vehicle trips increase.
17	Medford	Goals, Policies & Potential Actions, Goal 3, Page 2.4, "Identify and utilize transportation investments to foster compact, livable, and <u>unique</u> communities. Comment: "unique" seems strange for wording.	The word "unique" was included in the previous RTP goal and carried forward to the 2017 - 2042 RTP.
18	Medford	Goals, Policies & Potential Actions, Goal 8, Page 2-8, Policy 8-4, Support transportation projects which will serve commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development. Comment: What exactly are resource extraction lands?	Extraction lands within the MPO include sand and gravel operations.
19	Medford	Goals, Policies & Potential Actions, Goal 8, Page 2-9, Potential Action, Explore the feasibility of developing interurban freight delivery systems. Comment: What is this?	Interurban freight delivery systems include looking at innovative ways of delivering freight between cities within the MPO without disrupting traffic flow and impeding parking.
20	Medford	5.3 Transit System, Page 5-15, Comment: what is the name of the study referenced in last paragraph?	Staff will include the name of the study into Section 5.3.
21	Medford	Page 8.2, Medford RTP project list. Comment: Change project #5043 - Foothill Rd: McAndrews to Delta Waters to 5-lanes	At this time, the MPO will need to process an RTP amendment to change the description of the project from 3-lanes to 5-lanes."
22	Medford	Table 9.3.2: 2017-2042 Revenue Assumptions, Medford "Other" revenue \$12.1M OTIB loan. Comment: or \$10M?	The RTP revenue forecast provided by the City of Medford shows a \$12.1M OTIB loan in short range."
23	Medford	Appendix B, Page 8-11, Table B-12 RVMPO Benchmark Analyses. Comment: 2014 benchmark analysis shows the Measures 4, 5 & 6 did not reach the 2010 benchmarks. Is this a result of changing TODs to Activity Centers? If so, shouldn't benchmarks be re-evaluated?	The MPO is currently conducting the 2015 Alternative Measures Benchmark Analysis. In the coming months, the TAC will be presented with the results and solicited for feedback on this matter."

Appendix H

Pre-Analysis Consensus Plan

Pre-analysis Consensus Plan for Transportation Conformity

2017- 2042 Regional Transportation Plan

2018-2021 Transportation Improvement Program

October 19, 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 2018-21 TIP.

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;

- 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. 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

This scenario is unlikely to happen, but if the emissions modeling shows the RVMPO exceeding the PM₁₀ emissions budget, then the MPO 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 estimated through Jackson County maps (GIS) has been declining. Also, the RVMPO is programming and planning projects that add curbs, gutters, sidewalks and bicycle lanes to arterial and collector streets, encouraging non-motorized travel, reducing truck 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 provides a summary of the exhaust (and brake/tire wear) emission modeling inputs, their source and rationale and identifies where they are (or are not) consistent with emission inputs used to establish SIP budgets.

Table 2: RVMPO inputs to MOVES2014a, PM₁₀

Summary of 2017-2042 RTP Conformity Modeling Elements			
Parameter	Value	Consistent with SIP?	Source/Notes
Vehicle Emission Model	MOVES2014a	n/a	Latest version of MOVES
PM ₁₀ Fugitive Dust, Paved Roads	EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)	Yes, with updated factors	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)	Yes, with updated factors	Unpaved road travel activity estimates from ODEQ combined with emission factors from SIP/MP
Pollutants Reported	PM ₁₀	n/a	Budgets from ODEQ/EPA Medford-Ashland SIP/MP
Analysis Years	2017, 2027, 2037, 2042	n/a	Confirmed under IAC
Nonattainment Season	Annual, based on SIP conformity budget for PM ₁₀	Yes	Per SIP/MP, as confirmed under IAC
Analysis/Planning Areas	PM ₁₀ : Medford/Ashland Air Quality Maintenance Area	Yes	Will need to spatially apportion countywide data to the smaller planning area
MOVES Input - Fleet VMT	To be developed from TPAU modeling	Consistent	Will use PM ₁₀ Maintenance

Summary of 2017-2042 RTP Conformity Modeling Elements			
Parameter	Value	Consistent with SIP?	Source/Notes
by HPMSVType	network vehicle VMT, apportioned by current statewide HPMS travel splits to be provided by ODOT	approach, updated values	Area shapefile to extract VMT within planning area
MOVES Input - Vehicle Populations by Source Type	Based on 2016 DMV data from ODEQ for passenger car, light truck, motorcycle and motorhome counts, with use of MOVES default splits for other SourceType categories	Consistent approach, different values	Satisfies “latest planning assumption” requirements as confirmed under IAC
MOVES Input - Fleet Age Distributions	Based on 2016 DMV data from ODEQ for passenger car, light truck, motorcycle and motorhome counts, with MOVES defaults for other SourceType categories	Consistent approach, updated values	Satisfies “latest planning assumption” requirements as confirmed under IAC
MOVES Input - Road Type VMT Distributions	Develop from link-level travel model vehicle VMT outputs from TPAU (model version 4.2) with road type identified	Consistent approach, updated values	Confirmed under IAC
MOVES Input - Vehicle Speed Distributions	Develop from link-level travel model vehicle VMT and speed outputs from TPAU (model version 4.2) by time of day	Consistent approach, updated values	MOVES speed distributions are VHT, not VMT based
MOVES Input - Temporal VMT Allocations (Monthly, Daily, Hourly)	MOVES defaults	n/a	Confirmed under IAC
MOVES Input - Fuels/Properties	Latest Jackson County MOVES fuel properties data used by ODEQ	Consistent approach, updated values	Confirmed under IAC
MOVES Input - Meteorology	MOVES default meteorology values by month and hour for Jackson County as used by ODEQ	Uncertain ^a	Confirmed under IAC
MOVES Input - I/M	Not applicable	Yes	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 from TPAU (model version 4.2) if possible, otherwise MOVES default ramp fractions	n/a	Confirmed under IAC

^a Hourly meteorology inputs for PM₁₀ emissions in SIP not fully documented.

During interagency consultation on October 11, 2016, a question arose over the use of alternative emission factors in MOVES to account for Oregon’s adoption of the California light-duty vehicle emission standards in the conformity modeling. RVMPO plans to take credit for adopted controls based on 40 CFR 93.122(a)(3)(i-iv). The state has adopted the controls in question. Although not specifically listed in the SIP, 93.122 allows the RVMPO to take credit for these measures due to state adoption. Thus, we performed the conformity modeling using alternative emission rate tables developed by EPA/OTAQ to account for Oregon’s adoption of California light-duty vehicle standards (starting with model year 2009). These alternative rates were supplied to MOVES using the model’s “Manage Input Datasets” feature. In preparing the conformity report the RVMPO will modify the MOVES Inputs table (Table 2 in the consensus plan) to incorporate this revision.

The MOVES2014a model will be executed in the “Inventory” calculation mode to develop estimates of on-road vehicle fleet exhaust (and brake/tire wear) emissions (in tons/year)

within the Medford AQMA PM₁₀ planning area. A total of eight model runs will be generated (4 calendar years × 2 transit scenarios). As agreed under interagency consultation, the MOVES runs do incorporate alternative emission factors reflective of Oregon’s adoption of California light-duty vehicle emission certification standards (beginning with model year 2009)

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. Details on unpaved dust mileage, ADT and emission factors will be based on data provided by ODEQ.

Table 3: Medford-Ashland Silt-Loading Factors

Location	Silt Factor (grams/mile²)
Interstate 5	0.015
White City High ADT Roads	1.35
White City Low ADT Roads	3.4
White City Industrial Roads	11.0
Medford Ashland AQMA High ADT	0.19
Medford Ashland AQMA Low ADT	0.54

The remaining pages of the Pre-Analysis Consensus Plan include; EPA Adequacy Finding letter, Federal Register Adequacy Finding, Appendix A – Table 4: Draft 2017 – 2042 RTP projects.

REC'D MAR 07 2016



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10

1200 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.

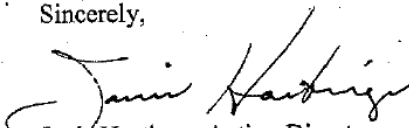
The LMP was submitted to the EPA on December 11, 2015, and a supplement was submitted on December 30, 2015. We announced receipt of the LMP on the EPA's Office of Transportation and Air Quality web site on January 21, 2016, and requested public comment on the on-road portion of the LMP by no later than 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 (e) (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

		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.
(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);	Yes	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.
(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	Yes	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.
(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).	Yes	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.
93.118 (e) (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.	Yes	The State supplied proof of public notices and a public hearing. ODEQ received no comments on this LMP.

*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.

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
Total				\$ 7,515,828	\$ 7,635,000	\$ -		
Central Point								
Ashland Short Range (2017-2021)								
			Total	\$ 7,515,828	\$ 7,635,000	\$ -		
Central Point								
			Total	\$ 10,200,000	\$ 11,473,000	\$ -		
Eagle Point								
Central Point Short Range (2017-2021)								
			Total	\$ 10,200,000	\$ 11,473,000	\$ -		
Eagle Point								
			Total	\$ 10,200,000	\$ 11,473,000	\$ -		
Jackson County								
Eagle Point Short Range (2017-2021)								
			Total	\$ 5,548,000	\$ 6,626,000	\$ -		
Jackson County								
			Total	\$ 5,548,000	\$ 6,626,000	\$ -		
Jacksonville								
Jackson County Short Range (2017-2021)								
			Total	\$ 11,333,540	\$ 9,253,000	\$ 2,080,540		
Jacksonville								
No Short Range Projects Proposed								
			Total	\$ -	\$ -	\$ -		
Jacksonville Short Range (2017-2021)								
			Total	\$ -	\$ -	\$ -		

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	\$ 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				\$ 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				\$ 1,197,000	\$ 776,000	\$ 421,000		
Talent								
<i>No Short Range Projects Proposed</i>								
Talent Short Range (2017-2021) 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				\$ 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	W/thin 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>								
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
				Total	\$ 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
				Total	\$ 14,752,000	\$ 52,283,000		
Medford Medium Range (2022-2030)								

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
				Total	\$ 2,307,000	\$ 19,632,500		
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
				Total	\$ 5,040,000	\$ 2,607,000	\$ 2,433,000	
Rogue Valley Transportation District (RVTD)								
<i>Medium Range Projects, Funding in Fiscal Chapter</i>								
				medium	\$ 117,648,000			
				Total	\$ 117,648,000	\$	-	
				Total Medium Range (2022-2030)				
					\$ 199,285,155	\$ 229,017,000	\$ 28,329,233	Funds Needed
								Medium Range Discretionary Funds Available
								Short Range Discretionary Funds Carryover
								Balance
								\$ 32,131,000
								\$ 6,977,460
								\$ 10,779,227

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	

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
				Total	\$ 6,600,000	\$ 21,307,771		
Jacksonville								
<i>No Long Range Projects Proposed</i>								
				long	\$ -			
				Total	\$ 787,000	\$ -		
ODOT								
Jacksonville Long Range (2031-2042)								
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	
				Total	\$ 33,000,000	\$ 33,000,000	-	
ODOT Long Range (2031-2042)								

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 Financial Chapter</i>	long	\$213,794,000				
		RVTD Long Range (2031-2042)	Total	\$213,794,000	\$ 213,794,000			
		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	