Rogue Valley
Metropolitan Planning Organization

Air Quality Conformity Determination

for
2013-2038 Regional Transportation Plan

2012-2015 Metropolitan Transportation Improvement Program, *as Amended*

Adopted by RVMPO Policy Committee, March 26, 2013

U.S. Department of Transportation Conformity Determination, April 26, 2013

Published by:

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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) 2013-2038 Regional Transportation Plan and the amended 2012-15 Metropolitan Transportation Improvement Program current federal and state on-road air quality requirements will continue to be met in Medford and in the Medford-Ashland Air Quality Maintenance Area.

Analysis of future travel conditions shows that estimates of emissions of carbon monoxide within the Medford urban growth boundary and particulate matter within the Air Quality Maintenance Area are lower than permitted in corresponding state maintenance plans, which set emissions budgets. Tables below show emissions budgets and summarize estimated emissions.

Estimates were made on conditions that 1)included an assumed continuation of existing public transit service, and 2) because such service is not fiscally constrained in the 2038 RTP, travel estimates without transit service in the region. ***RVMPO is conforming the RTP and amended TIP on both assumptions.***

Table of Carbon Monoxide Emissions

	2015	2020	2028	2038
CO Budget	26,693 lbs/day	32,640 lbs/day	32,640 lbs/day	32,640 lbs/day
Estimated CO Emissions *with* Transit Service	22,734 lbs/day	20,918 lbs/day	18,483 lbs/day	22,015 lbs/day
Estimated CO Emissions *without* Transit Service	22,889 lbs/day	20,981 lbs/day	18,521 lbs/day	22,072 lbs/day

Table of Particulate Emissions

	2015	2020	2028	2038
PM_{10} Budget	3,754 tons/year	3,754 tons/year	3,754 tons/year	3,754 tons/year
Emissions *with* Transit Service	1,649 tons/year	1,769 tons/year	1,970 tons/year	2,213 tons/year
Estimated PM_{10} Emissions *without* Transit Service	1,647 tons/year	1,770 tons/year	1,972 tons/year	2,214 tons/year

The purpose of this document

An AQCD is required whenever the Regional Transportation Plan (RTP) or Metropolitan Transportation Improvement Program (MTIP) is updated, or every four years, whichever comes first. The U.S. Department of Transportation (USDOT) conformed the current RTP April 27, 2009. 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 carbon monoxide (CO) and particulate matter (PM_{10}) will be met. Specifically:

Carbon Monoxide—The area encompassed by the Medford urban growth boundary (UBG) was re-designated from nonattainment to attainment by the U.S. Environmental Protection Agency (EPA) in 2002, and the emissions budget shown above for CO from transportation (mobile) sources was deemed adequate to maintain air quality.

PM_{10}—The area within the Medford-Ashland Air Quality Maintenance Area, which is entirely within the RVMPO planning area, was re-designated from nonattainment to attainment by EPA in 2006, and the emissions budget shown above for PM_{10} from transportation (mobile) sources was deemed adequate to maintain air quality.

Although the conformity area for each pollutant differs, the process for showing conformity is similar. Analysis by the RVMPO found that through the horizon of the RTP (2038) and the MTIP (2015), and in intervening years, emissions from transportation will not exceed emission budgets, as shown in the tables 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 Medford and Ashland, 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 2013-2038 plan will go into effect, as will any necessary amendment to the 2012-2015 MTIP.

Basis of the analysis

The analysis uses computer models to project the amounts of CO and PM_{10} anticipated in the respective control areas 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 2038 RTP and amended 2015 MTIP all current federal and state requirements for on-road transportation emissions within the planning area will be met. For the Medford UGB area, this means that on-road transportation-related emissions of CO will not exceed the budget for CO established by Oregon Department of Environmental Quality and approved by EPA in 2002. For the entire Medford-Ashland Air Quality Maintenance Area, an area within the RVMPO planning area, PM_{10} 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.

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

Resolution Number 2013 - 2
Rogue Valley Metropolitan Planning Organization - Policy Committee
Adoption of Air Quality Conformity Determination for the RVMPO 2013-2038 Regional Transportation Plan and the 2012-2015 Transportation Improvement Program - Amended

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 2013-2038 Regional Transportation Plan (RTP) and the 2012-2015 Amended 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 2013-2038 RTP and 2012-2015 amended 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 2038 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 2013-2038RTP and the 2012-2015 amended 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 26th day of March, 2013.

Michael G. Quilty, MPO Policy Committee Chair

U.S. Department of Transportation
Federal Highway Administration

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503.399.5749

U.S. Department of Transportation
Federal Transit Administration

Region 10
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Seattle, Washington 98174-1002
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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 (PM_{10}) 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 PM_{10} (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/rm

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1.0 OVERVIEW

This document is prepared by the Rogue Valley Metropolitan Planning Organization to demonstrate conformity of the 2013-2038Rogue Valley Regional Transportation Plan (RTP) and the amended 2012-2015 Metropolitan Transportation Improvement Program (MTIP) 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 2038 RTP and the amended 2015 MTIP are within emission budgets for area pollutants.

1.2 Changes Since Last Conformity Determination

USDOT conformed the amended RVMPO 2034 plan on April 27, 2009. Then on June 27, 2012, USDOT conformed the RVMPO's 2012-2015 MTIP and amendments to the 2034 plan. (notifications in Appendix B). A new conformity determination is necessary for adoption of an updated, 2038 RTP, extending the planning horizon by four years. The update and this conformity include updating land use assumptions, network and other travel data and updating inputs to EPA's Mobile6.2 emissions model.

The updated RTP adds new, financially constrained collector streets in some jurisdictions and these have been represented in an update to the travel demand model. Major projects – an expressway linking Medford and White City, in the central MPO area, and a new Interstate 5 interchange in Phoenix – are carried forward from the current plan and program. As is typical for RVMPO, most projects are exempt from conformity because they do not add network capacity, rather they and 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.

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 (PM_{10} 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 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 designated as a maintenance area for carbon monoxide (CO) and the AQMA is designated as a maintenance area for particulate matter of less than 10 microns (PM_{10}). See Figure 1on page 4 and Appendix A 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 CO maintenance area designated 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 (AQMQ). All gasoline-powered motor vehicles registered to owners living within the 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. 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.

Status of PM_{10}

EPA approved the PM_{10} 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 AQMA is shown on Figure 1.

There have been no violations of the NAAQS for PM_{10} since 1993. As with CO conformity, demonstration of PM_{10} conformity relies on compliance with federal and state conformity regulations.

1.4 Purpose of this Determination

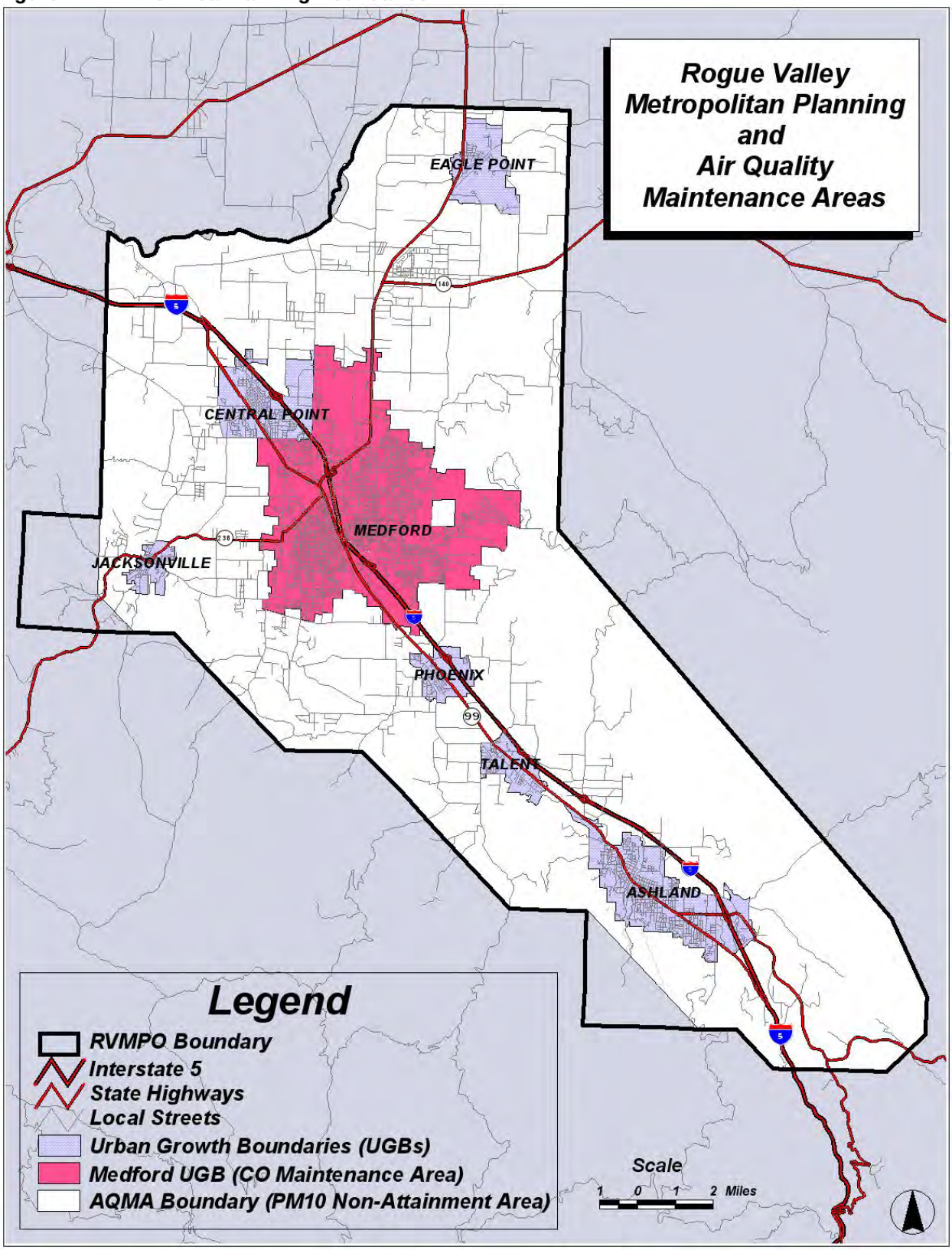
The RVMPO 2013-2038 RTP serves as the federally-required long range transportation plan, and the 2012-2015 MTIP as the short-range implementing program for projects in the Medford Urbanized Area. Federal and state regulations require these plans to demonstrate conformity to the State Implementation Plan. These regulations provide the basis for the RVMPO's issuance of a determination that projects in the 2038 RTP and amended 2015 MTIP 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, and the Rogue Valley Transportation District. 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 MTIP, (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 & PM_{10}

This section addresses state and federal requirements for both the Medford CO conformity determination and the Medford-Ashland AQMA PM_{10} conformity determination, and describes how those requirements have been fulfilled. The analysis for determining conformity is described in this section, with details and additional information in Appendices C and D.

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 MTIP was June 27, 2012 (see Appendix B). A new or amended RTP or MTIP must be shown to demonstrate conformity with the SIP before the plan and program are adopted by the RVMPO. On March 26, 2013, the RVMPO Policy Committee is expected to adopt an updated plan, the 2013-2038 RTP, and any amendments to the currently conforming 2015 MTIP that are necessary to maintain the MTIP's consistency with the RTP. To take these actions the RVMPO Policy Committee also must adopt this conformity determination.

The amended 2038 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 MTIP 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 MTIP. 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 Aug. 30, 2012 by publishing the RVMPO Pre-Analysis 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 Nov. 30, 2012, by taking the following actions:

1. Obtained from ODEQ most recently available county motor vehicle registration data (2011), and started developing Mobile registration data inputs (Nov. 29, 2012).
2. Coordinated with ODOT (Transportation Planning Analysis Unit) to begin running updated travel demand model to generate VMT estimates. Model updates based on land use, network and transit assumption developed by RVMPO (Nov. 28,2012).

Consultation partners concurred that analysis for this conformity began Nov. 30, 2012. The full record of consultation is kept in the RVCOG office in Central Point.

Opportunities for public review and comment began in September 2012 with publication of pre-analysis consensus plan on RVMPO web site, www.rvmpo.org, and discussion at an RVMPO TAC meeting. Other opportunities included advertised public meetings of RVMPO committees. The formal public comment period, from Feb. 25, 2013, to March 26, 2012, and a RVMPO Policy Committee public hearing on March 26, 2012, were advertised at committee meetings, newspaper ads, and public presentations. Additionally, a public, advertised workshop on the draft 2038 RTP, amendments to the 2015 MTIP and this conformity document was held by the RVMPO on Feb. 26, 2013. All meetings and hearings were held at RVCOG offices in Central Point, and were accessible by public transportation.

Table 1: Summary Schedule of public outreach and consultation

Date	Contact	Description
Aug. 30, 2012	Interagency Group	Published RVMPO Pre-Analysis Plan; distributed among interagency partners; posted on www.rvmpo.org
Sept. 12, 2012	RVMPO Technical Advisory Committee	Presented analysis plan to TAC for review, discussion
Sept. 27, 2012	Interagency Group	Consultation with ODEQ, ODOT, EPA, FTA, FHWA on analysis plan; notes in RVMPO files
Nov. 13, 2012	ODEQ	Request updated, local vehicle registration data
Nov. 30, 2012	Interagency Group	Sent formal notice of beginning conformaty analysis; sought concurrence by Dec. 13 (memo in RVMPO files
Dec. 13, 2012	Interagency Group	No agency objection to notice of conformity analysis begun Nov. 30, 2012
Jan. 9, 2013	RVMPO TAC	Presented results of emissions analysis, with and without future transit service; sought comments
Jan. 15, 2013	RVMPO Public Advisory Council	Discussed conformity process and presented full analysis results; sought PAC and public comments. Announced public workshop Feb. 26
Jan. 17, 2013	Interagency Group	Distributed Agency Draft of the 2013 AQDC for review
Jan. 22, 2013	RVMPO Policy Committee	Discussed conformity process and presented full analysis results; sought comments. Announced public workshop Feb. 26. Offered to make presentations to interested jurisdiction groups, committees.
Feb. 5, 2013	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
Feb. 13, 2013	RVMPO TAC	Discussed conformity process, RTP update. Offered to make presentations to interested jurisdiction groups, committees. Announced public workshop Feb. 26
Feb. 25, 2013	Public	Legal notice and advertising announcing public comment period beginning on draft 2038 RTP, amended 2015 MTIP and draft AQCD; all drafts and supporting documents announced as available at RVCOG, public libraries and www.rvmpo.org.
Feb. 26, 2013	RVMPO Policy Committee, public	Advertised, public workshop to review and discuss draft 2038 RTP, amended 2015 MTIP and draft AQCD. Copies of all documents available at meeting
March 13, 2013	RVMPO TAC	Formal recommendation to Policy Committee on adoption of draft RTP, AQCD and MTIP amendments
March 19, 2013	RVMPO PAC	Formal recommendation to Policy Committee on adoption of draft RTP, AQCD and MTIP amendments
March 26, 2013	RVMPO Policy Committee	Public hearing and adoption of draft 2038 RTP, amended 2015 MTIP and draft AQCD.

Additionally, prior to beginning conformity process, RVMPO engaged the public in allocating federal Surface Transportation Program and Congestion Mitigation and Air Quality Program funds for 2014 and 2015. Over a period of several months, RVMPO committees updated criteria and evaluation processes for awarding federal funds (STP and CMAQ) to projects. This update process was advertised periodically in the news media and all staff memos and meeting

discussion were available online. Subsequently, the availability of federal transportation funds and RVMPO committee meetings to discuss allocations were advertised, discussed in public meetings, and public comments were recorded through the fall/winter of 2011/2012. The process concluded with a Policy Committee public hearing and adoption of the 2015 MTIP and amended into the RTP in January 2012.

Content of Transportation Plans
40 CFR 93.106

The 2013-2038 RTP 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.)

Employment forecasts were based on the Jackson County Comprehensive Plan, consultation with the Oregon Employment Department, Oregon Office of Economic Analysis, U. S. Bureau of Economic Analysis and review of an Economic Opportunities Analysis performed in the region in May 2007, as well as consensus of the RVMPO TAC and Policy Committee.

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 (2013-18), medium (2019-27) and long (2028-38). 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 2038 transportation network is composed of the 2006 base transportation network modified by projects completed through 2007, projects now under construction, projects programmed in the 2012-2015 amended MTIP, and the medium- and long-range projects in the RTP financially constrained project list.

Project lists for both the 2038 RTP and the amended 2012-2015 MTIP in Appendix E reflect all amendments through March 26, 2013, the date of the RVMPO public hearing and adoption of the draft 2038 RTP, amendments to the 2015 MTIP and this AQCD.

Fiscal Constraint for Transportation Plans and MTIPs

40 CFR 93.108

Transportation plans and MTIPs 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 MTIP financial analyses and demonstrates financial constraint. Appendix E contains the lists of 2012-15 MTIP projects and financially constrained projects in the amended 2013-38 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 amended 2013-38 RTP and programmed in the FFY 2012-2015 MTIP 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 2 Financial Constraint Assessment

Description	2013-2038 RTP	FFY 2012-15 MTIP
Total Expenditures	$996,190,000	$288,930,645
Total Revenue	$1,021,041,000	$288,930,645
Difference Between Revenues & Expenditures	$24,850,000	$0

Additional detail on the financial projections used to constrain the projects in the RTP and the MTIP, are shown in the MTIP document and Part 6 of the 2013-38 RTP, www.rvmpo.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 MTIP, 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 areas that have been designated by EPA as CO and PM_{10} maintenance areas. CO and PM_{10} maintenance plans (State Implementation Plans, SIPs) were approved by EPA on Sept. 23, 2002, and Aug. 18, 2006, respectively. The area within the Medford Urban Growth Boundary is designated a CO maintenance area and the Medford-Ashland Air Quality Maintenance Area (AQMA) is the designated PM_{10} maintenance area. Therefore, the conformity test applied in both cases is the motor vehicle budget test as specified in 40 CFR 93.118.

The RVMPO travel demand model 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 MTIP, 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 MTIPs, 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 Nov. 30, 2012, when RVMPO 1) Obtained from ODEQ the most current available county motor vehicle registration data (2011), and started developing Mobile registration data inputs on Nov. 29, 2012, and 2) Coordinated with ODOT (Transportation Planning Analysis Unit) to begin running updated travel demand model to generate VMT estimates on Nov. 28,2012. Model updates were based on land use, network and transit assumption developed by RVMPO in collaboration with member jurisdictions. Analysis was completed in Dec. 28, 2012. In the interim, no new planning assumptions came to light.

Key assumptions are based on population and employment forecasts for the modeled area's 786 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 2038 RTP is defined as shown in Appendix E. The TAZs cover the entire RVMPO planning area, which contains both the AQMA area for PM_{10} conformity and the Medford Urban Growth Boundary area for CO conformity. Therefore, all travel estimates for CO and PM_{10} 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 3 below.

Population

The population projections are based on county level forecasts by the Oregon Office of Economic Analysis, with population distributed among all Jackson County cities and county rural area by Jackson County, as established in the 2007 update of the Jackson County comprehensive land use plan population element, and amended in 2012. The RVMPO travel demand model is consistent with the county population estimates.

Employment

Employment forecasts were based on consultation with the Oregon Employment Department, Oregon Office of Economic Analysis, U. S. Bureau of Economic Analysis and review of an Economic Opportunities Analysis performed in the region in May 2007, as well as consensus of each jurisdiction separately, the RVMPO TAC and Policy Committee. The 2006 base year employment numbers come from data supplied from the Oregon Employment Department in February 2008. Data were geocoded to location and sorted from narrow North American Industry Classification System (NAICs) codes to eleven broader employment categories used in the RVMPO travel demand model. Employment projections were based on county-level employment sector forecasts by the Oregon Employment Department and forecasts by the Oregon Office of Economic Analysis, with adjustment s provided by each jurisdiction and collectively by the RVMPO TAC. Additionally, the 2007 Economic Opportunities Analysis of the region was reviewed in consultation with OED and members of the RVMPO TAC and Policy Committee. Contemporaneously, the city of Medford conducted and economic opportunities analysis for the city, which also was consulted. Future employment was distributed to the TAZ level based on current land use and employment data, in consultation with each jurisdiction.

Table 3: RVMPO Population, Employment

Analysis Year-	**2015**	**2020**	**2028**	**2038**
Population	190,968	211,238	232,636	262,088
Employment	81,369	89,869	108,439	119,081

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 2028 and 2038 conformity analysis years), which extend byond 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 interagency consultation 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

Financial analysis for the 2013-2038 RTP finds that the resources that are reasonably expected to be made available for Rogue Valley Transportation District 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 an increase to property taxes, 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 in was determined that the most appropriate course of action would be for RVMPO to demonstrate conformity under two transit scenarios: 1) Sufficient funds are identified and existing transit service is maintained through 2038; and 2) Sufficient funds are not identified and so service reductions are required. This process produces two sets of emissions estimates by which conformity is demonstrated. Under both alternatives the region meets the budget tests in the appropriate SIPs.

For the first scenario, existing transit service was incorporated in the RVMPO travel demand model. 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. A project in the 2015 MTIP and RTP has increased transit service by several hours a week by extending service into weekday evenings and Saturdays, starting in early 2012. Identified funds are limited to three years, however, so no change in mode choice is being made.

For the second scenario, the travel model was 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 would look like, it was agreed that removing transit entirely from the travel model would be the most protective of the airshed. Resulting Vehicle Miles Traveled (VMT) estimates are greater that what would be expected with reduced transit service.

Latest Emissions Model
40 CFR 93.111

The emissions calculations for this conformity determination were performed using factors derived from the U.S. Environmental Protection Agency's (EPA's) approved model, MOBILE6.2.03 as presented in Appendix C for CO conformity and Appendix D for PM_{10} conformity. The interagency consultation group consisting of ODEQ, ODOT, FHWA, FTA and EPA reviewed and agreed to all critical assumptions used in running MOBILE6, as well as the option to use MOBILE rather than newly approved Motor Vehicle Emissions Simulator (MOVES) model to generate emission rate estimates. EPA on March 2, 2010, approved the MOVES model for estimating emissions from motor vehicles for certain transportation conformity analyses including regional conformity. At the same time, EPA approved a two-year conformity grace period for MOVES implementation. Subsequently, EPA extended the grace period for regional conformity to three years (until March 2, 2013, at which time use of MOVES would become mandatory).

RVMPO began this analysis Nov. 30, 2012 and chose to proceed with the MOBILE estimates 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.

EPA guidance on latest planning assumption (December 2008), directs that "The time analysis begins is to be defined through interagency consultation." Therefore, RVMPO obtained interagency concurrence that analysis for this conformity began Nov. 30, 2012, when RVMPO:

1. Obtained from ODEQ most recently available county motor vehicle registration data (2011), and started developing Mobile registration data inputs (Nov. 29, 2012).
2. Coordinated with ODOT (Transportation Planning Analysis Unit) to begin running updated travel demand model to generate VMT estimates. Model updates based on land use, network and transit assumption developed by RVMPO (Nov. 28,2012).

Basic parameters for running MOBILE6.2 are summarized on Table 4 below.

Table 4: MOBILE6.2 Assigned Parameter Values

Parameter	Value	Source
Emission Model/Version	MOBILE6.2.03	EPA
Pollutants Reported	CO, PM_{10}	ODEQ/EPA—Medford-Ashland Maintenance Plans
Analysis Years	2015, 2020, 2028, 2038	Medford-Ashland Maintenance Plans, inter-agency consultation
Emission Months	CO: January PM_{10}: January & July	Medford-Ashland Maintenance Plans
Time Period	24 hours	EPA
Vehicle Class	County & Regional Registration Data	ODEQ
Speeds	Model-assigned Defaults	EPA
Min/Max Temperatures (F)	Winter: 23.7 -- 45.7 Summer: 52.9 – 91.1	Medford-Ashland Maintenance Plans
Fuel Reid Vapor Pressure	Winter: 13.6 Summer: 9	Medford-Ashland Maintenance Plans
Absolute Humidity	Winter: 30.9 Summer: 48.5	Medford-Ashland Maintenance Plans
Inspection/Maintenance Program	Gasoline-, diesel-powered vehicles 20 yrs. and newer, reg. in AQMA. Inputs defined for CO analysis (see sample, Appendix C)	ODEQ
Anti tampering Program	Part of inspection program. (see sample, Appendix C)	ODEQ
Fuel Program	Oregon Ethanol Fuel Program. Inputs defined for CO analysis (see sample, Appendix C)	ODEQ

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 PM_{10} 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. Jackson County and Medford have fulfilled this obligation. Those jurisdictions and others in the RVMPO area typically use Congestion Mitigation and Air Quality funds to update street-cleaning equipment (see MTIP and RTP project lists in Appendix E).

Currently Conforming Transportation Plan and MTIP

40 CFR 93.114

The current RTP was adopted on March 24, 2009 and conformed on April 27, 2009. The plan has been subsequently amended and conformed. The most recent conformity determination on the RTP and MTIP was June 27, 2012 (see Appendix B), for adoption of the 2012-2015 MTIP.

Motor Vehicle Emissions Budget

40 CFR 93.118

The motor vehicle budgets established in the CO and PM_{10} maintenance plans were used to demonstrate conformity.

Analysis Years

Consistency with the respective budget must be demonstrated for the last year of the transportation plan's forecast period (2038), 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 -- 2015, 2020, 2028 and 2038 -- were identified through interagency consultation as being required for the CO and PM_{10} conformity determinations. The analysis years and their purpose are shown on the Table 5 below.

Table 5: Conformity Analysis Years

Pollutant	2015	2020	2028	2038
CO	Budget Year	Budget Year	Intermediate Year	RTP Horizon
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 MTIP that can be represented in the travel demand model were included in the analysis.

Details regarding conformity analysis for each pollutant are described below.

Carbon Monoxide (CO)

EPA approved the Medford CO maintenance plan, with a daily transportation emissions budget, effective September 23, 2002. Formal notice of approval is in Appendix A. The CO maintenance area designated is the Medford Urban Growth Boundary, as shown on Figure 1. The budget is shown in the Table 6 below.

Table 6: Carbon Monoxide Budget for Medford Urban Growth Boundary

Year	2015	2020 and after
Budget	26,693 lbs/day	32,640 lbs/day

There has not been a violation of the CO NAAQS in the maintenance area since 1991. While data show that CO levels are in compliance with the NAAQS, demonstration of conformity relies upon compliance with the federal and state conformity regulations. Daily emissions of CO within the Medford Urban Growth Boundary must be shown to be less than the budget amounts shown above.

Particulates (PM_{10})

EPA approved the PM_{10} 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 PM_{10} NAAQS in the maintenance area since 1993. While data show that PM_{10} levels are in compliance with the NAAQS, demonstration of conformity relies upon compliance with the federal and state conformity regulations. Annual emissions of PM_{10} across the entire AQMA must be shown to be less than the budget amounts shown above.

2.3 Regional Emissions Analysis & Methodology

This section provides details about how state and federally required procedures for conducting a conformity determination were carried out in this analysis.

Procedures for determining regional transportation-related emissions
40 CFR 93.122

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 was estimated consistent with ODEQ guidance and the CO and PM_{10} SIPs and was 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 2012 with land use and demographic data described in this document, and calibrated and validated to 2006. The model was peer reviewed in fall 2008.

The RVMPO model was developed primarily to address an immediate need for a travel demand forecasting tool that could be used to support development of the region's RTP in a manner consistent with MPO transportation planning responsibilities established by USDOT, the Oregon Transportation Planning Rule, and EPA for air quality conformity. Development of the model consisted primarily of calibrating and validating the JEMnR model for local conditions. JEMnR, Joint Estimation Model in R statistical programming language, was first validated in 2001, based on household activity and travel surveys in the mid-1990s involving all Oregon MPOs and 11 counties. ODOT and the MPOs jointly estimated a travel demand model for all MPO areas based on the survey data.

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/2.

Specific data obtained from the model for this analysis included volumes and VMT 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 CO and PM_{10} maintenance plans 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 Total On-Road Transportation Emissions – PM_{10} section beginning on page 18.)

Transportation Network

All fiscally constrained, regionally significant projects expected in the CO and PM_{10} maintenance areas 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 MTIP. 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 2006 base year travel network was augmented by projects expected to be completed by the analysis year. So the 2015 network consists of the base network and projects completed between 2006 and 2015.

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. Conformity also is being demonstrated without transit service factored into the travel demand model, because existing service is not fiscally constrained (see details in the Transit section under 2.2 Criteria and Procedures, page 11).

Emissions Factors

As required by 40 CFR 93.111, the EPA-approved MOBILE6.2.03 model was used to produce local CO emission factors for each analysis year, and PM_{10} tailpipe, tire and break wear emission factors for each analysis year. Additionally for PM_{10}, the November 2006 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 PM_{10} 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 MOBILE were provided to RVMPO by the ODEQ. These factors were used to compute emissions per vehicle mile traveled (VMT) by facility type.

In producing emission factors for both CO and PM_{10}, MOBILE6.2 national defaults were used to adjust for speed, mileage, VMT fractions by vehicle class and hour of day, and engine starts. 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 (2011 calendar year). Details about the analysis for each pollutant, and the results, are described below.

Total On-Road Emissions – Carbon Monoxide

For CO conformity, estimated emissions calculated for future years must be lower than budgets set in the CO maintenance plan.

Carbon monoxide emission factors within the applicable area (the Medford UGB) were estimated through the MOBILE6.2.03 model using winter values only, which produced emission factors for each of the four analysis years and for four facility types: freeway, arterial, local and ramps. These factors were matched with VMT for the same facility type, to produce total emissions by facility type and total emissions for the UGB area.

Vehicle Miles Traveled (VMT) was estimated in the UGB area primarily using the RVMPO travel model. The model provides a forecast of average daily traffic on defined roadway links. The daily travel forecast for each link is multiplied by the link's length, to yield VMT for each link. VMT is multiplied by CO emission factors estimate total emissions. Modeled VMT in all four analysis years was adjusted upwards by 10 percent to account for local travel, which isn't included in the travel demand model. Modeled VMT values reflect an average yearly flow. Although winter travel was used for the maintenance plan, and can be expected to be lower than annual estimates, a winter VMT adjustment was not made for this analysis.

Credits for air-quality-improving projects, often funded with federal Congestion Mitigation and Air Quality (CMAQ) funds could theoretically have been offset against the future year emissions estimates, however, offset calculations were not required to meet the CO budget test. Credits in the form of lower emission factors from MOBILE6.2.03 were taken, however, for the motor vehicle Inspection and Maintenance (I&M) program mandated in the CO SIP. To be registered, the following vehicles must pass vehicle emissions and on-board diagnostic systems performance tests biennially: 1) All cars, trucks, vans, motor homes and buses powered by gasoline, alternative fuels (such as propane) or hybrids 20 years old or less, and 2) All diesel powered vehicles 20 years old or less with a manufacturer's gross weight rating of 8,500 pounds or less (This includes all passenger cars and most light-duty trucks). Credits for this program are taken as program details are inputs to MOBILE during the emissions factor calculation process, described in section 2.3.

Summary details of the emissions analysis appear in the following Tables 8 and 9. The first table lists total estimated daily CO emissions within the Medford UGB for the required four analysis years, and the budgets for those years. The second table is an example summarizing the analysis process. Example shown is the plan horizon year and the year of the highest estimated emissions. Details for all required analysis years and sample MOBILE files are in Appendix C.

Table 8: Total estimated CO emissions & budget, Medford UGB

	2015	2020	2028	2038
CO Budget	26,693 lbs/day	32,640 lbs/day	32,640 lbs/day	32,640 lbs/day
Estimated CO Emissions *with* Transit Service	22,734 lbs/day	20,918 lbs/day	18,483 lbs/day	22,015 lbs/day
Estimated CO Emissions *without* Transit Service	22,889 lbs/day	20,981 lbs/day	18,521 lbs/day	22,072 lbs/day

Table 9: Sample detail of CO emissions analysis, Medford UGB – 2038 Estimate, without transit

		VMT Estimates		Emissions Estimates	
2038	Mobile6.2 EF (g/VMT)	Model VMT	local adjust (+10%)	Grams CO/day	Lbs. CO/day
Freeway	5.717	552,886.0		3,160,887.396	6,969
Arterial	4.610	1,258,505.0	1,384,355.5	6,382,530.381	14,071
Local	4.920	54,865.0	60,351.5	296,937.723	655
Ramps	6.366	26,926.0		171,407.363	378
Total Estimated		1,893,182.0	2,024,519.0	10,011,762.863	22,072

Total On-Road Emissions – PM_{10}

PM_{10} emissions have been estimated for the AQMA in a manner consistent with the maintenance plan, requiring development of emission factors for six distinct areas within the AQMA. Travel was estimated for each area using both the RVMPO travel demand model and Jackson County GIS data for unpaved roads.

PM_{10} Emission Factors were developed using MOBILE6.2.03 to produce a vehicle emission factor for particulates from tailpipe and tire and brake wear, and the November 2006 AP 42 methodology to develop road dust emission factors. Dust on roads is tracked onto the pavement from unpaved areas, and is repeatedly ground finer and sent aloft by passing vehicles. In some areas of the AQMA, especially White City, road dust is a significant contributor to total PM_{10} emissions. For this reason, the maintenance plan sets silt loading (sL) factors for six locations as shown on Table 10.

Table 10: Silt-Loading Factors and Areas, PM_{10} SIP

Silt-Loading Factor (g/m^2)	Location
0.015	Interstate 5
0.19	High Average Daily Traffic (ADT) streets (ADT >1400)
0.54	Low ADT streets (ADT <1400)
1.35	White City High Average Daily Traffic (ADT) streets (ADT >1400)
3.4	White City a Low ADT streets (ADT <1400)
11.0	White City Industrial Road—segment of Avenue G, heavy industrial use.

On unpaved roads a separate emissions factor of 1.15 pounds per VMT was used in the maintenance plan for road dust, and was used here. Travel on unpaved roads was estimated separately and in addition to modeled VMT. Average daily travel measurement was determined based on previous conformity assumption that ADT per mile was assumed to be 20 in 1998 and increase 1.2 percent a year, based on calculations from ODOT's Transportation Planning and Analysis Unit. Road length of 112 miles within the RVMPO boundary (includes an area slightly

larger than the AQMA boundary for particulate emissions) was determined through GIS from Jackson County data current to December 2012.

Policies and past practices of all RVMPO jurisdictions are to pave unpaved roads as funds become available and travel increases. The region's Congestion Mitigation and Air Quality funds often are used for this purpose. Benefits to air quality can be seen by reviewing GIS data of past years. In 2000, the region had 120 miles of unpaved roads, and by 2012 miles had been reduced to 112. Taking one jurisdiction, Ashland, as an example, the city had 17 miles of unpaved streets in 1960, which was 30 percent its total mileage, and by 2011 had under 10 miles of unpaved streets, or 10 percent of the total city system.

Impacts of unpaved roads on PM_{10} emissions can be seen in Table 11, which shows RVMPO calculations of unpaved road emissions.

Table 11: Calculations of Emissions from Unpaved Roads

	2015	2020	2028	2038
Unpaved Road/Miles	112	112	112	112
ADT estimate	25.38869	26.94901	29.64742	33.4035
VMT estimate	2844	3018	3321	3741
Emissions-Tons/yr	596.917	633.433	697.025	785.177

Vehicle Miles Traveled (VMT) was estimated for each of the six areas listed in Table 10 primarily using the RVMPO travel model, which includes and extends beyond the AQMA. The model provides a forecast of average daily travel on defined roadway links. The daily traffic forecast for each link is multiplied by the link's length to yield VMT for each link. VMT is multiplied by PM_{10} emission factors for on-road vehicle emissions and re-suspended road dust to estimate total emissions. Emissions estimates were subsequently adjusted to tons annually. VMT reported here represents modeled vehicle miles traveled within the AQMA area, increased by 10 percent to include off-model local travel.

As with the CO analysis, credits for air-quality-improving projects, often funded with federal Congestion Mitigation and Air Quality (CMAQ) funds, could theoretically have been offset against the future year emissions estimates, however, offset calculations were not required in order to meet the PM_{10} budget test and therefore were not made.

Summary details of the emissions analysis appear in the following Tables 12 and 13. The first table lists total estimated daily PM_{10} emissions within the Medford-Ashland AQMA for the required four analysis years, and the budgets for those years. The second table is an example summarizing the analysis process. Example shown is the plan horizon year and the year of the highest estimated emissions. Details for all required analysis years and sample MOBILE files are in Appendix D.

Table 12: Total estimated PM_{10} emissions & budget, Medford-Ashland AQMA

	2015	2020	2028	2038
PM_{10} Budget	3,754 tons/year	3,754 tons/year	3,754 tons/year	3,754 tons/year
Emissions *with* Transit Service	1,649 tons/year	1,769 tons/year	1,970 tons/year	2,213 tons/year
Estimated PM_{10} Emissions *without* Transit Service	1,647 tons/year	1,770 tons/year	1,972 tons/year	2,214 tons/year

Table 13: Sample detail PM_{10} emissions analysis, Medford-Ashland AQMA – 2038, without transit

	Emission Factors			VMT Estimates		Emissions Estimates		
2038	Mobile6.2 g/VMT	road dust	Emission Factor	Model VMT	local adjust (+10%)	Grams PM/day	Lbs. PM/day	Tons PM/yr
Interstate	0.028	0.119	0.148	1,886,295.0		278,578.658	614.155	112.083
WC Hi ADT	0.028	3.485	3.514	246,219.0	270,840.9	951,603.280	2,097.905	382.868
WC Lo ADT	0.028	6.527	6.555	29,921.0	32,913.1	215,761.816	475.669	86.810
Industrial/ Ave G	0.028	14.244	14.272	14,446.0		206,176.325	454.536	82.953
remain Hi ADT	0.028	0.661	0.690	2,082,113.0	2,290,324.3	1,579,980.454	3,483.225	635.689
remain Lo ADT	0.028	1.510	1.539	188,864.0	207,750.4	319,641.563	704.682	128.604
Unpaved, vmt calc w/length (miles) from JaCo data, Jan. 2, 2013 112	0.028	521.631	521.660	3,741.0		1,951,528.659	4,302.340	785.177
Total Estimated				4,451,599.0	4,706,310.7	5,503,270.755	12,132.51	2,214

Emissions factors M6 (EPA emissions model MOBILE6.2.3), dust (road dust), and the total emissions factor (EF) in table are expressed in grams per mile VMT.

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 MTIP 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.

3.0 Summary

The finding of this conformity determination is that the projects planned in the 2013-2038 RTP and programmed in the amended 2012-2015 MTIP and will result in CO and PM_{10} emissions lower than respective maintenance plan on-road emissions budgets. Therefore, the RTP and MTIP and 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. Conformity is demonstrated with and without the continuation of transit service; the RTP financial analysis finds a transit deficit and so exiting transit service is not constrained. Through interagency consultation it was determined that to be most protective of the airshed, RVMPO should demonstrate conformity with and without continuing existing transit service.

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. For the Medford area, a decline in estimated CO emissions after 2015 results from the engineering gains by motor vehicle manufacturers. Innovations have led to cleaner burning engines. The benefits of innovation are anticipated to slow at this point in emissions modeling and potential new gains such as a significant consumer shift to electric vehicles is not calculated. This means that the declining emission factors for CO are beginning to flatten, as shown by details of the analysis in Appendix C. The 2038 estimates show that the region can expect the engine technology gains of the past to be overtaken by anticipated future growth in travel, and total CO emissions are expected to climb with increasing travel. Nonetheless, by the horizon of the RTP the Medford area can be expect to be using roughly two-thirds of its CO emissions budget.

Likewise, PM_{10} in the larger AQMA 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 PM_{10} emissions budget. Transportation projects that will have the greatest benefit to PM_{10} 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 CO and PM_{10} 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.

Another potential downward adjustment to VMT for seasonal travel changes also was not pursued by RVMPO. The PM_{10} maintenance plan is based on winter travel, which is lower than summer and average annual travel. The RVMPO travel demand model is based on travel averaged annually, and so VMT estimates used here are averaged annual traffic data, which are greater than winter VMT numbers that RVMPO could have used in estimating PM_{10} emissions.

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 by 2034, 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 Promulgation of CO Budget

Federal Register Promulgation of PM_{10} Budgets

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] 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 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

[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 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.

[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?

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.

Table of Contents

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 Siskiyous 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 Siskiyous 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 NAAQS [1] in the Medford-Ashland NAA. Historic high PM10 levels in the Medford-Ashland NAA include 309 μg/m^3 over 24 hours in December 1985 and 68 μg/m^3 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/m^3), with no more than one expected exceedance per year over a three year period. The annual primary PM10 standard is 50 μg/m^3 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 silivcultural 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/m^3. 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/m^3 in 1992 to 58 μg/m^3 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/m^3 in 1992 to 68 μg/m^3 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/m^3 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/m^3. 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 $\mu g/m^3$. 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 $\mu g/m^3$. 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 $\mu g/m^3$ (24-hour average) or 40 $\mu g/m^3$ (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 $\mu g/m^3$ 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

Transportation 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:

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.

* * * * *

OREGON—PM–10

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,

Appendix B

Supporting Correspondence

U.S. Department of Transportation

Federal Highway Administration
Oregon Division
530 Center Street NE, 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

REC'D JUL 2 2012

June 27, 2012

In Reply Refer To:
HDA-OR/FTA-TRO-10
File Code:
90.250
724.441
724.442

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

RE: USDOT Air Quality Conformity Determination
Amended 2009-2034 Regional Transportation Plan (RTP)
2012-2015 Metropolitan Transportation Improvement Program (MTIP)

Dear Ms. Guarino:

Thank you for your continued quality work in 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 improve quality of life in the area.

The Rogue Valley Air Quality Management Area is currently designated "attainment-maintenance" for particulate matter of less than 10 microns (PM_{10}), while the Medford area is designated "maintenance" for carbon monoxide (CO). The U.S. Environmental Protection Agency (EPA) published a Federal Register Notice approving the PM_{10} maintenance plan for the Medford-Ashland AQMA effective August 18, 2006.

The Clean Air Act of 1990, as amended, requires that transportation plans, programs and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency of severity of existing NAAQS violations or delay the attainment of NAAQS. The Metropolitan Planning Organization (MPO) and 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).

FHWA and FTA have completed review of the Rogue Valley MPO conformity determination for the amended 2009–2034 RTP and the 2012-2015 MTIP. Our USDOT determination is based upon the Rogue Valley MPO's conformity determination analysis and documentation submitted

to our offices by Rogue Valley MPO February 3, 2012, letter and attachments, and interagency consultation.

The Rogue Valley MPO adopted the Amended 2009–2034 RTP, the 2012-2015 MTIP and associated air quality conformity determination on January 24, 2012 through Resolution Number 2012-2. The conformity analysis provided by Rogue Valley MPO indicates that air quality conformity requirements have been met. Based on our review we find that the Amended 2009 – 2034 RTP and the 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 consultation with EPA Region 10, pursuant to the *Transportation Conformity Rule.*

This letter constitutes the joint FHWA and FTA air quality conformity determination for the Rogue Valley MPO's amended 2009 - 2034 RTP and 2012 - 2015 MTIP. If you have any questions regarding this conformity determination, please contact Satvinder Sandhu, FHWA, at (503) 316-2560 or Ned Conroy, FTA at (206) 220-4318.

Sincerely,

Phillip A. Ditzler
FHWA Division Administrator

FOR R. F. Krochalis
FTA Regional Administrator

cc:
EPA (Wayne Elson, Mobile Sources)
ODOT (Mike Baker, Region 3 Planning Manager)
(Steve Leep, Program and Funding Services Manager)
(Marino Orlando, Environmental Services)
ODEQ (Dave Nordberg, Transportation Planning Coordinator)

SS/rm

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Oregon Division
530 Center Street, Suite 100
Salem, Oregon 97301
503.399.5749

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

April 27, 2009

IN REPLY REFER TO
90.250
724.441
724.442

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

RE: United States Department of Transportation (USDOT) Air Quality Conformity Determination
2034 Regional Transportation Plan (RTP)
Fiscal Year (FY) 2008-2011 Amended Transportation Improvement Program (TIP)

Dear Ms. Guarino:

The Rogue Valley Air Quality Management Area is currently designated maintenance-attainment for particulate matter of less than 10 microns (PM_{10}), while the Medford area is designated maintenance for carbon monoxide. The Clean Air Act (CAA) of 1990, 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 attainment of the NAAQS.

The Metropolitan Planning Organization (MPO) and 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* for the RTP and TIP. 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 FHWA and FTA have completed our review of the Rogue Valley MPO conformity determination for the 2034 RTP and the FY 2008-2011 amended TIP. A joint FHWA and FTA air quality conformity determination for the RTP and TIP are required by Section 93.104 of the *Transportation Conformity Rule* and *23 CFR Part 450*, the FHWA and FTA *Metropolitan Planning Rule*, as well as *Oregon Administrative Rule (OAR) 340-252-0050*. Our USDOT conformity

MOVING THE
AMERICAN
ECONOMY

determination is based upon the Rogue Valley MPO's conformity determination analysis and documentation received in our FHWA office on April 10, 2009, and interagency consultation.

The Rogue Valley Policy Committee adopted the 2034 RTP, amended FY 2008-2011 TIP and associated air quality conformity determination on March 24, 2009. The conformity analysis provided by Rogue Valley MPO indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2034 RTP and the amended FY 2008-2011 TIP conform to the SIP in accordance with the *Transportation Conformity Rule* and the Oregon conformity SIP. This federal conformity determination was made after consultation with EPA Region 10, pursuant to the *Transportation Conformity Rule*.

This letter constitutes the joint FHWA and FTA air quality conformity determination for the Rogue Valley MPO's 2034 RTP and 2008-2011 TIP. If you have any questions regarding this conformity determination, please contact Michelle Eraut of FHWA at (503) 587-4716, or Ned Conroy of FTA at (206) 220-4318.

Sincerely,

Phillip A. Ditzler
FHWA Oregon Division Administrator

R. F. Krochalis
FTA Region 10 Administrator

cc:
EPA (Wayne Elson)
FTA (Ned Conroy)
ODOT (Paul Mather, Region 3 Manager)
(Terry Harbour, Region 3 Planning Manager)
(Steve Leep, Program and Funding Services Manager)
(Marino Orlando, Environmental Services)
ODEQ (Dave Nordberg, Transportation Planning Coordinator)

ME/rm

MOVING THE
AMERICAN
ECONOMY

Appendix C

Details Regarding CO Emissions Calculations

(Includes sample Mobile6.2 input and output files)

Tables in this section show calculations for CO emission estimates in the Medford urban growth boundary area. MOBILE6.2.03 was used to obtain emission factors for facility types shown. VMT shows modeled estimates increased by 10 percent to include off-model (local) travel. The local adjustment is a standard in Oregon based on modeling by Metro and used by RVMPO in previous conformity determinations. MOBILE files follow.

Emissions Estimated with Continuing Transit Service

		VMT Estimates		Emissions Estimates	
2015	Mobile6.2 EF (g/VMT)	Model VMT	local adjust (+10%)	Grams CO/day	Lbs. CO/day
Freeway	7.864	419,486.0		3,298,708.655	7,272
Arterial	6.420	928,004.0	1,020,804.4	6,553,232.826	14,447
Local	6.352	39,687.0	43,655.7	277,291.101	611
Ramps	9.288	19,654.0		182,538.166	402
Total Estimated		1,406,831.0	1,503,600.1	10,311,770.747	22,734

		VMT Estimates		Emissions Estimates	
2020	Mobile6.2 EF (g/VMT)	Model VMT	local adjust (+10%)	Grams CO/day	Lbs. CO/day
Freeway	6.727	442,587.0		2,977,157.684	6,564
Arterial	5.461	1,009,655.0	1,110,620.5	6,065,119.848	13,371
Local	5.613	47,612.0	52,373.2	293,984.344	648
Ramps	7.677	19,813.0		152,107.449	335
Total Estimated		1,519,667.0	1,625,393.7	9,488,369.324	20,918

		VMT Estimates		Emissions Estimates	
2028	Mobile6.2 EF (g/VMT)	Model VMT	local adjust (+10%)	Grams CO/day	Lbs. CO/day
Freeway	5.369	503,130.0		2,701,492.231	5,956
Arterial	4.300	1,120,920.0	1,233,012.0	5,302,381.921	11,690
Local	4.553	46,304.0	50,934.4	231,896.504	511
Ramps	5.985	24,734.0		148,042.091	326
Total Estimated		1,695,088.0	1,811,810.4	8,383,812.748	18,483

		VMT Estimates		Emissions Estimates	
2038	Mobile6.2 EF (g/VMT)	Model VMT	local adjust (+10%)	Grams CO/day	Lbs. CO/day
Freeway	5.717	550,051.0		3,144,679.505	6,933
Arterial	4.610	1,256,870.0	1,382,557.0	6,374,238.450	14,053
Local	4.920	54,933.0	60,426.3	297,305.749	655
Ramps	6.366	26,615.0		169,427.578	374
Total Estimated		1,888,469.0	2,019,649.3	9,985,651.282	22,015

Emissions Estimated without Continuing Transit Service

2015	Mobile6.2 EF (g/VMT)	VMT Estimates		Emissions Estimates	
		Model VMT	local adjust (+10%)	Grams CO/day	Lbs. CO/day
Freeway	7.864	421,461.0		3,314,239.446	7,307
Arterial	6.420	934,817.0	1,028,298.7	6,601,343.799	14,553
Local	6.352	40,643.0	44,707.3	283,970.626	626
Ramps	9.288	19,678.0		182,761.068	403
Total Estimated		1,416,599.0	1,514,145.0	10,382,314.938	22,889

2020	Mobile6.2 EF (g/VMT)	VMT Estimates		Emissions Estimates	
		Model VMT	local adjust (+10%)	Grams CO/day	Lbs. CO/day
Freeway	6.727	444,905.0		2,992,750.214	6,598
Arterial	5.461	1,011,510.0	1,112,661.0	6,076,263.058	13,396
Local	5.613	47,707.0	52,477.7	294,570.929	649
Ramps	7.677	19,962.0		153,251.345	338
Total Estimated		1,524,084.0	1,630,005.7	9,516,835.547	20,981

2028	Mobile6.2 EF (g/VMT)	VMT Estimates		Emissions Estimates	
		Model VMT	local adjust (+10%)	Grams CO/day	Lbs. CO/day
Freeway	5.369	504,223.0		2,707,360.955	5,969
Arterial	4.300	1,123,176.0	1,235,493.6	5,313,053.667	11,713
Local	4.553	46,370.0	51,007.0	232,227.041	512
Ramps	5.985	24,786.0		148,353.330	327
Total Estimated		1,698,555.0	1,815,509.6	8,400,994.994	18,521

2038	Mobile6.2 EF (g/VMT)	VMT Estimates		Emissions Estimates	
		Model VMT	local adjust (+10%)	Grams CO/day	Lbs. CO/day
Freeway	5.717	552,886.0		3,160,887.396	6,969
Arterial	4.610	1,258,505.0	1,384,355.5	6,382,530.381	14,071
Local	4.920	54,865.0	60,351.5	296,937.723	655
Ramps	6.366	26,926.0		171,407.363	378
Total Estimated		1,893,182.0	2,024,519.0	10,011,762.863	22,072

```
*EMIT Data File
*2038 CO for 2038 rvmpo rtp; V. Guarino; 12-27-12
*
*
*
MOBILE6 INPUT FILE :
POLLUTANTS         : CO
RUN DATA           :

NO REFUELING       :
EXPAND EXHAUST     :
REG DIST           : C:\EMIT\2013 Conformity\RegData\RegData2013.txt
MILE ACCUM RATE    : C:\EMIT\Support\Miledat.d
VMT BY HOUR        : Hvmt.def
STARTS PER DAY     : C:\EMIT\Support\stperday.d
START DIST         : C:\EMIT\Support\Sdist.d
FUEL PROGRAM       : 3
I/M DESC FILE      : C:\EMIT\2013
Conformity\IM_InputeFiles\imfile2038.def
ANTI-TAMP PROG     :
86 05 50 22222 22222222 1 12 090. 22212222

SCENARIO RECORD    : EMIT | Calendar Year - 2038; Month - January
MPG ESTIMATES      : C:\EMIT\Support\FHWA_MPG.csv
CALENDAR YEAR      : 2038
EVALUATION MONTH   : 1
ALTITUDE           : 1
MIN/MAX TEMP       : 23.7 45.7
ABSOLUTE HUMIDITY  : 30.9
VMT BY FACILITY    : fvmt.def
SPEED VMT          : SVMT.DEF
FUEL RVP           : 13.6
OXYGENATED FUELS   : 0 1 0.0 0.034 2

END OF RUN         :
```

```
*I/M Program Definitions- 2038  V Guarino. 12/27/12
* First I/M Program
I/M PROGRAM        : 1 1986 2050 2 T/O OBD I/M
I/M MODEL YEARS    : 1 2018 2050
I/M VEHICLES       : 1 22222 11111111 1
I/M STRINGENCY     : 1 37.4
I/M COMPLIANCE     : 1 90.0
I/M WAIVER RATES   : 1 0.0 0.0
I/M GRACE PERIOD   : 1 4
* Second I/M Program
I/M PROGRAM        : 2 1986 2050 2 T/O OBD I/M
I/M MODEL YEARS    : 2 2018 2050
I/M VEHICLES       : 2 11111 22222222 2
I/M STRINGENCY     : 2 37.4
I/M COMPLIANCE     : 2 90.0
I/M WAIVER RATES   : 2 0.0 0.0
I/M GRACE PERIOD   : 2 4
* Third I/M Program
I/M PROGRAM        : 3 1986 2050 2 T/O EVAP OBD
I/M MODEL YEARS    : 3 2018 2050
I/M VEHICLES       : 3 22222 11111111 1
I/M STRINGENCY     : 3 37.4
I/M COMPLIANCE     : 3 90.0
I/M WAIVER RATES   : 3 0.0 0.0
I/M GRACE PERIOD   : 3 4
* Fourth I/M Program
I/M PROGRAM        : 4 1986 2050 2 T/O EVAP OBD
I/M MODEL YEARS    : 4 2018 2050
I/M VEHICLES       : 4 11111 22222222 2
I/M STRINGENCY     : 4 37.4
I/M COMPLIANCE     : 4 90.0
I/M WAIVER RATES   : 4 0.0 0.0
I/M GRACE PERIOD   : 4 4
```

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REG DIST
*
* 2011 and 2004 composite registration, all supplied by ODEQ, Nov. 2012,
* as most recent available and best source for local registration data for
* this date. Compiled, V Guarino. 12-27-12. Used all RVMPO 2013 cnfrm.
* Classes 1-5,7, 8, 11, 12-16 not =1 due to rounding.

*  1  LDV    Light-Duty Vehicles (Passenger Cars)
*  2  LDT1   Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2   Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3   Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4   Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)


* Data for class 1-5 for Jackson County from the purchase of the DMV
* database produced and queried Nov. 19, 2012, by ODEQ. To prepare
* the input year data the partial youngest model year (MY) is added to
* the first full MY. The oldest year (yr 25) is sum of all the registered
* vehicles aged 25 years and older.
* Oregon DMV "passenger" data assigned to the LDV and the LDT because this
* data includes vehicles under 8500 lbs.

* LDV
 1 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143
* LDT1
 2 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143
* LDT2
 3 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143
* LDT3
 4 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143
* LDT4
 5 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143


* The remainder of the data in this file provided by ODEQ and confirmed as
best
```

```
* available, Nov. 29, 2012.
* Was mostly supplied by WDOE and is from WA 2004 (veh 6-13, 16); FTA 2002
* (veh 15); OR Dept. of Education 2005 (veh 14 - Schoolbus)

 6 0.0521 0.0929 0.0994 0.1154 0.0829 0.0959 0.0424 0.0689 0.0409 0.0372
   0.0286 0.0233 0.0170 0.0138 0.0179 0.0179 0.0140 0.0088 0.0145 0.0113
   0.0094 0.0053 0.0053 0.0053 0.0796

 7 0.0991 0.1077 0.0634 0.0832 0.0549 0.0903 0.0442 0.0399 0.0254 0.0343
   0.0313 0.0227 0.0204 0.0187 0.0261 0.0258 0.0203 0.0134 0.0158 0.0130
   0.0115 0.0062 0.0062 0.0078 0.1186

 8 0.0260 0.0408 0.0306 0.0516 0.0729 0.0703 0.0328 0.0666 0.0424 0.0500
   0.0381 0.0329 0.0300 0.0330 0.0447 0.0354 0.0266 0.0147 0.0182 0.0144
   0.0101 0.0058 0.0072 0.0102 0.1946

 9 0.0301 0.0507 0.0406 0.0507 0.0756 0.0640 0.0352 0.0447 0.0379 0.0416
   0.0377 0.0305 0.0356 0.0245 0.0414 0.0288 0.0216 0.0140 0.0152 0.0173
   0.0113 0.0078 0.0107 0.0072 0.2253

10 0.0311 0.0280 0.0291 0.0430 0.0566 0.0599 0.0425 0.0417 0.0346 0.0439
   0.0310 0.0268 0.0262 0.0295 0.0306 0.0218 0.0201 0.0190 0.0191 0.0186
   0.0141 0.0089 0.0107 0.0133 0.2999

11 0.0148 0.0163 0.0230 0.0297 0.0370 0.0405 0.0345 0.0279 0.0307 0.0417
   0.0227 0.0241 0.0277 0.0334 0.0447 0.0305 0.0326 0.0335 0.0277 0.0305
   0.0252 0.0130 0.0179 0.0277 0.3129

12 0.0150 0.0205 0.0158 0.0275 0.0348 0.0345 0.0305 0.0300 0.0325 0.0476
   0.0324 0.0285 0.0306 0.0365 0.0450 0.0410 0.0386 0.0340 0.0330 0.0391
   0.0287 0.0141 0.0198 0.0266 0.2633

13 0.0525 0.0469 0.0279 0.0583 0.0744 0.0759 0.0594 0.0540 0.0558 0.0592
   0.0500 0.0395 0.0314 0.0316 0.0379 0.0408 0.0326 0.0247 0.0205 0.0206
   0.0163 0.0057 0.0060 0.0087 0.0692

14 0.1068 0.0483 0.0771 0.0704 0.1003 0.1119 0.0927 0.0870 0.0629 0.0665
   0.0608 0.0299 0.0117 0.0177 0.0114 0.0096 0.0060 0.0057 0.0109 0.0034
   0.0026 0.0008 0.0005 0.0008 0.0044

15 0.0748 0.0748 0.0748 0.0748 0.0748 0.0748 0.0500 0.0500 0.0500 0.0500
   0.0500 0.0500 0.0397 0.0397 0.0397 0.0397 0.0156 0.0156 0.0156 0.0156
   0.0156 0.0029 0.0029 0.0029 0.0058

16 0.0574 0.0931 0.0794 0.0689 0.0563 0.0477 0.0386 0.0305 0.0294 0.0251
   0.0237 0.4500 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000
   0.0000 0.0000 0.0000 0.0000 0.0000
```

```
*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: EMITM62.IN (file 1, run 1).                                     *
*******************************************************************************
  M603 Comment:
                User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: C:\EMIT\2013 CONFORMITY\REGDATA\REGDATA2013.TXT
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                   1.00     MYR sum not = 1. (will normalize)

* Reading non-default MILEAGE ACCUMULATION RATES from the following external
* data file: C:\EMIT\SUPPORT\MILEDAT.D

* Reading Hourly VMT distribution from the following external
```

```
* data file: HVMT.DEF

* Reading start Starts/day distribution from the following external
* data file: C:\EMIT\SUPPORT\STPERDAY.D

* Reading hourly start distribution from the following external
* data file: C:\EMIT\SUPPORT\SDIST.D
  M616 Comment:
               User has supplied post-1999 sulfur levels.

* Reading I/M program description records from the following external
* data file: C:\EMIT\2013 CONFORMITY\IM_INPUTEFILES\IMFILE2038.DEF

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* EMIT | Calendar Year - 2038; Month - January
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Gas and Diesel Fuel Economies
* from the external data file C:\EMIT\SUPPORT\FHWA_MPG.CSV

* Reading Hourly Roadway VMT distribution from the following external
* data file: FVMT.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SVMT.DEF
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2038
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  23.7 (F)
              Maximum Temperature:  45.7 (F)
                Absolute Humidity:   31. grains/lb
```

```
                Nominal Fuel RVP:  13.6 psi
                   Weathered RVP:  14.1 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.034
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV
MC   All Veh
               GVWR:                <6000     >6000     (All)
                         ------    ------    ------    ------    ------    ------    ------    ------    -----
-    ------
   VMT Distribution:    0.2840    0.4105    0.1573              0.0457    0.0003    0.0023    0.0952
0.0047    1.0000
  ------------------------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
     Composite CO  :     13.66     13.37     14.02     13.55      7.19     0.695     0.400     0.215
14.60    11.994
  ------------------------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):

           CO Start:      8.39      8.00      7.74      7.93              0.292     0.152
5.200
         CO Running:      5.27      5.38      6.28      5.63              0.403     0.248
9.399
   CO Total Exhaust:     13.66     13.37     14.02     13.55      7.19     0.695     0.400     0.215
14.60    11.994
  ------------------------------------------------------------------------------------------------------------
-----------
```

Appendix D

Details Regarding PM_{10} Emissions Calculations

(Includes sample MOBILE6.2 input and output files)

About PM_{10} Estimates

This section provides details on PM_{10} emission calculations for 2013-2028 RTP and amended 2013-2015 MTIP. The Medford-Ashland maintenance plan sets a total annual budget for particulates in the AQMA and sets silt-loading factors for six areas within the AQMA relating to road dust emissions. According to conformity guidance from EPA, developing an emissions factor is a two-part process that requires running MOBILE6.2.03 to produce a per vehicle emissions factor representing particulate emissions from the tailpipe, tires and brake wear, and second using the AP 42 methodology to calculate a second emissions factor from road dust. The two are combined to produce a total emissions factor for a particular area.

Dust on roads is tracked onto the pavement from unpaved areas, and is repeatedly ground finer and sent aloft by passing vehicles. In some areas of the AQMA, especially White City, road dust is a significant contributor to total PM_{10} emissions. For this reason, the maintenance plan sets silt loading (sL) factors for six locations: Interstate; White City high traffic roads (adt = >1,400); White City low traffic roads (adt = <1,400); White City industrial road, which is mapped in the maintenance plan as a segment of Avenue G; the remaining AQMA high traffic roads (adt = >1,400); and the remaining AQMA low traffic roads (adt = <1,400). Each sL value is used in the paved road formula in the November 2006 AP42 guide, which was authorized for use with MOBILE.

The table on the next page shows calculations, emission factors and resulting estimated emission burden for each required analysis year. In all years, total emissions are below the annual budget of 3,754 tons, set in the maintenance plan. Therefore the 2038 RTP and 2015 MTIP meet the budget test required to show conformity with the PM_{10} maintenance plan.

Details about the table:

1. **Unpaved roads:** length determined through GIS, Jackson County, in December 2012, finding 112 miles. ADT determination based on previous conformity assumption that adt was assumed to be 20 in 1998 and increasing 1.2% a year, based on calculations from ODOT's Transportation Planning and Analysis Unit.
2. **Abbreviations:**
    a. M6 indicates emissions from tailpipe, tire and brake wear from MOBILE6.2.03 emissions model;
    b. Dust is the road dust calculated from AP42; EF is the total emission factor (adding M6 and Dust factors),
    c. VMT indicates modeled travel; local adjustment per previous conformity determinations and a standard used in Oregon based on modeling by Metro, increases modeled travel by 10 percent to account for off-model local travel;

Sample MOBILE6.2.03 input and output files follow the summary calculations table.

Table: Summary PM10 Calculations, with Continuing Transit

	Emission Factors			VMT Estimates		Emissions Estimates		
2015	Mobile6.2 g/VMT	road dust	Emission Factor	Model VMT	local adjust (+10%)	Grams PM/day	Lbs. PM/day	Tons PM/yr
Interstate	0.034	0.119	0.153	1,393,659.0		213,627.892	470.968	85.952
WC Hi ADT	0.034	3.485	3.519	140,181.0	154,199.1	542,644.204	1,196.324	218.329
WC Lo ADT	0.034	6.527	6.561	31,281.0	34,409.1	225,761.535	497.718	90.834
Industrial/ Ave G	0.034	14.244	14.278	10,358.0		147,889.541	326.037	59.502
remain Hi ADT	0.034	0.661	0.695	1,490,743.0	1,639,817.3	1,140,411.110	2,514.150	458.832
remain Lo ADT	0.034	1.510	1.544	203,048.0	223,352.8	344,897.950	760.362	138.766
Unpaved, vmt calc w/length (miles) from JaCo data, Jan. 2, 2013 112	0.034	521.631	521.665	2,844.0		1,483,615.901	3,270.780	596.917
Total Estimated				3,272,114.0	3,458,639.3	4,098,848.134	9,515.723	1,649

	Emission Factors			VMT Estimates		Emissions Estimates		
2020	Mobile6.2 g/VMT	road dust	Emission Factor	Model VMT	local adjust (+10%)	Grams PM/day	Lbs. PM/day	Tons PM/yr
Interstate	0.030	0.119	0.149	1,508,755.0		225,235.434	496.554	90.621
WC Hi ADT	0.030	3.485	3.515	161,923.0	178,115.3	626,095.575	1,380.290	251.903
WC Lo ADT	0.030	6.527	6.557	30,423.0	33,465.3	219,435.308	483.767	88.287
Industrial/ Ave G	0.030	14.244	14.274	11,698.0		166,975.013	368.113	67.181
remain Hi ADT	0.030	0.661	0.691	1,632,834.0	1,796,117.4	1,241,925.561	2,737.949	499.676
remain Lo ADT	0.030	1.510	1.540	202,474.0	222,721.4	343,032.067	756.248	138.015
Unpaved, vmt calc w/length (miles) from JaCo data, Jan. 2, 2013 112	0.030	521.631	521.661	3,018.0		1,574,373.579	3,470.864	633.433
Total Estimated				3,551,125.000	3,753,890.4	4,397,072.537	10,215.984	1,769

	Emission Factors			VMT Estimates		Emissions Estimates		
2028	Mobile6.2 g/VMT	road dust	Emission Factor	Model VMT	local adjust (+10%)	Grams PM/day	Lbs. PM/day	Tons PM/yr
Interstate	0.028	0.119	0.147	1,701,167.0		250,387.330	552.004	100.741
WC Hi ADT	0.028	3.485	3.513	208,013.0	228,814.3	803,827.827	1,772.119	323.412
WC Lo ADT	0.028	6.527	6.555	29,208.0	32,128.8	210,604.274	464.298	84.734
Industrial/ Ave G	0.028	14.244	14.272	12,895.0		184,033.682	405.721	74.044
remain Hi ADT	0.028	0.661	0.689	1,809,130.0	1,990,043.0	1,371,836.346	3,024.350	551.944
remain Lo ADT	0.028	1.510	1.538	202,600.0	222,860.0	342,777.530	755.687	137.913
Unpaved, vmt calc w/length (miles) from JaCo data, Jan. 2, 2013 112	0.028	521.631	521.659	3,321.0		1,732,429.956	3,819.315	697.025
Total Estimated				3,966,334.0	4,191,229.1	4,895,896.946	11,121.208	1,970

	Emission Factors			VMT Estimates		Emissions Estimates		
2038	Mobile6.2 g/VMT	road dust	Emission Factor	Model VMT	local adjust (+10%)	Grams PM/day	Lbs. PM/day	Tons PM/yr
Interstate	0.028	0.119	0.148	1,880,200.0		277,678.514	612.170	111.721
WC Hi ADT	0.028	3.485	3.514	246,259.0	270,884.9	951,757.875	2,098.245	382.930
WC Lo ADT	0.028	6.527	6.555	29,900.0	32,890.0	215,610.384	475.335	86.749
Industrial/ Ave G	0.028	14.244	14.272	14,465.0		206,447.497	455.134	83.062
remain Hi ADT	0.028	0.661	0.690	2,078,394.0	2,286,233.4	1,577,158.346	3,477.003	634.553
remain Lo ADT	0.028	1.510	1.539	188,493.0	207,342.3	319,013.666	703.298	128.352
Unpaved, vmt calc w/length (miles) from JaCo data, Jan. 2, 2013 112	0.028	521.631	521.660	3,741.0		1,951,528.659	4,302.340	785.177
Total Estimated				4,441,452.0	4,695,756.6	5,499,194.941	12,123.53	2,213

Table: Summary PM10 Calculations, without Continuing Transit

	Emission Factors			VMT Estimates		Emissions Estimates		
2015	Mobile6.2 g/VMT	road dust	Emission Factor	Model VMT	local adjust (+10%)	Grams PM/day	Lbs. PM/day	Tons PM/yr
Interstate	0.034	0.119	0.153	1,400,043.0		214,606.467	473.126	86.345
WC Hi ADT	0.034	3.485	3.519	135,998.0	149,597.8	526,451.705	1,160.626	211.814
WC Lo ADT	0.034	6.527	6.561	31,434.0	34,577.4	226,865.768	500.153	91.278
Industrial/ Ave G	0.034	14.244	14.278	10,339.0		147,618.263	325.439	59.393
remain Hi ADT	0.034	0.661	0.695	1,500,912.0	1,651,003.2	1,148,190.345	2,531.300	461.962
remain Lo ADT	0.034	1.510	1.544	203,340.0	223,674.0	345,393.943	761.455	138.966
Unpaved, vmt calc w/length (miles) from JaCo data, Jan. 2, 2013 112	0.034	521.631	521.665	2,844.0		1,483,615.901	3,270.780	596.917
Total Estimated				3,284,910.0	3,472,078.4	4,092,742.392	9,515.723	1,647

	Emission Factors			VMT Estimates		Emissions Estimates		
2020	Mobile6.2 g/VMT	road dust	Emission Factor	Model VMT	local adjust (+10%)	Grams PM/day	Lbs. PM/day	Tons PM/yr
Interstate	0.030	0.119	0.149	1,513,946.0		226,010.376	498.262	90.933
WC Hi ADT	0.030	3.485	3.515	161,889.0	178,077.9	625,964.110	1,380.000	251.850
WC Lo ADT	0.030	6.527	6.557	30,174.0	33,191.4	217,639.318	479.808	87.565
Industrial/ Ave G	0.030	14.244	14.274	11,682.0		166,746.632	367.610	67.089
remain Hi ADT	0.030	0.661	0.691	1,635,889.0	1,799,477.9	1,244,249.179	2,743.072	500.611
remain Lo ADT	0.030	1.510	1.540	202,839.0	223,122.9	343,650.451	757.612	138.264
Unpaved, vmt calc w/length (miles) from JaCo data, Jan. 2, 2013 112	0.030	521.631	521.661	3,018.0		1,574,373.579	3,470.864	633.433
Total Estimated				3,559,437.000	3,762,516.1	4,398,633.645	10,215.984	1,770

	Emission Factors			VMT Estimates		Emissions Estimates		
2028	Mobile6.2 g/VMT	road dust	Emission Factor	Model VMT	local adjust (+10%)	Grams PM/day	Lbs. PM/day	Tons PM/yr
Interstate	0.028	0.119	0.147	1,704,624.0		250,896.150	553.126	100.945
WC Hi ADT	0.028	3.485	3.513	208,089.0	228,897.9	804,121.515	1,772.766	323.530
WC Lo ADT	0.028	6.527	6.555	29,238.0	32,161.8	210,820.589	464.775	84.821
Industrial/ Ave G	0.028	14.244	14.272	12,883.0		183,862.422	405.343	73.975
remain Hi ADT	0.028	0.661	0.689	1,813,263.0	1,994,589.3	1,374,970.339	3,031.260	553.205
remain Lo ADT	0.028	1.510	1.538	202,949.0	223,243.9	343,368.001	756.989	138.151
Unpaved, vmt calc w/length (miles) from JaCo data, Jan. 2, 2013 112	0.028	521.631	521.659	3,321.0		1,732,429.956	3,819.315	697.025
Total Estimated				3,974,367.0	4,199,720.9	4,900,468.972	11,121.208	1,972

	Emission Factors			VMT Estimates		Emissions Estimates		
2038	Mobile6.2 g/VMT	road dust	Emission Factor	Model VMT	local adjust (+10%)	Grams PM/day	Lbs. PM/day	Tons PM/yr
Interstate	0.028	0.119	0.148	1,886,295.0		278,578.658	614.155	112.083
WC Hi ADT	0.028	3.485	3.514	246,219.0	270,840.9	951,603.280	2,097.905	382.868
WC Lo ADT	0.028	6.527	6.555	29,921.0	32,913.1	215,761.816	475.669	86.810
Industrial/ Ave G	0.028	14.244	14.272	14,446.0		206,176.325	454.536	82.953
remain Hi ADT	0.028	0.661	0.690	2,082,113.0	2,290,324.3	1,579,980.454	3,483.225	635.689
remain Lo ADT	0.028	1.510	1.539	188,864.0	207,750.4	319,641.563	704.682	128.604
Unpaved, vmt calc w/length (miles) from JaCo data, Jan. 2, 2013 112	0.028	521.631	521.660	3,741.0		1,951,528.659	4,302.340	785.177
Total Estimated				4,451,599.0	4,706,310.7	5,503,270.755	12,132.51	2,214

```
*EMIT Data File
*2038 PM10 for 2038 rvmpo rtp; V. Guarino; 12-27-12
*
*
*
MOBILE6 INPUT FILE :
PARTICULATES       : LEAD GASPM ECARBON OCARBON SO4 BRAKE TIRE
RUN DATA           :

NO REFUELING       :
REG DIST           : C:\EMIT\2013 Conformity\RegData\RegData2013.txt
MILE ACCUM RATE    : C:\EMIT\Support\Miledat.d
VMT BY HOUR        : Hvmt.def
STARTS PER DAY     : C:\EMIT\Support\stperday.d
START DIST         : C:\EMIT\Support\Sdist.d
FUEL PROGRAM       : 3
I/M DESC FILE      : C:\EMIT\2013
Conformity\IM_InputeFiles\imfile2038.def
ANTI-TAMP PROG     :
86 00 50 22222 22222222 1 12 090. 22212222

SCENARIO RECORD    : EMIT | Calendar Year - 2038; Month - January
MPG ESTIMATES      : C:\EMIT\Support\FHWA_MPG.csv
CALENDAR YEAR      : 2038
EVALUATION MONTH   : 1
ALTITUDE           : 1
MIN/MAX TEMP       : 23.7 45.7
ABSOLUTE HUMIDITY  : 30.9
VMT BY FACILITY    : fvmt.def
SPEED VMT          : SVMT.DEF
FUEL RVP           : 13.6
PARTICLE SIZE      : 10.0
PARTICULATE EF     : PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV
PMDDR1.CSV PMDDR2.CSV
DIESEL SULFUR      : 15

END OF RUN         :
```

```
REG DIST
*
* 2011 and 2004 composite registration, all supplied by ODEQ, Nov. 2012,
* as most recent available and best source for local registration data for
* this date. Compiled, V Guarino. 12-27-12. Used all RVMPO 2013 cnfrm.
* Classes 1-5,7, 8, 11, 12-16 not =1 due to rounding.

*  1  LDV    Light-Duty Vehicles (Passenger Cars)
*  2  LDT1   Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2   Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3   Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4   Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)


* Data for classe 1-5 for Jackson County from the purchase of the DMV
* database produced and queried Nov. 19, 2012, by ODEQ. To prepare
* the input year data the partial youngest model year (MY) is added to
* the first full MY. The oldest year (yr 25) is sum of all the registered
* vehicles aged 25 years and older.
* Oregon DMV "passenger" data assigned to the LDV and the LDT because this
* data includes vehicles under 8500 lbs.

* LDV
 1 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143
* LDT1
 2 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143
* LDT2
 3 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143
* LDT3
 4 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143
* LDT4
 5 0.0183 0.0219 0.0232 0.0402 0.0442 0.0518 0.0526 0.0556 0.0568 0.0564
    0.0547 0.0552 0.0486 0.0432 0.0425 0.0331 0.0348 0.0314 0.0250 0.0217
    0.0214 0.0196 0.0183 0.0153 0.1143


* The remainder of the data in this file provided by ODEQ and confirmed as
best
```

```
* available, Nov. 29, 2012.
* Was mostly supplied by WDOE and is from WA 2004 (veh 6-13, 16); FTA 2002
* (veh 15); OR Dept. of Education 2005 (veh 14 - Schoolbus)

 6 0.0521 0.0929 0.0994 0.1154 0.0829 0.0959 0.0424 0.0689 0.0409 0.0372
   0.0286 0.0233 0.0170 0.0138 0.0179 0.0179 0.0140 0.0088 0.0145 0.0113
   0.0094 0.0053 0.0053 0.0053 0.0796

 7 0.0991 0.1077 0.0634 0.0832 0.0549 0.0903 0.0442 0.0399 0.0254 0.0343
   0.0313 0.0227 0.0204 0.0187 0.0261 0.0258 0.0203 0.0134 0.0158 0.0130
   0.0115 0.0062 0.0062 0.0078 0.1186

 8 0.0260 0.0408 0.0306 0.0516 0.0729 0.0703 0.0328 0.0666 0.0424 0.0500
   0.0381 0.0329 0.0300 0.0330 0.0447 0.0354 0.0266 0.0147 0.0182 0.0144
   0.0101 0.0058 0.0072 0.0102 0.1946

 9 0.0301 0.0507 0.0406 0.0507 0.0756 0.0640 0.0352 0.0447 0.0379 0.0416
   0.0377 0.0305 0.0356 0.0245 0.0414 0.0288 0.0216 0.0140 0.0152 0.0173
   0.0113 0.0078 0.0107 0.0072 0.2253

10 0.0311 0.0280 0.0291 0.0430 0.0566 0.0599 0.0425 0.0417 0.0346 0.0439
   0.0310 0.0268 0.0262 0.0295 0.0306 0.0218 0.0201 0.0190 0.0191 0.0186
   0.0141 0.0089 0.0107 0.0133 0.2999

11 0.0148 0.0163 0.0230 0.0297 0.0370 0.0405 0.0345 0.0279 0.0307 0.0417
   0.0227 0.0241 0.0277 0.0334 0.0447 0.0305 0.0326 0.0335 0.0277 0.0305
   0.0252 0.0130 0.0179 0.0277 0.3129

12 0.0150 0.0205 0.0158 0.0275 0.0348 0.0345 0.0305 0.0300 0.0325 0.0476
   0.0324 0.0285 0.0306 0.0365 0.0450 0.0410 0.0386 0.0340 0.0330 0.0391
   0.0287 0.0141 0.0198 0.0266 0.2633

13 0.0525 0.0469 0.0279 0.0583 0.0744 0.0759 0.0594 0.0540 0.0558 0.0592
   0.0500 0.0395 0.0314 0.0316 0.0379 0.0408 0.0326 0.0247 0.0205 0.0206
   0.0163 0.0057 0.0060 0.0087 0.0692

14 0.1068 0.0483 0.0771 0.0704 0.1003 0.1119 0.0927 0.0870 0.0629 0.0665
   0.0608 0.0299 0.0117 0.0177 0.0114 0.0096 0.0060 0.0057 0.0109 0.0034
   0.0026 0.0008 0.0005 0.0008 0.0044

15 0.0748 0.0748 0.0748 0.0748 0.0748 0.0748 0.0500 0.0500 0.0500 0.0500
   0.0500 0.0500 0.0397 0.0397 0.0397 0.0397 0.0156 0.0156 0.0156 0.0156
   0.0156 0.0029 0.0029 0.0029 0.0058

16 0.0574 0.0931 0.0794 0.0689 0.0563 0.0477 0.0386 0.0305 0.0294 0.0251
   0.0237 0.4500 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000
   0.0000 0.0000 0.0000 0.0000 0.0000
```

```
* MOBILE6.2.03 (24-Sep-2003)                                             *
* Input file: EMITM62.IN (file 1, run 1).                                *
***************************************************************************
  M603 Comment:
               User has disabled the calculation of REFUELING emissions.


* Reading Registration Distributions from the following external
* data file: C:\EMIT\2013 CONFORMITY\REGDATA\REGDATA2013.TXT
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                 1.00     MYR sum not = 1. (will normalize)

* Reading non-default MILEAGE ACCUMULATION RATES from the following external
* data file: C:\EMIT\SUPPORT\MILEDAT.D
```

```
* Reading Hourly VMT distribution from the following external
* data file: HVMT.DEF

* Reading start Starts/day distribution from the following external
* data file: C:\EMIT\SUPPORT\STPERDAY.D

* Reading hourly start distribution from the following external
* data file: C:\EMIT\SUPPORT\SDIST.D
  M616 Comment:
               User has supplied post-1999 sulfur levels.

* Reading I/M program description records from the following external
* data file: C:\EMIT\2013 CONFORMITY\IM_INPUTEFILES\IMFILE2038.DEF

* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* EMIT | Calendar Year - 2038; Month - January
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading Gas and Diesel Fuel Economies
* from the external data file C:\EMIT\SUPPORT\FHWA_MPG.CSV

* Reading Hourly Roadway VMT distribution from the following external
* data file: FVMT.DEF

  Reading User Supplied ROADWAY VMT Factors

* Reading Hourly, Roadway, and Speed VMT dist. from the following external
* data file: SVMT.DEF

* Reading PM Gas Carbon ZML Levels
* from the external data file PMGZML.CSV

* Reading PM Gas Carbon DR1 Levels
* from the external data file PMGDR1.CSV

* Reading PM Gas Carbon DR2 Levels
* from the external data file PMGDR2.CSV
```

```
* Reading PM Diesel Zero Mile Levels
* from the external data file PMDZML.CSV

* Reading the First PM Deterioration Rates
* from the external data file PMDDR1.CSV

* Reading the Second PM Deterioration Rates
* from the external data file PMDDR2.CSV
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

* Reading Ammonia (NH3) Basic Emissiion Rates
* from the external data file PMNH3BER.D

* Reading Ammonia (NH3) Sulfur Deterioration Rates
* from the external data file PMNH3SDR.D

                   Calendar Year:  2038
                           Month:  Jan.
                        Altitude:  Low
               Minimum Temperature:  23.7 (F)
               Maximum Temperature:  45.7 (F)
                 Absolute Humidity:   31. grains/lb
                  Nominal Fuel RVP:  13.6 psi
                     Weathered RVP:  13.6 psi
               Fuel Sulfur Content:   30. ppm

               Exhaust I/M Program:  Yes
                  Evap I/M Program:  Yes
                       ATP Program:  Yes
                  Reformulated Gas:  No
```

```
       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV       LDDV      LDDT      HDDV
MC   All Veh
                GVWR:                <6000     >6000     (All)
                          ------    ------    ------    ------    ------    ------    ------    ------
------    ------
   VMT Distribution:    0.2840    0.4105    0.1573              0.0457    0.0003    0.0023    0.0952
0.0047    1.0000
  ---------------------------------------------------------------------------------------------------
------------------
 Composite Emission Factors (g/mi):
     Composite VOC :      0.443     0.498     0.577     0.520     0.211    0.058     0.130     0.236
2.61     0.466
     Composite CO  :     14.32     14.00     14.80     14.22      8.04     0.695     0.400     0.215
18.82    12.619
     Composite NOX :      0.286     0.403     0.566     0.448     0.176    0.030     0.134     0.482
2.01     0.399
  ---------------------------------------------------------------------------------------------------
------------------Table
```

Pollutant	Calendar Year	Season	Parameter	MOBILE6.2 Facility Type: Freeway	Arterial	Local	Ramp	Emission Factor: Start/Diurnal	(g/VMT)
PM10	2038	January	EF (g/VMT)	0.028	0.028	0.028	0.028	0	2.76E-02
PM10	2038	January	VMT Fraction	0.342	0.498	0.131	0.03	1	
PM10	2038	Average EF	(g/VMT)	0.028	0.028	0.028	0.028	0	0.027599

Appendix E

Project Lists and Maps

2038 Regional Transportation Plan
2015 Metropolitan Transportation Improvement Program-*as amended*

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							$	Source	$	Source		$	Source	
Ashland														
Walker Avenue: Ashland St. to East Main	Sidewalk Construction, west side Walker Ave. between Ashland and Iowa; includes improvements at railroad crossing.	122	Exempt (Table 2) Safety, pavement resurfacing			Planning					$ -			
				17249	FFY2011	Design	$ 133,000	CMAQ (L400)			$ 133,000			
				17249	FFY2012	Design	$ 18,843	CMAQ (L400)	$ 2,157	Ashland	$ 21,000			
						Utility Relocate								
						Land Purchase	$ 17,946	CMAQ (L400)	$ 2,054	Ashland	$ 20,000	$ 50,000	Ashland	$ 70,000
				17249	FFY 2013	Construction	$ 308,671	CMAQ (L400)	$ 35,329	Ashland	$ 344,000			
						Other	$ 188,233		$ 41,767	Ashland	$ 230,000			
					Total FFY12-15		$ 533,693		$ 81,307		$ 748,000			$ 748,000
N. Main Street Intersection Re-Alignment	Re-align intersection of Hersey and Wimer streets at N. Main Street	New	Exempt (Tables 2 and 3) Safety, Intersectoin Reconfiguration			Planning					$ -			
				17473	FFY 2012	Design	$ 30,000	STP-L (L200)	$ 3,081	Ashland	$ 33,081	$ 4,419	Ashland	$ 37,500
						Land Purchase	$ 50,000	STP-L (L200)	$ 5,135	Ashland	$ 55,135	$ 50,000	Ashland	$ 105,135
						Utility Relocate	$ 200,000	STP-L (L200)	$ 20,540	Ashland	$ 220,540	$ 100,000	Ashland	$ 320,540
				17473	FFY 2012	Construction	$ 446,272	STP-L (L200)	$ 45,832	Ashland	$ 492,104	$ 235,412	Ashland	$ 727,516
						Other					$ -			
					Total FFY10-13		$ 726,272		$ 74,588		$ 800,860	$ 389,831		$ 1,190,691
Laurel St. RR Crossing	R/R X-ing improvements, surface improvements	120	Exempt (Table 2) Safety, railroad crossing			Planning					$ -			
				17251	FFY2012	Design	$ 20,000	STP-L (L200)	$ 2,289	Ashland	$ 22,289			
						Land Purchase					$ -			
						Utility Relocate					$ -			
				17251	FFY2012	Construction	$ 710,000	STP-L (L200)	$ 81,263	Ashland	$ 791,263			
											$ -			
					Total FFY10-13		$ 730,000		$ 83,552		$ 813,552			$ 813,552
Hersey St: N. Main to Oak St Sidewalk	Sidewalk Construction	159	Exempt (Table 2) Safety, pavement resurfacing			Planning					$ -			
				17473	FFY2012	Design	$ 120,000	CMAQ (L400)	$ 13,735	Ashland	$ 133,735			
						Land Purchase	$ 18,000		$ 2,060	Ashland	$ 20,060			
						Utility Relocate					$ -			
				17473	FFY 2012	Construction	$ 393,000	CMAQ (L400)	$ 44,981	Ashland	$ 437,981			
						Other			$ -		$ -			
					Total FFY12-15		$ 531,000		$ 60,776		$ 591,776			$ 591,776
Subtotal Ashland Projects							$ 2,520,965		$ 218,916		$ 2,739,881	$ 389,831		**$ 3,344,019**

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	
Central Point														
Hybrid Vehicle Purchase	Purchase hybrid vehicle to replace existing service vehicle		Exempt (Table 2) Safety, vehiclereplacement/ rehabilitation			Planning					$ -			
						Design					$ -			
						Land Purchase					$ -			
						Utility Relocate					$ -			
						Construction					$ -			
				17666	FFY2012	Other	$ 83,140	CMAQ (L400)			$ 83,140	$ 39,000	Central Pt	
					Total FFY12-15		$ 83,140		$ 83,140		$ 83,140	$ 39,000		$ 122,140
Freeman Road Imrovements	Urban Upgrade, adding center turn lane, bicycle lanes, sidewalks, curb, gutter and storm drain between Hopkins Road and Oak Street.		Exempt (Table 2) Safety, pavement resurfacing			Planning					$ -	$ 150,000		$ 150,000
				17401	FFY2012	Design	$ 50,000	CMAQ (L400)			$ 50,000	$ 20,000		$ 70,000
				17401	FFY2012	Land Purchase	$ 121,000	CMAQ (L400)			$ 121,000	$ 30,000		$ 151,000
						Utility Relocate					$ -			$ -
				17401	FFY2012	Construction	$ 180,692	CMAQ (L400)			$ 180,692			$ 180,692
				17401	FFY2013	Construction	$ 509,267	CMAQ (L400)						
				17401	FFY2014	Construction	$ 480,041	CMAQ (L400)	$113,231	Central Point	$ 593,272	$ 336,769	Central Pt	$ 930,041
						Other					$ -			
					Total FFY12-15		$ 1,341,000		$ 113,231		$ 944,964	$ 536,769		$ 1,481,733
Central Point & Talent Parking Lot Improvements	Pave and improve alleys and parking facilities, both cities	208	Exempt (Table 2) Safety, pavement resurfacing			Planning					$ -			
					FFY2012	Design	$ 168,692	CMAQ (L400)	$ 19,308		$ 188,000			
					FFY2012	Land Purchase	$ 50,000	CMAQ (L400)			$ 50,000			
						Utility Relocate					$ -			
				15695	FFY2013	Construction	$825,403	CMAQ (L400)			$ 825,403	$ 127,598	OTHO	
						Other					$ -			
					Total FFY12-15		$ 1,044,095		$ 19,308		$ 1,063,403	$ 127,598		$ 1,191,001
Subtotal Central Point Projects							$ 2,468,235		$ 215,679		$ 2,091,507	$ 664,367		**$ 2,794,874**
Eagle Point														
Mattie Brown Park Parking, Sidewalks	Pave parking area, construct sidewalks at park	324	Exempt (Table 2) Bicycle & Pedestrian facilities			Planning					$ -			
				17734	FFY2011	Design	$ 35,000	CMAQ (L400)			$ 35,000			
				17734	FFY2013	Design	$ 35,000	CMAQ (L400)			$ 35,000			
						Land Purchase					$ -			
						Utility Relocate					$ -			
				17734	FFY2013	Construction	$ 175,000	CMAQ (L400)	$ -	$0 Option	$ 175,000			
						Other					$ -			
					Total FFY12-15		$ 175,000		$ -		$ 175,000			$ 175,000
Subtotal Eagle Point Projects							$ 175,000		$ -		$ 175,000			**$ 175,000**
Jacksonville														
First St. & Main St. Sidewalk & Streetscape	Install lighting, sidewalks, bike parking and pedestrian improvements	404	Exempt (Table 2) Bicycle & Pedestrian facilities			Planning					$ -			
				16808	FFY2012	Design	$ 213,557	TE (H220)	$24,443	Jacksonville	$ 238,000			
				16808	FFY2012	Land Purchase	$ 897	TE (H220)	$103	Jacksonville	$ 1,000			
						Utility Relocate					$ -			
				16808	FFY2013	Construction	$ 702,000	TE (H220)	$80,347	Jacksonville	$ 782,347	$ 40,000	otho	
						Other					$ -			
					Total FFY12-15		$ 916,454		$ 104,892		$ 1,021,346	$ 40,000		$ 1,061,346
Subtotal Jacksonville Projects							$ 916,454		$ 104,892		$ 1,021,346	$ 40,000		**$ 1,061,346**

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														
Garfield Ave., Columbus to Lillian	Reconstruct roadway, add curbs, gutters, sidewalk and bike lanes	5002	Exempt (Table 2) Safety, pavement resurfacing, pedestrian facilities		FFY2010	Design					$ -			
				17240	FFY2011	Design	$ 150,000	CMAQ (L400)			$ 150,000			
					FFY2011	Land Purchase	$ 300,000	CMAQ (L400)			$ 300,000			
						Utility Relocate					$ -			
					FFY2012	Construction	$ 874,581	CMAQ (L400)			$ 874,581			
					FFY2013	Construction	$ 325,419	CMAQ (L400)			$ 325,419			
				17240	FFY2012	Construction	$ 225,711	STP-L			$ 225,711			
					FFY2013	Construction					$ -	$ 247,914	Medford	
					Total FFY12-15		$ 1,425,711		$ -		$ 1,425,711	$ 247,914		$ 1,673,625
S. Holly St. Extension - Garfield Ave. to Holmes Way	Construct street with center-turn lane, bike lanes and sidewalks	506	Non-Exempt			Planning					$ -			
				11379	FFY2011	Design					$ -	$ 555,000	Other	
				11379	FFY2012	Land Purchase					$ -	$ 555,000	Other	
						Utility Relocate					$ -			
				11379	FFY2013	Construction					$ -	$ 2,590,000	Other	
						Other					$ -			
					Total FFY12-15		$ -		$ -		$ -	$ 3,700,000		$ 3,700,000
Columbus Ave., McAndrews Rd. to Sage Rd.	Extend Columbus to Sage, four lanes w/ center turn lane, bike lanes, sidewalks	507	Non-Exempt			Planning					$ -			
				13350	FY2011	Design					$ -	$ 450,000	Other	
				13350	FY2012	Land Purchase					$ -	$ 450,000	Other	
						Utility Relocate					$ -			
				13350	FY2013	Construction					$ -	$ 2,100,000	Other	
						Other					$ -			
					Total FFY12-15		$ -		$ -		$ -	$ 2,550,000		$ 2,550,000
Crater Lake Av & Jackson St.: Alley Paving	Pave and improve alleys	598	Exempt (Table 2) pavement resurfacing			Planning					$ -			
				15692	FFY2009	Design	$ 85,243	CMAQ (L400)	$9,756	Medford	$ 94,999			
						Land Purchase					$ -			
						Utility Relocate					$ -			
				15692	FFY2012	Construction	$ 1,098,294	CMAQ (L400)	$125,705	Medford	$ 1,223,999			
						Other								
					Total FFY12-15		$ 1,098,294		$ 125,705		$ 1,223,999			$ 1,223,999
Springbrook-Delta Waters Realignment	Realign intersection; add center-turn lane, bicycle lanes, sidewalks		Exempt (Table 2, Table 3: Pedestrian improvements, intersection reconfiguration)			Planning					$ -			
						Design						$ 165,000		
						Land Purchase						$ 60,000		
						Utility Relocate					$ -			
				16091	FFY2012	Construction	$ 100,000	CMAQ (L400)			$ 100,000			
				16091	FFY2012	Construction	$ 75,000	STP-L (L200)	$ 8,587		$ 83,587			
				16091	FFY2013	Construction	$ 448,650	CMAQ (L400)	$ 51,350		$ 500,000			
				16091	FFY2013	Construction	$ 75,000	STP-L (L200)	$ 8,584		$ 83,584	582862		
						Other					$ -			
					Total FFY12-15		$ 698,650		$ 68,521		$ 767,171	$ 807,862		$ 1,575,033

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. Continued														
Larson Creek Trail	Build trail connecting Bear Creek Greenway Trail to Ellendale Drive		Exempt (Table 2) bicycle and pedestrian facililties			Planning					$ -			
				16903	FY2012	Design	$ 85,000	56CO			$ 85,000			
				16903	FY2013	Land Purchase	$ 180,000	56CO			$ 180,000			
						Utility Relocate					$ -			
					FY2014	Construction	$ 275,000	56CO			$ 275,000	$ 45,000	OTHO	
					Total FFY10-13		$ 540,000		$ -		$ 540,000	$ 45,000		$ 585,000
Adaptive Signal Timing	Install adaptive signal timing equipment along Highway 62 Corridor	5005	Exempt (Table 2)			Planning					$ -			$ -
						Design					$ -			$ -
						Land Purchase					$ -			$ -
						Utility Relocate					$ -			$ -
						Construction					$ -			$ -
				17241	FFY2012	Other	$ 278,870	CMAQ (L400)	$ 84,027	Medford	$ 362,897			$ 362,897
					Total FFY12-15		$ 278,870		$ 84,027		$ 362,897	$ -		$ 362,897
Lozier Lane Improvements	Urban Upgrade Design and Land Acquisition: Design and acquire right-of-way necessary for future addition of center turn lane, bicycle lanes, sidewalks, curb, gutter and storm drain between W. Main and Stewart Ave. In partnership with Jackson County		Exempt (Table 2) bicycle and pedestrian facilities; Safety Improvements			Planning								
				17388	FFY2012	Design	$ 368,733	CMAQ(2011)	$ 42,203		$ 410,936			$ 410,936
				17388	FFY2012	Design	$ 157,575	CMAQ(2010)	$ 18,035		$ 175,610			$ 175,610
				17388	FFY2014	Design	$ 282,538	CMAQ(2014)	$ 32,338	JaCo/Medford	$ 314,876			$ 314,876
				17388	FFY2014	Land Purchase	$ 1,628,154	CMAQ(2014)	$ 186,350	JaCo/Medford	$ 1,814,504			$ 1,814,504
				17388	FFY2015	Land Purchase	$ 2,564,912	CMAQ(2015)	$ 293,566	JaCo/Medford	$ 2,858,478			$ 2,858,478
				17388	FFY2013	Land Purchase	$ 102,298	STP-L	$ 11,708	JaCo/Medford	$ 114,006			$ 114,006
				17388	FFY2014	Land Purchase	$ 117,514	STP-L	$ 13,450	JaCo/Medford	$ 130,964			$ 130,964
				17388	FFY2015	Land Purchase	$ 721,231	STP-L	$ 82,548	JaCo/Medford	$ 803,779			$ 803,779
						Utility Relocate								
						Construction								$ -
						Other								$ -
					Total FFY12-15		$ 5,942,955		$ 680,197		$ 6,623,152			$ 6,623,152
Rail Safety Improvements	Downtown Medford rail crossing improvements: Install new gate, signals at Third Street; Close street crossing at 11th Street.		Exempt (Table 2)			Planning					$ -			$ -
					FFY2013	Design	$ 90,000	LS40			$ 90,000			$ 90,000
						Land Purchase					$ -			$ -
						Utility Relocate					$ -			$ -
						Construction					$ -			$ -
						Other					$ -			$ -
					Total FFY12-15		$ 90,000		$ -		$ 90,000	$ -		$ 90,000
Subtotal Medford Projects							$ 10,074,480		$ 958,447		$ 11,032,927	$ 6,542,914		**$ 17,575,841**

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														
No Projects						Planning					$ -			
						Design					$ -			
						Land Purchase					$ -			
						Utility Relocate					$ -			
						Construction					$ -			
						Other					$ -			
					Total FFY10-13		$ -		$ -		$ -			$ -
Subtotal Phoenix Projects														***$ -***
Talent														
Chuck Roberts Parking Lot Improvements	Pave and improve *(Project combined with Central Point #15695 for delivery.)*	727	Exempt (Table 2) Safety, pavement resurfacing			Planning					$ -			
				15695		Design	$ 56,539	CMAQ (L400)	$6,471	Talent	$ 63,010			
						Land Purchase					$ -			
						Utility Relocate					$ -			
				15695	FY2011	Construction	$284,500	CMAQ (L400)	$32,562	Talent	$ 317,062			
						Other					$ -			
					Total FFY10-13		$ 341,039		$ 39,033		$ 380,072			$ 380,072
Subtotal Talent Projects							*Amounts shown for information only; Track project through Central Point #15695*							**$ 380,072**

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	
Jackson County														
Blackwell Rd: Re-Alignment MP 2 & 3	Safety project to straightn curves on Blackwell Rd. between Mileposts 2 & 3	856	Exempt (Table 2) Safety, pavement resurfacing			Planning					$ -			
					FFY2009	Design	$ 184,440	HSIP	$ 15,560		$ 200,000			
				15780	FFY2011	Land Purchase	$ 114,353	HSIP	$9,647	Jackson Co.	$ 124,000			
						Utility Relocate					$ -			
					FFY2012	Construction	$ 1,043,008	HSIP	$87,992	Jackson Co.	$ 1,131,000			
				15780		Other								
					Total FFY12-15		$ 1,043,008		$ 87,992		$ 1,131,000			$ 1,131,000
Peachey Rd.: Walker to Hillview	Pave and improve	854	Exempt (Table 2) Safety, pavement resurfacing			Planning					$ -	Project Name		
				15702	FFY2011	Design	$ 180,000	CMAQ (L400)			$ 180,000			
				15702	FFY2012	Land Purchase	$ 38,000	CMAQ (L400)			$ 38,000			
						Utility Relocate					$ -			
				15702	FFY2013	Construction	$ 682,000	CMAQ (L400)			$ 682,000			
						Construction					$ -			
						Other					$ -			
					Total FFY12-15		$ 720,000		$ -		$ 720,000			$ 720,000
Bear Creek Greenway	Multi-use trail construction: Pine Street to Upton Road		Exempt (Table 2) bicycle and pedestrian facililties			Planning					$ -			
					FFY2012	Design	$ 233,298		$ 26,702	Jackson Co.	$ 260,000			
						Land Purchase					$ -			
						Utility Relocate								
				17883	FFY2013	Construction	$ 1,292,112	TE (H220)	$147,888	Jackson Co.	$ 1,440,000			
				17883	FFY2013	Construction	$ 50,000	STP-L (L-200)	$5,723	Jackson Co.	$ 55,723			
						Other					$ -			
					Total FFY12-15		$ 1,575,410		$ 180,313		$ 1,755,723			$ 1,755,723
Bear Creek Greenway: Repair Test	Multi-use trail -- Test Root-Damage Repair Program	858	Exempt (Table 2) bicycle and pedestrian facililties			Planning					$ -			
						Design					$ -			
						Land Purchase					$ -			
						Utility Relocate					$ -			
				17243	FFY2012	Construction	$ 50,176	L94E	$12,544	Jackson Co.	$ 62,720			
						Other					$ -			
					Total FFY12-15		$ 50,176		$ 12,544		$ 62,720			$ 62,720
Kirtland Rd./Avenue G, Table Rock to 700' E of Pacific Ave.	Straighten 90 degree curves, build to rural major collector stds.	805	Exempt (Table 2) Safety, pavement resurfacing			Planning								
						Design								
						Land Purchase								
						Utility Relocate								
				17253	FFY2012	Construction						$ 1,400,000	Jackson Co.	
						Other								
					Total FFY12-15		$ -		$ -			$ 1,400,000		$ 1,400,000
Table Rock Rd., Wilson St. to Elmhurst St.	Widen to add center-turn lane, with bike lanes, sidewalks; align Gregory Road intersection.	812	Exempt (Tables 2 and 3) Safety, Intersectoin Reconfiguration			Planning								
						Design								
						Land Purchase								
						Utility Relocate								
				13344	FFY2014	Construction						$ 2,000,000	Jackson Co.	
					Total FFY12-15		$ -		$ -			$ 2,000,000		$ 2,000,000
Subtotal Jackson County Projects							$ 3,388,594		$ 280,849		$ 3,669,443	$ 3,400,000		**$ 7,069,443**

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	
Oregon Department of Transportation (ODOT)														
OR 62: Linn Rd - JCT Hwy 271 (Sams Valley); Rolling Hills Drive at Barton Road	Grind/Inlay and Overlay Pavement Linn Rd to Hwy. 234; Build two way center left turn lane between Barton and Rolling Hills	941 & 942	Exempt (Table 2) Safety, pavement resurfacing			Planning					$ -			
				16206	FFY2011	Design	$ 352,258	NHS	$38,142		$ 390,400			
				16206	FFY2011	Design	$ 88,064	HSIP	$9,536		$ 97,600			
				16206	FFY2012	Land Purchase						$ 74,000	S010	
				16206	FFY2012	Utility Relocate						$ 50,000		
				16206	FFY2013	Construction	$ 2,827,837	NHS	$26,603		$ 2,854,440			
				16206	FFY2013	Construction	$ 1,589,221	HSIP	$163,339		$ 1,752,560			
						Other	$ 4,534	NHS	$ 466		$ 5,000			
					Total FFY12-15		$ 4,421,592		$ 190,408		$ 5,100,000	$ 124,000		$ 5,224,000
I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location	913	Exempt (Table 3) Safety, roadside rest area		FFY2002	Planning					$ 10,200,000			
				09436	FFY2002	Design	$ 141,325	Q050	$ 16,175		$ 157,500	$ 1,592,500	State	
				09436	FFY2011	Land Purchase					$ -	227,000	State	
				09436	FFY2012	Utility Relocate					$ -	$ 20,000	Other	
				09436	FFY2012	Construction	$ 5,242,707	L110	$442,293		$ 5,685,000			
						Other					$ -			
					Total FFY12-15		$ 5,242,707		$ 442,293		$ 16,042,500	$ 20,000		$ 16,062,500
I-5: Fern Valley Interchange, Unit 2	Reconstruct interchange with new bridge over I-5; realign and widen Fern Valley Road from two to five lanes west to new intersection with extended S. Phoenix Road. Realign N. Phoenix Road. Replace Bear Creek Bridge and build two-lane couplets on east end of Fern Valley Road at Hwy. 99. Widen Hwy. 99 at new Fern Valley Road couplet intersections. Project includes bicycle lanes, sidewalks.	902	Non-Exempt			Planning					$ -			
				12723	FFY2012	Design	$ 200,080	L240	$ 22,900	state	$ 222,980			
				12723	FFY2012	Design						$ 3,000,000	ACP1	
				12723	FFY2012	Design	$ 2,058,460	LY10	$ 235,600	state	$ 2,294,060			
				12723	FFY2012	Design						$ 118,002	B4A0	
				12723	FFY2012	Design						$ 1,000,000	OTHO	
				12723	FFY2012	Design						$ 428,000	S010	
				12723	FFY2013	Land Purchase	$ 1,277,890	LY10	$ 146,260	state	$ 1,424,150			
				12723	FFY2013	Land Purchase	$ 147,444	L240	$ 16,876	state	$ 164,320			
					FFY2013	Land Purchase						$ 12,500,000	ACP1	
					FFY2013	Land Purchase						$ 11,530	B4A0	
					FFY2012	Utility Relocate					$ -	$ 1,500,000	B4A0	
				12723	FFY2013	Construction	$ 11,445,727	STP	$1,310,015	state	$ 12,755,742	$ 24,881,998	B4A0	
				12723	FFY2013	Construction	$ 3,383,055	L10	$387,205	state	$ 3,770,260	$ 2,852,000	L24E	
				12723	FFY2013	Construction	$ 475,037	LY40	$54,370	state	$ 529,407	$ 4,300,000	OTHO	
				12723		Other					$ -			
					Total FFY12-15		$ 18,987,693		$ 2,173,226		$ 21,160,919	$ 50,591,530		$ 71,752,449
Hwy 62: Corridor Solutions Unit 2 (Medford)	Construct segment of new, two-lane, limited-access bypass to relieve congestion.	903	Non-Exempt			Planning					$ -			
				13994	FFY2011	Design						$ 3,647,000	B3A2	$ 3,647,000
				13994	FFY2012	Land Purchase						$ 12,771,000	B3A2	$ 12,771,000
					FFY2012	Land Purchase					$ -	$ 11,979,000	B4A0	$ 11,979,000
					FFY2011	Utility Relocate					$ -	$ 2,100,000	B4A0	$ 2,100,000
				13994	FFY2013	Construction	$ 8,973	L240	$ 1,027		$ 10,000	$ 37,038,000	B4A0	
						Other					$ -			
					Total FFY12-15		$ 8,973		$ 1,027		$ 10,000	$ 67,535,000		$ 67,545,000

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	
Oregon Department of Transportation (ODOT), continued														
OR62 Corridor Solutions Environmental Impact Statement	Environmental Impact Study to Identify Solutions Associated with Congestion on Hwy 62	903	Non-Exempt (right-of-way constrained in 2038 RVMPO RTP)	13226	FFY2012	Planning	$ 2,232,123	Q050	$ 255,477		$ 2,487,600	$ 62,190	OTIAIII	
				13226	FFY2012	Planning					$ -	$3,171,690	OTIAIII	
				13226	FFY2012	Planning					$ -	$497,520	JTABond	
						Design								
						Land Purchase								
						Utility Relocate					$ -			
						Construction								
						Other					$ -			
					Total FFY12-15		$ 2,232,123		$ 255,477		$ 2,487,600	$ 3,731,400		$ 6,219,000
OR62: Corridor Solutions Unit 2, Phase 2	Construct segment of new, two-lane, limited-access bypass to relieve congestion.	903	Non-Exempt			Planning					$ -			
					FFY2011	Design						$ 3,077,000	JTABond	
				17188	FFY2012	Land Purchase					$ -	$ 10,000,000	JTABond	
				17188	FFY2013	Utility Relocate					$ -	$ 500,000	JTABond	
				17188	FFY2013	Construction						$ 36,683,000	JTABond	
				17188	FFY2013	Construction	821030	L240	$93,970		$ 915,000			
						Other					$ -			
					Total FFY12-15		$ 821,030		$ 93,970		$ 915,000	$ 50,260,000		$ 51,175,000
Interstate 5 Bear Creek Bridges	Scour repair on Interstate 5 bridges north- and south-bound		Exempt (Table 2-Bridge Repair)			Planning					$ -			
				17529	FFY2013	Design	$ 201,893	STP	$ 23,107		$ 225,000			
				17529	FFY2014	Land Purchase	$ 2,692	STP	$ 308		$ 3,000			
						Utility Relocate					$ -			
				17529	FFY2015	Construction	$ 1,584,632	STP	$ 181,368		$ 1,766,000			
						Other					$ -			
					Total FFY12-15		$ 1,789,217		$ 204,783		$ 1,994,000	$ -		$ 1,994,000
OR 238 @ N. Ross	Install New Traffic Signal	911	Exempt (Table 2) Safety			Planning					$ -			
					FFY2008	Design	$ 8,973	STP	$ 1,027		$ 10,000			
					FFY2012	Land Purchase					$ -	$ 25,000	OTHER	
						Utility Relocate	$ -							
				14985	FFY2012	Construction						$ 150,000	OTHER	
						Other								
					Total FFY12-15		$ -		$ 1,027		$ -	$ 175,000		$ 175,000
Hwy 99 & Creel Road Improvements	Build left turn lane, sidewalks at intersection		Exempt (Table 2) Safety			Planning					$ -			
				17478	FFY2013	Design	$ 86,687	HSIP	$ 7,313		$ 94,000			
				17478	FFY2013	Land Purchase	$ 6,455	HSIP	$ 545		$ 7,000			
						Utility Relocate					$ -			
				17478	FFY2015	Construction	$ 829,058	HSIP	$ 69,942		$ 899,000			
						Other					$ -			
					Total FFY12-15		$ 922,200		$ 77,800		$ 1,000,000	$ -		$ 1,000,000
Hwy. 62 & 140 Intersection Improvements	Relocate signal, modify lane configuration		Exempt (Table 2) Safety			Planning					$ -			
				17471	FFY2012	PrelimEngineer	$ 92,220	HSIP	$7,780		$ 100,000			
				17471	FFY2012	Land Purchase								
						Utility Relocate					$ -			
				17471	FFY2014	Construction	$ 915,745	HSIP	$77,255		$ 993,000			
						Other					$ -			
					Total FFY12-15		$ 1,007,965		$ 85,035		$ 1,093,000	$ -		$ 1,093,000
Subtotal ODOT Projects							$ 35,433,500		$ 3,525,046		$ 49,803,019	$ 172,436,930		$ 222,239,949

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		1037	Exempt (Table 2) - Operating assistance to transit agencies	17256	FFY2012	Other	$ 1,850,000	FTA 5307	$ 1,850,000	RVTD	$ 3,700,000			$ 3,700,000
Urban Operations Support		1038	Exempt (Table 2) - Operating assistance to transit agencies	17257	FFY2012	Other	$ 1,900,000	FTA 5307	$ 1,900,000	RVTD	$ 3,800,000			$ 3,800,000
Urban Operations Support		1039	Exempt (Table 2) - Operating assistance to transit agencies	17258	FFY2013	Other	$ 1,950,000	FTA 5307	$ 1,950,000	RVTD	$ 3,900,000			$ 3,900,000
Urban Operations Support			Exempt (Table 2) - Operating assistance to transit agencies	17997	FFY2014	Other	$ 1,900,000	FTA 5307	$ 1,950,000	RVTD	$ 3,850,000			$ 3,850,000
Urban Operations Support			Exempt (Table 2) - Operating assistance to transit agencies	17998	FFY2015	Other	$ 1,950,000	FTA 5307	$ 1,950,000	RVTD	$ 3,900,000			$ 3,900,000
Job Access/Reverse Commute, transit operations			Exempt (Table 2) - Operating assistance to transit agencies	17899	FFY2012	Other	$ 103,051	FTA 5316	$ 103,051	RVTD	$ 206,102			$ 206,102
RVTD Transit Capital -- STP Transfer: Purchase Services, Vehicle Maintenance		1046	Exempt (Table 2) - Rehabilitation of transit vehicles	17853	FFY2012	Other	$ 723,865	STP	$ 82,850	RVTD	$ 806,715			$ 806,715
RVTD Transit Capital -- STP Transfer: Purchase Services, Vehicle Maintenance		1047	Exempt (Table 2) - Rehabilitation of transit vehicles	17860	FFY2012	Other	$ 710,662	STP	$ 81,338	RVTD	$ 792,000			$ 792,000
Ashland Park-Ride		1025	Exempt (Table 2) bicycle and pedesrian facilitites	17259	FFY2012	Other	$ 115,950	STP	$ 11,290	RVTD	$ 127,240			$ 127,240
Ashland Park-Ride		1025	Exempt (Table 2) bicycle and pedesrian facilitites	14664	FFY2012	Other	$ 248,000	STP	$ 62,000	RVTD	$ 310,000			$ 310,000
Expanded Transit Servie: Estending transit service to week nights and Saturdays			Exempt (Table 2) - Operating assistance to transit agencies	17168	FFY2012	Other	$ 1,081,756	CMAQ (L400)	$ 867,347	RVTD	$ 1,949,103			$ 1,949,103
Radio Communications System Replacement and Upgrad			Exempt (Table 2) - Operating assistance to transit agencies	18163	FFY2012	Other	$ 600,000	State Flex Funds	$ 142,868	RVTD	$ 742,868			$ 742,868

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							$	Source	$	Source		$	Source	
RVTD, continued														
Capitalization of Maintenance (MPO STP Transfer)		1040	Exempt (Table 2) - Rehabilitation of transit vehicles	17261	FFY 2012	Other	$ 814,368	MPO STP	$ 93,208	RVTD	$ 907,576			$ 907,576
Capitalization of Maintenance (MPO STP Transfer)		1041	Exempt (Table 2) - Rehabilitation of transit vehicles	17262	FFY 2013	Other	$ 838,505	MPO STP	$ 95,971	RVTD	$ 934,476			$ 934,476
Capitalization of Maintenance (MPO STP Transfer)			Exempt (Table 2) - Rehabilitation of transit vehicles	17975	FFY2014	Other	$ 887,953	MPO STP	$ 101,630	RVTD	$ 989,583			$ 989,583
Capitalization of Maintenance (MPO STP Transfer)			Exempt (Table 2) - Rehabilitation of transit vehicles	17978	FFY2015	Other	$ 940,163	MPO STP	$ 107,606	RVTD	$ 1,047,769			$ 1,047,769
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1017	Exempt (Table 2) - Operating assistance to transit agencies	16214	FFY 2012	Other	$ 134,595	STP (L240)	$ 15,405	RVTD	$ 150,000			$ 150,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1019	Exempt (Table 2) - Operating assistance to transit agencies	16215	FFY2013	Other	$ 134,595	STP (L240)	$ 15,405	RVTD	$ 150,000			$ 150,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District			Exempt (Table 2) - Operating assistance to transit agencies	17639	FFY 2014	Other	$ 134,595	STP (L240)	$ 15,405	RVTD	$ 150,000			$ 150,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District			Exempt (Table 2) - Operating assistance to transit agencies	17640	FFY2015	Other	$ 134,595	STP (L240)	$ 15,405	RVTD	$ 150,000			$ 150,000
Passenger Information Systems Completion		1035	Exempt (Table 2) - Rehabilitation of transit vehicles	17263	FFY2012	Other	$ 923,322	CMAQ (L400)	$ 105,678	RVTD	$ 1,029,000			$ 1,029,000
Capitalization of Maintenance (MPO STP Transfer)		1032	Exempt (Table 2) - Rehabilitation of transit vehicles	15661	FFY2012	Other	$ 660,049	MPO STP	$ 75,546	RVTD	$ 735,595			$ 735,595
Veterans Transportation Call Center		1053	Exempt (Table 2) - Operating assistance to transit agencies	18248	FFY2013	Other	$ 1,082,400	FTA 5309	$ 270,600	RVTD	$ 1,353,000			$ 1,353,000
Purchase New Transit Buses			Exempt (Table 2) - Operating assistance to transit agencies	18144	FFY2012	Other	$ 1,093,600	FTA State of Good Repair	$ 273,400	RVTD	$ 1,367,000			$ 1,367,000
Subtotal RVTD Projects							$ 18,736,024		$ 9,742,003		$ 33,048,027			**$ 33,048,027**

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														
Cascade Sierra Solutions Emissions Reduction Center	Implement Diesel Retrofit Outreach Center	1002	Exempt (Table 2) Planning and Technical Studies			Planning					$ -			
						Design					$ -			
						Land Purchase					$ -			
						Utility Relocate					$ -			
						Construction					$ -			
				16290	FFY2012	Other	$ 314,055	CMAQ (L400)	$35,945	RVMPO	$ 350,000			
					Total FFY10-13		$ 314,055		$ 35,945		$ 350,000			$ 350,000
RVMPO Clean Air Campaign	Develop and implement clean air campaign for RVMPO Area	1006	Exempt (Table 2) Planning and Technical Studies			Planning					$ -			
						Design					$ -			
						Land Purchase					$ -			
						Utility Relocate					$ -			
						Construction					$ -			
				17254	FFY2013	Other	$ 55,000	CMAQ (L400)	$6,295	RVMPO	$ 61,295			
					Total FFY10-13		$ 55,000		$ 6,295		$ 61,295			$ 61,295
RVMPO Plan Update	Complete work necessary to update the RVMPO Long-Range Plan	1003	Exempt (Table 2) Planning and Technical Studies			Planning					$ -			
						Design					$ -			
						Land Purchase					$ -			
						Utility Relocate					$ -			
						Construction					$ -			
				15475	FFY2012	Other	$ 55,000	STP-L (L200)	$6,295	RVMPO	$ 61,295			
					Total FFY10-13		$ 55,000		$ 6,295		$ 61,295			$ 61,295
Subtotal RVCOG Projects							$ 424,055		$48,535		$472,590			$472,590
Total RVMPO 2012-2015 RVMPO MTIP Projects														***$ 268,876,976***

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
Ashland							
122	Walker Avenue: Safe Walk To School	Sidewalk Construction, west side Walker Ave. between Ashland and Iowa; includes improvements at railroad crossing.	short	$ 748,000			Exempt (Table 2) Safety, pavement resurfacing
120	Laurel St. RR Crossing	R/R X-ing improvements, surface improvements	short	$ 813,552			R/R X-ing improvements, surface improvements
160	Hersey St: N. Main to Oak St Sidewalk	Sidewalk Construction	short	$ 591,776			Exempt (Table 2) Safety, pedestrian
				Short Range Total	**$ 2,153,328**	**$ 2,153,328**	
161	E. Nevade Street Extension	Extend street over Bear Creek to link roadway at Kestrell; sidewalks, bicycle lanes	medium	$3,404,562			**Non-Exempt**
162	Washington Street Extension	Extend street from Mistletow Road to Ashland Street; sidewalks, bicycle lanes	medium	$1,628,269			**Non-Exempt**
163	Intersection Improvements: Ashland-Oak Knoll-E. Main	Realign intersection, install speed-reduction treatments	medium	$1,184,195			**Exempt-Table 2**
				Medium Range Total	**$6,217,026**	**$6,217,026**	
164	Normal Avenue Extension	Extend roadway to East Main; sidewalks, bicycle lanes	long	$5,916,032			**Non-Exempt**
165	Clear Creek Drive Extension	Extend road to connect with N. Mountain Ave.	long	$4,601,359			**Non-Exempt**
				Long Range Total	**$10,517,391**	**$10,517,391**	

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
Central Point							
228	Freeman Road Improvements	Urban Upgrade, adding center turn lane, bicycle lanes, sidewalks, curb, gutter and storm drain between Hopkins Road and Oak Street.	short	$1,991,000			**Exempt-Table 2**
208	Central Point & Talent Parking Lot Improvements	Pave and improve alleys and parking facilities, both cities	short	$1,191,001			**Exempt-Table 2**
229	Twin Creeks Rail Crossing	Construct new two-lane road, with bicycle lanes, sidewalks, extending Twin Creeks Crossing from Boulder Ridge Street to Hwy 99. Install signal at new Hwy 99 intersection	short	$2,600,000			**Non-exempt**
				Short Range Total	**$5,782,001**	**$5,782,001**	
215	OR 99: Traffic Calming Unit 3	Traffic Calming	medium	$259,043			**Exempt-Table 2**
214	Scenic Ave., Mary's Way to Scenic Middle School	Widen to add bike lanes and sidwalks (urban upgrade)	medium	$865,078			**Exempt-Table 2**
				Medium Range Total	**$1,124,121**	**$1,124,121**	
219	Table Rock Rd. & Vilas Rd Intersection	Widen to add turn lanes	long	$1,751,803			**Exempt-Table 2**
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**
227	W. Pine St., Hanley St. to Haskell St.	Widen to add center turn lane, bike lanes , sidewalks	long	$3,286,685			**Exempt-Table 2**
				Long Range Total	**$6,155,960**	**$6,155,960**	

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
Eagle Point							
324	Mattie Brown Park Improvements	Pave parking area, construct sidewalks at park	Short	$175,000			Exempt-Table 2
322	North Royal Avenue - Loto Street to E. Archwood Drive	Little Butte Creek Pedestrian Trail	Short	$157,000			Exempt-Table 2
325	Arrowhead Trail - Black Wolf lane to Pebble Creek Blvd	Extension (Collector) with Bike Lanes and Sidewalks	Short	$2,344,000			Non-Exempt
323	Barton Road - Highway 62 to Reese Creek Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	Short	$500,000			Exempt-Table 2
326	Buchanan Avenue - Linn Road to Fargo Street	Extension (Collector) with Bike Lanes and Sidewalks	Short	$144,000			Non-Exempt
327	Havenwood Drive - Barton Road to Rolling Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks	Short	$521,000			Non-Exempt
328	Lava Street/Stevens - Lava Street to Stevens Road	Extension (Arterial) with Bike Lanes and Sidewalks	Short	$1,350,000			Non-Exempt
308	Sienna Hills Drive - Barton Road to Sienna Hills Drive	Extension (Collector) with Bike Lanes and Sidewalks	Short	$832,000			Non-Exempt
329	South Shasta Avenue - Highway 62 to Arrowhead Trail	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	Short	$2,201,000			Exempt-Table 2
330	Stevens Road - East Main Street to Palima Drive	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	Short	$2,071,000			Exempt-Table 2
		Short Range Total			**$10,295,000**		Exempt-Table 2
332	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	Medium	$6,166,698			Exempt-Table 2
333	North Royal Avenue - Loto Street to Reese Creek Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	Medium	$3,672,486			Exempt-Table 2
334	Old Highway 62/Royal Avenue - OR62 to Loto Street	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	Medium	$5,060,955			Exempt-Table 2
		Medium Range Total			**$14,900,139**	**$14,900,139**	
335	Alta Vista Road - Robert Trent Jones to Riley Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	long	$7,278,911			Exempt-Table 2
336	Hannon Drive - West Linn Road to Nick Young Road	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	long	$3,696,425			Exempt-Table 2
337	Nick Young Road - OR 62 to Hannon Drive	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	long	$611,323			Exempt-Table 2
338	Riley Road - Stevens Road to Alta Vista Road	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	long	$10,315,808			Exempt-Table 2
339	West Linn Road - OR 62 to Dahlia Terrace	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	long	$8,882,813			Exempt-Table 2
		Long Range Total			**$30,785,280**	**$30,785,280**	Exempt-Table 2

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	YoE Cost	Cost by Phase	Funds Available	Conformity Status
Jacksonville								
404	First St. & Main St. Sidewalk and Streetscape	Install lighting, sidewalks, bike parking, pedestrian improvements	Short	$1,061,346				Exempt-Table 2
		Short Range Total				**$1,061,346**	**$1,061,346**	
No Medium Range Projects Proposed			medium	$0	$0			
		Medium Range Total				**$0**	**$0**	
No Long Range Projects Proposed			long	$0	$0			
		Long Range Total				**$0**	**$0**	

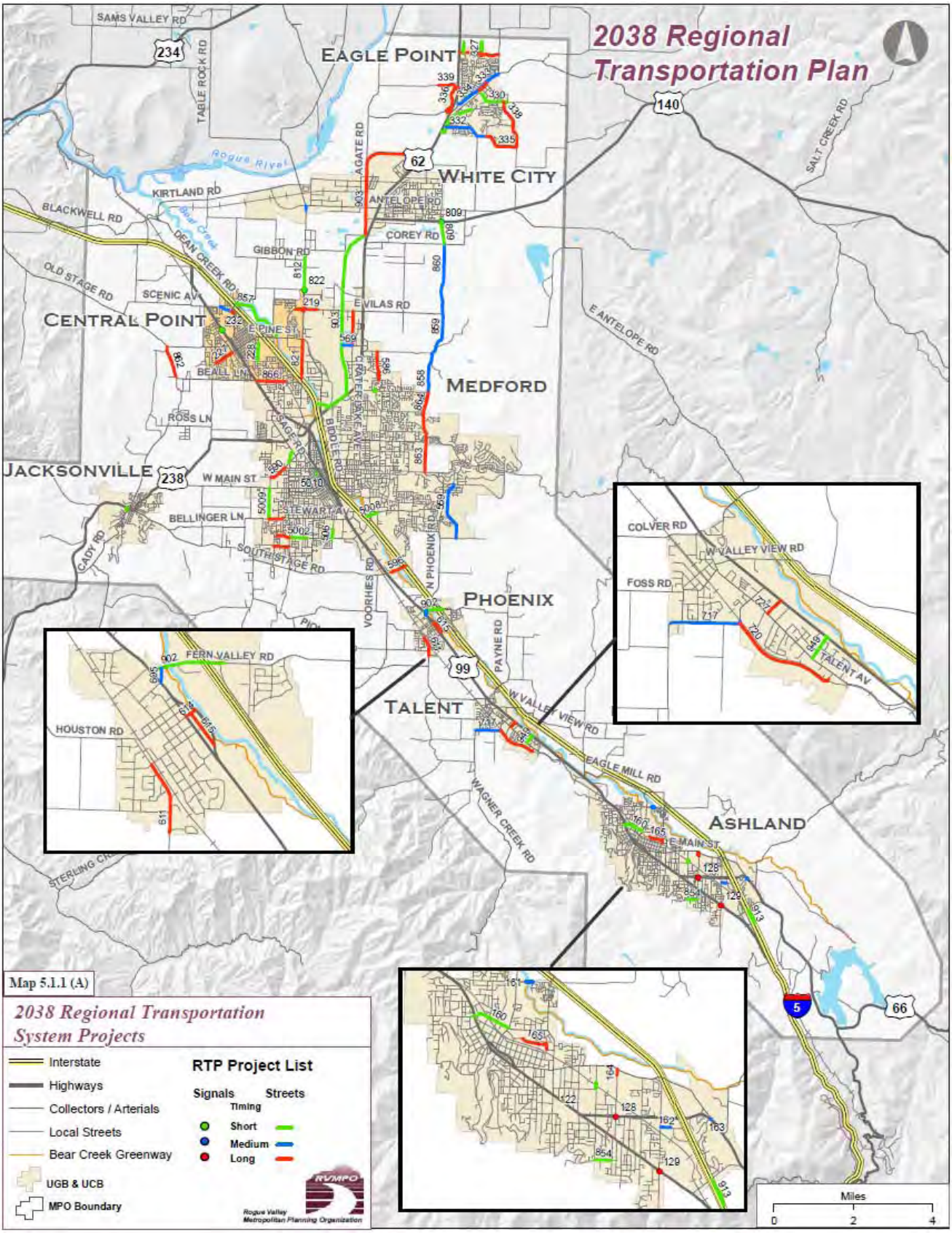
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
Medford							
5002	Garfield Ave., Columbus to Lillian	Reconstruct roadway, add curbs, gutters, sidewalk and bike lanes	short	$1,673,625			Exempt
506	S. Holly St. Extension - Garfield Ave. to Holmes Way	Construct street with center turn lane, bike lanes, sidewalks	short	$3,700,000			Non-Exempt
507	Columbus Ave., McAndrews Rd. to Sage Rd.	Extend Columbus to Sage, four lanes w/center turn lane, bike lanes, sidewalks	short	$2,550,000			Non-Exempt
598	Crater Lake Ave & Jackson St. Alley Paving	Pave and improve alleys	short	$1,233,999			Exempt
5007	Springbrook-Delta Waters Realignment	Realign intersection; add center turn lane, bicycle lanes, sidewalks	short	$1,575,033			Exempt
5008	Larson Creek Trail	Build trail connecting Bear Creek Greenway Trail to Ellendale Drive	short	$585,000			Exempt
5005	Adaptive Signal Timing	Install adaptive signal timing equipment along Hwy. 62 corridor	short	$362,897			Exempt
5009	Lozier Lane Improvements	Urban Upgrade: add center turn lane, bicycle lanes, sidewalks, curb gutter and strom drain between W. Main and Stewart Ave.	short	$7,500,000			Exempt
5010	Rail Safety Improvements	Downtown Medford: upgrade Third St. crossing; close 11th St crossing	short	$90,000			Exempt
			Short Range Total		**$19,270,554**	**$19,270,554**	
559	Stanford Rd., Coal Mine Rd. to Cherry Lane	Construct new three lane street with bike lanes and sidewalks	medium	$11,169,923			Non-Exempt
			Medium Range Total		**$11,169,923**	**$11,169,923**	
568	Lear Way, Coker Butte Rd. to Vilas Rd.	Construct new two lane street with bike lanes and sidewalks	long	$5,693,414			Non-Exempt
569	Coker Butte Rd., Lear Way to Haul Rd.	Construct new five lane street with bike lanes and sidewalks	long	$4,376,812			Non-Exempt
586	Springbrook Rd., Blackthorn Way to Coker Butte Rd.	Construct new three lane street with bike lanes and sidewalks	long	$10,212,562			Non-Exempt
582	Manzanita Street Extension.	Construct new five lane street with bike lanes and sidewalks from Riverside Rd. to Spring St.	long	$8,895,960			Non-Exempt
589	Diamond Street Extension	Extend street from S. Columbus to Orchard Home Drive	long	$8,326,619			Non-Exempt
590	McAndrews Rd., Ross Ln. to Jackson St.	Widen from two to five lanes with bike lanes and sidewalks	long	$5,693,414			Non-Exempt
592	Cunningham Rd., Orchard Home Dr. to Columbus Ave.	Widen from two to five lanes with bike lanes and sidewalks	long	$4,554,731			Non-Exempt
594	Stewart Ave., Lozier Ln. to Dixie St.	Widen from two to five lanes with bike lanes and sidewalks	long	$3,416,049			Non-Exempt
596	South Stage Road Extension	Construct 3-lane extension of S. Stage over I-5	long	$53,375,760			Non-Exempt
			Long Range Total		**$104,545,321**	**$104,545,321**	

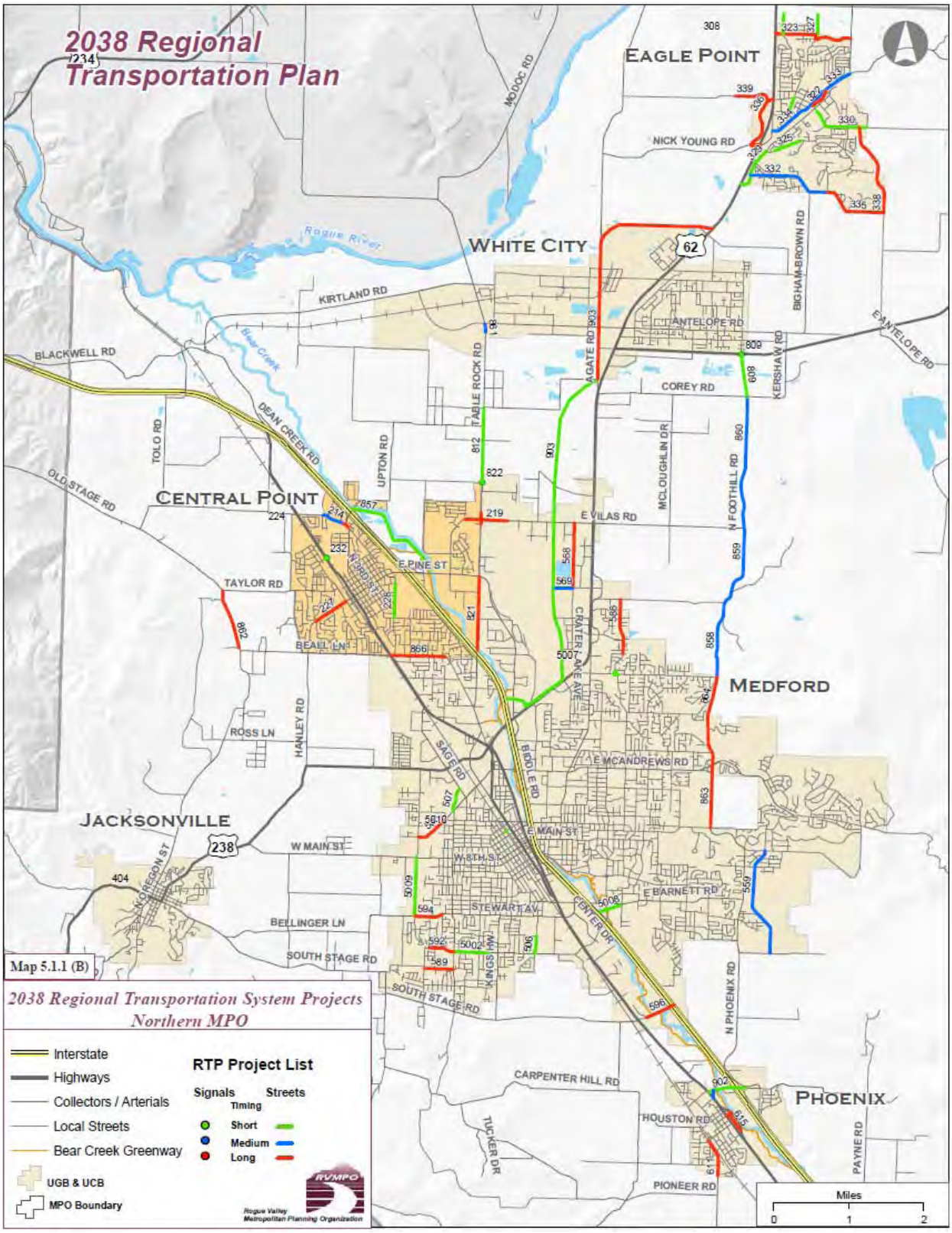
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
Phoenix							
No Short-Range Projects Planned			short	$0			
			Short Range Total		**$0**	**$0**	
600	4th St., OR 99 (SB) to OR 99 (NB)	Widen to provide bike lanes	medium	$438,916			**Exempt-Table 2**
601	4th St., Rose St. to Colver Rd.	Widen to provide bike lanes and sidewalks	medium	$501,371			**Exempt-Table 2**
603	Rose St., First St. to Fifth St.	Widen to provide bike lanes	medium	$433,712			**Exempt-Table 2**
605	Bolz Rd., OR 99 to Fern Valley Rd.	Widen to provide bike lanes and sidewalks	medium	$607,196			**Exempt-Table 2**
			Medium Range Total		**$1,981,194**	**$1,981,194**	
611	Colver Rd., First St. to southern UGB limits	Widen to provide bike lanes and sidewalks	long	$1,155,598			**Exempt-Table 2**
614	3rd St., existing terminus to OR 99 (NB)	Construct new street with bike lanes and sidewalks	long	$1,283,998			**Non-Exempt**
615	Parking St., OR 99 (NB) to Third St.	Construct new street with bike lanes and sidewalks	long	$3,851,994			**Non-Exempt**
			Long Range Total		**$6,291,591**	**$6,291,591**	

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
Talent							
208	Chuck Roberts Park Improvements	Project combined with #208, renamed Central Point & Talent Parking Lot Improvements	short				exempt
			Short Range Total		**$0**	**$0**	
717	Rapp Rd., R/R X-ing to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicyle lanes, sidewalks)	medium	$2,602,269			**Exempt-Table 2**
			Medium Range Total		**$2,602,269**	**$2,602,269**	
720	Helms/Hilltop, Rapp Rd. to Belmont St.	Construct new railroad district collector street	long	$5,135,993			**Non-Exempt**
722	Rogue River Parkway, OR 99 to Talent Ave.	Construct new street or upgrade existing street to major collector	long	$3,851,994			**Non-Exempt**
			Long Range Total		**$8,987,987**	**$8,987,987**	

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
Jackson County							
854	Peachey Road Paving	Pave and improve road from Walker Ave. to Hillview, Ashland	short	$720,000			Exempt-Table 2
857	Bear Creek Greenway	Construct multi-use trail from Pine St. to Upton Rd, Central Point	short	$1,755,723			Exempt-Table 2
812	Table Rock Road - Wilson Rd to Elmhurst St.	Widen to add center turn lane, bicycle lanes, sidewalks; align Gregory Road intersection	short	$2,400,000			Exempt-Table 2
822	Table Rock Rd. at Wilson Rd.	New traffic signal	short	$200,000			Exempt-Table 2
809	Foothill Rd., Corey Rd. to Atlantic St.	New two lane rural major collector, add signal	short	$1,800,000			Non-Exempt
			Short Range Total		**$6,875,723**	**$6,875,723**	
858	Foothill Rd., Delta Waters to Coker Butte	Improve (widen) to rural collector standards	medium	$2,220,366			Exempt
859	Foothill Rd., Coker Butte to Vilas	Improve (widen) to rural collector standards	medium	$2,220,366			Exempt
			Medium Range Total		**$4,440,733**		
860	Foothill Rd., Vilas to Corey	Improve (widen) to rural collector standards	long	$3,286,685			Exempt
861	Table Rock Rd., Mosquito to Antelope	Widen to 4 lanes	long	$2,191,123			Non-Exempt
862	Old Stage Rd., Winterbrook to Taylor	Improve (widen) to rural collector standards	long	$3,286,685			Exempt
821	Table Rock Rd: I-5 Crossing to Biddle	Widen to 3 & 5 Lanes, curb, gutter, & Sidewalk + bike lanes	long	$13,146,739			Non-Exempt
863	Foothill Rd., Hillcrest to McAndrews	Upgrade to 3 lane urban standard	long	$ 10,955,616			Exempt
864	Foothill Rd., McAndrews to Delta Waters	Upgrade to 3 lane urban standard	long	$ 43,822,463			Exempt
866	Beall Ln., Highway 99 to Merriman	Upgrade to 3 lane urban standard	long	$ 6,573,369			Exempt
867	Stewart, Hull to Thomas	Upgrade to 3 lane urban standard	long	$ 4,382,246			Exempt
868	Kings Highway, S Stage to Medford UGB	Upgrade to 3 lane urban standard	long	$ 3,286,685			Exempt
869	Hanley Road, Beall to Pine	Upgrade to 3 lane urban standard	long	$ 5,477,808			Exempt
870	Beall Ln. at Bursell	New traffic signal	long	$ 438,225			Exempt
			Long Range Total		**$96,847,643**		

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
ODOT							
902	I-5: Fern Valley Interchange, Phase 2	Reconstruct interchange; realign, widen connecting roads: replace Bear Creek Bridge	short	$75,000,000			Non-exempt
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	$118,720,000			Non-exempt
904	OR 140 Freight Improvements	Upgrade existing roads to create freight corridor linking Hwy 140 at Hwy 62 (existing terminus), White City, to I-5 at Exit 35, Central Point: including sidening shoulders, adding turn lanes, other improvemetns on segments of Blackwell, Kirtland, High Banks, Antelope, Table Rock, Agate roads and Leigh Way.	short	$5,000,000			Exempt (Table 2)
913	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location	short	$11,800,000			Exempt (Table 2) Safety, pedestrian
946	I-5: Bear Creek Bridges NB & SB, Scour Repair	Scour Repair, Bridges 08771N & 08771S	short	$1,994,000			Exempt-Table 2
941, 942	OR62: Linn Rd to Hwy 234	Install two way center left turn lane between Barton and Rolling Hills	short	$5,224,000			Exempt-Table 2
945	OR99 @ Creel	Left turn refuge and sidewalks	short	$1,000,000			Exempt-Table 2
949	Talent/OR 99 Creel	Widen OR 99 and provide left turn channelization for Creel Rd. Provide sidewalk	short	$3,290,000			Exempt-Table 2
		Short Range Total			**$222,028,000**	**$222,028,000**	
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.	Medium	$15,000,000			Exempt
		Medium Range Total			**$15,000,000**	**$15,000,000**	
903	OR 62: I-5 to Dutton Road	Right of Way Acquisition(exclusive of JTA Phase)	long	$65,000,000			Non-exempt
		Long Range Total			**$65,000,000**	**$67,500,000**	


2038 Regional Transportation Plan
EAGLE POINT
WHITE CITY
CENTRAL POINT
MEDFORD
JACKSONVILLE
PHOENIX
TALENT
ASHLAND
SAMS VALLEY RD
TABLE ROCK RD
Rogue River
KIRTLAND RD
BLACKWELL RD
Bear Creek
DEAN CREEK RD
OLD STAGE RD
SCENIC AV
GIBBON RD
AGATE RD
ANTELOPE RD
COREY RD
E VILAS RD
E PINE ST
BEALL LN
ROSS LN
CRATER LAKE AVE
BIDDLE RD
W MAIN ST
STEWART AV
BELLINGER LN
CADY RD
SOUTH STAGE RD
VOORHIES RD
N PHOENIX RD
PAYNE RD
FERN VALLEY RD
HOUSTON RD
COLVER RD
W VALLEY VIEW RD
FOSS RD
TALENT AV
EAGLE MILL RD
WAGNER CREEK RD
E MAIN ST
E ANTELOPE RD
SALT CREEK RD
62
140
234
238
99
5
66
Map 5.1.1 (A)
2038 Regional Transportation System Projects
Interstate
Highways
Collectors / Arterials
Local Streets
Bear Creek Greenway
UGB & UCB
MPO Boundary
RTP Project List
Signals
Streets
Timing
Short
Medium
Long
RVMPO
Rogue Valley Metropolitan Planning Organization
Miles
0
2
4


2038 Regional Transportation Plan
EAGLE POINT
WHITE CITY
CENTRAL POINT
MEDFORD
JACKSONVILLE
PHOENIX
NICK YOUNG RD
KIRTLAND RD
BLACKWELL RD
ANTELOPE RD
COREY RD
E VILAS RD
E PINE ST
TAYLOR RD
BEALL LN
ROSS LN
E MCANDREWS RD
W MAIN ST
E MAIN ST
W 8TH ST
E BARNETT RD
STEWART AV
BELLINGER LN
SOUTH STAGE RD
CARPENTER HILL RD
HOUSTON RD
PIONEER RD
OLD STAGE RD
DEAN CREEK RD
TABLE ROCK RD
AGATE RD
BIGHAM-BROWN RD
KERSHAW RD
MCLOUGHLIN DR
N FOOTHILL RD
CRATER LAKE AVE
BOLE RD
SAGE RD
HANLEY RD
TOLO RD
UPTON RD
N PHOENIX RD
PAYNE RD
TUCKER DR
CENTER DR
KINGS HWY
N OREGON ST
Rogue River
Bear Creek
MODOC RD
62
238
234
Map 5.1.1 (B)
2038 Regional Transportation System Projects
Northern MPO
Interstate
Highways
Collectors / Arterials
Local Streets
Bear Creek Greenway
UGB & UCB
MPO Boundary
RTP Project List
Signals
Streets
Timing
Short
Medium
Long
RVMPO
Rogue Valley Metropolitan Planning Organization
Miles
0
1
2

Appendix F

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

(Text of federal regulations)

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 PM_{10} and PM2.5nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

93.127 Projects Exempt from Regional Emissions Analysis

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 PM_{10} and PM2.5concentrations 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.

Appendix G

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, and the 2038 Regional Transportation Plan (RTP) and amended 2012-2015 Metropolitan 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 2007 Public Participation Plan was followed in development of this conformity determination and the corresponding RTP and amended MTIP. 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 2013-2038 RTP and amended 2012-2015 MTIP 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.rvmpo.org

- RVMPO Public Advisory Council met bimonthly, with meetings advertised in the Medford Mail Tribune. 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.rvmpo.org.

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 Pre-Analysis Consensus Plan is provided in Appendix I. Detailed records of consultation are on file with Rogue Valley Council of Governments, 115 N. First St., Central Point, OR.

Outreach

Outreach on the RTP update began in the summer, 2012, when RVMPO advisory committees began updating the goals and policies. A subcommittee also developed performance measures. Consistent with general practice, draft materials were posted on the website. Similarly the advisory committees worked under the general direction of the Policy Committee to develop a draft project list over the course of several advertised meetings in the fall of 2012. Brochures describing Public comments were incorporated into a series of tentative decisions made by the Policy Committee regarding content of the 2038 RTP and the AQCD. This revised format for public engagement provided more opportunities for the RVMPO committees engage with the public early in the process when public comment and discussion is most effective. The result was a set of draft documents that reflected extensive public review. This process contrasted with previous outreach activities that centered on a completed draft document. These Open House sessions generally had low turn-out (fewer than 20 attending) and little significant impact on the final plan and conformity.

The 2013-2038 RTP and AQCD reflects public input in several areas including:

1. Projects: Expanded listing of long-range projects to link anticipated revenue to a larger number of indentified projects developed by member jurisdictions in Transportation System Plans (state plans).
2. Performance: Federal rulemaking on performance measures under MAP-21 hasn't occurred but the RTP contains measures that the region has identified as important in this MPO.
3. Safety: Responding to public concerns about lacking facilities, this RTP includes funding to add sidewalks and bicycle lanes on urban arterials.
4. Transportation Alternatives: Continuing public support for alternatives is reflected in the plan by continuing support for transit and roadway improvements and expanding support for urban trails (Bear Creek Greenway).
5. Land use: Traffic analysis and demand forecasting incorporates aspects of a regional long-range urbanization plan, the Regional Problem Solving Plan, which was acknowledged by the state late in the RTP development process. This strengthens the RTP's land use component by including very-long-range (50 years or more) development plans.

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

Outreach efforts illustrated on the following pages are:

1. Brochure distributed to libraries and public offices within the RVMPO, emailed to public list (just under 200 addresses.
2. Newspaper display ad printed at key decision points during development of the MTIP and this document, including two Sundays in the Mail Tribune prior to hearing;
3. Legal Notice (with affidavit of publication) announcing comment period

No comments received were specific to this document. Comments pertinent to the RTP on file at Rogue Valley Council of Governments, Central Point, OR.

2038 RTP Brochure Summer/Fall 2012

What's next ?
Regional Plan Process

Your comments and suggestions will be considered as work continues on the plan. The draft plan is expected to be released in February, 2012.

The draft **RTP will include a list** of regionally significant and federally funded projects expected to be undertaken in the next 25 years.

Public Participation is vital to planning for the region's long-term transportation needs. More information about the RVMPO is available on the web, including the current 2009-34 Regional Transportation Plan:

www.rvmpo.org

Public participation is encouraged in all **RVMPO** activities, including the update of the regional plan.

The RVMPO has three committees, and all meetings are public. The **Policy Committee,** the decision-making board, meets at 2 p.m. on the 4th Tuesday of every month. **Public Advisory Council (PAC),** is the public sounding board for the RVMPO. It is made up of citizens from all RVMPO interest areas. PAC meets on the 3rd Tuesday of every other month at 5:30 p.m. Please ask about openings on the PAC and getting on the mailing list for all meeting notices.

Call RVMPO: 541.423-1360

RVMPO
Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

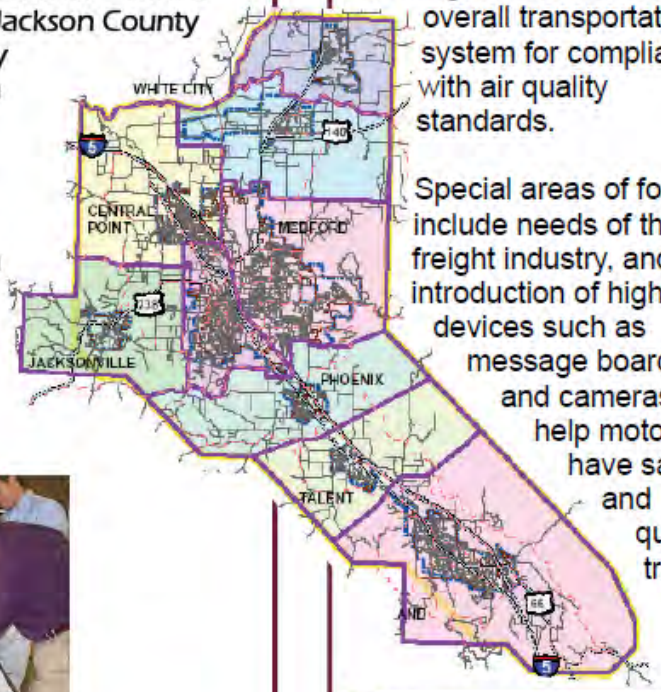
2013-2038 Regional Transportation Plan

Update

2038 RTP Brochure Summer/Fall 2012, continued

Coordinating Transportation Planning for

- Ashland
- Central Point
- Eagle Point • Jacksonville
- Medford • Phoenix • Talent
- White City • Jackson County
- Rogue Valley Transportation District •
- Oregon Department of Transportation



Rogue Valley Metropolitan Planning Organization

Staffed by the Rogue Valley Council of Governments, 155 N. First St., P.O. Box 3275, Central Point, telephone 541.664-6674

Regional Transportation Plan

The plan sets goals for all modes of surface transportation, forecasts needs for new projects and funding, and evaluates the overall transportation system for compliance with air quality standards.

Special areas of focus include needs of the freight industry, and introduction of high-tech devices such as message boards and cameras to help motorists have safer and quicker trips.

Update 2013-2038 Draft Goals

Plan for, develop and maintain a comprehensive multi-modal transportation system that will address existing and future needs.

Optimize Safety and Security of the transportation system.

Use transportation investments to foster compact, livable, unique communities.

Develop a plan that reflects responsible stewardship of public funds

Maximize efficiency of transportation infrastructure for all users and modes.

Use diverse strategies to reduce reliance on single-occupant vehicles.

Provide an open and balanced process for planning and developing the transportation system.

Use transportation investments to foster economic opportunities.

Medford Mail Tribune Newspaper Ad, sample #1

Regional Transportation Planning

Public Workshop

Regional Transportation Plan 2013-2038

&

Air Quality Conformity Determination

Rogue Valley Metropolitan Planning Organization

2 p.m. Tuesday, Feb. 26

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 $1 billion 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.

View documents at branch libraries, Rogue Valley Council of Governments office, www.rvmpo.org

Medford Mail Tribune Newspaper Ad, sample #2

Regional Transportation Planning

Public Hearing

Regional Transportation Plan 2013-2038

&

Air Quality Conformity Determination

Rogue Valley Metropolitan Planning Organization

2 p.m. Tuesday, March 26

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 $1 billion 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.

View documents at branch libraries, Rogue Valley Council of Governments office, www.rvmpo.org

ROGUE VALLEY COUNCIL GOVT 705250
PO BOX 3275
CENTRAL POINT OR 97502

Affidavit of Publication

State Of Oregon
County of Jackson

I, Becki Fabian, being first duly sworn, depose and say that I am the principal clerk of Medford Mail Tribune, a newspaper of general circulation , as defined by ORS 193.010 and 193.020; printed at Medford in the aforesaid county and state; that the Notice of Public Hearing 3-26-13, a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for one (1) successive and consecutive insertion in the following issues February 22, 2013.
(HERE SET FORTH DATES OF ISSUES)

Becki Fabian

Subscribed and sworn to before me this 28 day of February 2013

Shonna L Zimmermann
NOTARY PUBLIC FOR OREGON

My Commission expires 11 day of November, 2014

Southern Oregon Media Group - Mail Tribune - Ashland Daily Tidings
111 N. Fir St.
Medford, OR 97501

PUBLICATION	EXPIRE DATE	AD CAPTION	# TIMES	AMOUNT
MAIL TRIBUNE	2/22/13	NOTICE OF PUBLI	1	349.20

START DATE: 2/22/13 END DATE: 2/22/13

OFFICIAL SEAL
SHONNA L ZIMMERMANN
NOTARY PUBLIC-OREGON
COMMISSION NO. 453762
MY COMMISSION EXPIRES NOVEMBER 11, 2014

NOTICE OF PUBLIC HEARING: REQUEST FOR COMMENT ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION
•2013-2038 Regional Transportation Plan
•2013-2038 Air Quality Conformity Determination
•Amendments to the 2012–2015 Transportation Improvement Program
•Amendments to the 2009 – 2034 Regional Transportation Plan

The Rogue Valley Metropolitan Planning Organization (RVMPO) Policy Committee, Jackson County, State of Oregon, will hold public hearings beginning at 2 p.m., March 26, 2013, during the Policy Committee meeting at the Rogue Valley Council of Governments, 155 N. 1st St., Central Point. The hearings will address adoption of an updated Regional Transportation Plan (RTP) with an Air Quality Conformity Determination (AQCD), and amendments to the 2012 – 2015 Transportation Improvement Program (TIP) and the 2009–2034 Regional Transportation Plan (RTP). 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 RVTD, portions of Jackson County and the cities of Ashland, Talent, Phoenix, Medford, Jacksonville, Central Point and Eagle Point.

Additional detail about the hearings:

The 2038 RTP and 2015 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 Air Quality Conformity Determination 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 2038 (as required under 40 CFR Part 93 and OAR 340-252).

Specific amendments to the TIP and RTP would cancel the City of Central Point's Propane Vehicle Conversion project funded under the Congestion Mitigation and Air Quality (CMAQ) program and, to shift those funds to Eagle Point's Mattie Brown Parking Lot project and to the City of Medford's Lozier Lane project.

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 2038 RTP and AQCD, and staff report are available online at www.rvmpo.org, or can be requested by emailing scasavan@rvcog.org or by calling (541) 423-1360. In addition, copies are available at the RVCOG office at the above address. Copies of the draft 2038 RTP 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, 2013, 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 22, 2013

MAIL TRIBUNE RECEIPT Receipt No:

Customer: ROGUE VALLEY COUNCIL GOVT Ad Number: 728716

Sys No: 4293 Acct No: 705250 Phone: 5416646674

Insertion: Start_Date - 02/22/2013 End_Date - 02/22/2013

Class: 0816 Size: 3 x 5.00

Net Price: 349.20 Payment Method: BI Check No: 0

Amount Paid: 0 Amount Owed: 349.2

Credit Card:

Printed By: MMTFABIAN Date: 02/28/2013

Appendix H

Pre-Analysis Consensus Plan

Rogue Valley Metropolitan Planning Organization

Pre-analysis Consensus Plan for Transportation Conformity

2013-38 Regional Transportation Plan
2012-15 Metropolitan Transportation Improvement Program—Amended (if necessary)

Aug. 30, 2012

The Rogue Valley Metropolitan Planning Organization (RVMPO) proposes the following pre-analysis consensus plan and procedures to conduct a transportation conformity analysis. 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.

Purpose: The RVMPO is updating its plan and program, issuing a 2013-38 Regional Transportation Plan and, if necessary, amending the 2012-15 Metropolitan Transportation Improvement Program, which was conformed on June 27, 2012.

Rogue Valley Regional Transportation Plan/Transportation Improvement Program

The RVMPO is required to show that both the 2038 plan and 2015 program conform to State Implementation Plans for Carbon Monoxide (CO) and particulate matter over 10 microns (PM_{10}). RVMPO will use the following assumptions:

Demographics

a. Population: RVMPO will use most recent available forecast from the State Office of Economic Analysis, adopted by Jackson County in 2007 to distribute population among cities.

b. Employment: RVMPO will use forecast derived from Oregon Employment Department and U.S. Bureau of Economic Analysis (U.S. Dept. of Commerce), reviewed and adjusted by jurisdictions, consistent with growth rates identified in the region's long-range land use plan, the Regional Problem Solving Plan, adopted in 2012.

c. Land Use: Future year population and employment allocation will be consistent with adopted state Comprehensive Plans for all jurisdictions. For the last 10 years of the RTP (2028 and 2038 conformity analysis years), which extend beyond Comp Plan horizons, RVMPO will allocate a portion of future growth to Urban Reserve areas identified in the Regional Problem Solving Plan. These urban growth allocations outside state-acknowledged Urban Growth Boundaries will be consistent with cities' forecast full build-out of UGB areas.

RVMPO anticipates that allocations of some urban population and employment growth outside UGBs will be more protective of airsheds than confining all growth to UGBs because a wider geographic dispersal of households and employment can be expected to increase VMT, and thereby yield greater emissions estimates.

Travel Model Validation year:	2006
RTP years	2013-2038
MTIP year(s)	2012-2015
Conformity Analysis Years	
a. CO SIP Budget Years	2015 and 2020
c. PM_{10} SIP Budget Year	2015
d. Intermediate Years	2028 (and 2020 for PM_{10})
d. Plan Horizon	2038
Maintenance Areas CO	**a.** Medford Urban Growth Boundary – Maintenance for **b.** Medford/Ashland Air Quality Maintenance Area (contained within RVMPO area) – Maintenance for PM_{10}
Travel Demand Model	Vehicle Miles Traveled forecasted by RVMPO 3.0 travel demand model in all conformity years (2015, 2020, 2028, 2038).
Modal Split/Mode Choice	Mode-split for transit, bicycle and pedestrian travel determined through RVMPO 3.0 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 DEQ CO &PM10 SIPs, and used by Oregon MPOs in estimating regional travel. This will be consistent with previous RVMPO conformity determinations.

State Implementation Plans

a. **Carbon Monoxide:** The Medford 2002 urban growth boundary area Carbon Monoxide Maintenance SIP, Sept. 23, 2002, applies. Pertinent conformity years and budgets are:

Year		Daily Budget
2015	Budget Yr.	26,693 lbs.
2020	Budget Yr.	32,640 lbs
2028	Intermediate Yr.	32,640 lbs
2038	Plan Horizon Yr	32,640 lbs

b. Particulate Matter-PM_{10}: The Medford/Ashland PM_{10} Maintenance SIP, Aug. 18, 2006, applies to entire RVMPO area. SIP budget for annual emissions only.

Year		Yearly Budget
2015	Budget Yr.	3,754 tons
2020	Intermediate Yr.	3,754 tons
2028	Intermediate Yr.	3,754 tons
2038	Plan Horizon Yr	3,754 tons

Mobile Source Emission Reduction and Control Strategies

RVMPO could take emission-reduction credits derived from numerous projects including many funded through the Congestion Mitigation and Air Quality program that will impact air quality during the planning period, however, because the region is using roughly half of the on-road emission budgets for CO and PM_{10} such credits will not be necessary. Nonetheless, they are significant from both a regulatory and public health standpoint and so 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 it driving alternatives, however credits for such projects are not being taken.
- PM_{10} Strategies: Projects to reduce road dust by paving surfaces are numerous. Total length of unpaved roads, as estimating through Jackson County maps (GIS) has been declining. Also, the RVMPO is programming and planning project that add curbs, gutters, sidewalks and bicycle lanes to arterial and collect streets, encouraging non-motorized travel, reducing track out generating road dust and making street cleaning more effective (see Transportation Control Measure below. These projects have been identified in the plan and program for several planning update cycles including this one, however credits are not being taken.
- Transportation Control Measures: Street cleaning programs for City of Medford, White City urban containment area, connecting corridors including Hwy. 62 and significant intervening travel corridors. At minimum, programs must use high-efficiency vacuum street sweepers, or equivalent, and occur at least twice per month. Although these programs are identified in the PM_{10} 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

RVMPO will use Mobile 6.2.03 emissions model to determine conformity. EPA on March 2, 2010, approved and made available Motor Vehicle Emissions Simulator model (MOVES2010 and subsequently MOVES2010a and b) as an upgrade over Mobile6.2.03, and instituted a grace period for implementation through March 2, 2012. On Feb. 27, 2012, EPA took final action to extend the grace period before the MOVES model is required for regional conformity analyses by one year, meaning MOVES must be used for new regional conformity analyses that begin after March 2, 2013. RVMPO anticipates that analysis for this conformity determination will begin in October 2012 and conclude by Dec. 30, 2012. RVMPO has begun developing data for the MOVES model but because the data requirements are so much greater than the current model, and because a new update of MOVES in early 2013 is expected to simplify RVMPO's analysis process, RVMPO is unable to complete the MOVES conversion in time to meet the deadline for this USDOT conformity, April 27, 2013.

MOBILE inputs are shown in Table 1.

Table 1: RVMPO inputs to Mobile 6.2.03, CO and PM_{10}

Parameter	CO & PM_{10} Analysis	
Non-Seasonal Values		
1. VMT Fractions (fleet mix)	National defaults	
2. Anti-Tamp Program	Yes	
3. Avg. Speed	2.5-65 mph freeway/arterial; 34.6 ramps; 12.9 local streets	
4. Vehicle Registration	LDV: Jackson Co; HDV: OR/Wash—All data by ODEQ, 2008	
5. I&M	Yes	
Winter Values		
6. Min Temp	23.7 (Med/Ash SIP)	
7. Max Temp	45.7 (Med/Ash SIP)	
8. Fuel RVP	13.6	
9. Absolute Humidity	30.9 (Med/Ash SIP)	
Parameter	**CO Analysis**	**PM_{10} Analysis**
Summer Values		
12. Min Temp	n/a	52.9 (Med/Ash SIP)
13. Max Temp	n/a	91.1 (Med/Ash SIP)
14. Fuel RVP	n/a	9.0
15. Absolute Humidity	n/a	48.5 (Med/Ash SIP)
Non-Seasonal (file format)		
10. Oxygenated Fuels	0 1 0.0 0.034 2	
11. Diesel Sulfur	15 ppm	
19. Particulate EF:	PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV PMDDR2.CSV	
20. imfile.in (Maintenance Program as applicable, sample file: 2034)	* First I/M Program I/M PROGRAM : 1 1986 2050 2 T/O OBD I/M I/M MODEL YEARS : 1 2014 2050 I/M VEHICLES : 1 22222 11111111 1 I/M STRINGENCY : 1 37.4 I/M COMPLIANCE : 1 90.0 I/M WAIVER RATES : 1 0.0 0.0 I/M GRACE PERIOD : 1 4 * Second I/M Program I/M PROGRAM : 2 1986 2050 2 T/O OBD I/M I/M MODEL YEARS : 2 2014 2050 I/M VEHICLES : 2 11111 22222222 2 I/M STRINGENCY : 2 37.4 I/M COMPLIANCE : 2 90.0 I/M WAIVER RATES : 2 0.0 0.0 I/M GRACE PERIOD : 2 4 * Third I/M Program I/M PROGRAM : 3 1986 2050 2 T/O EVAP OBD I/M MODEL YEARS : 3 2014 2050 I/M VEHICLES : 3 22222 11111111 1 I/M STRINGENCY : 3 37.4	

	I/M COMPLIANCE : 3 90.0 I/M WAIVER RATES : 3 0.0 0.0 I/M GRACE PERIOD : 3 4 * Fourth I/M Program I/M PROGRAM : 4 1986 2050 2 T/O EVAP OBD I/M MODEL YEARS : 4 2014 2050 I/M VEHICLES : 4 11111 22222222 2 I/M STRINGENCY : 4 37.4 I/M COMPLIANCE : 4 90.0 I/M WAIVER RATES : 4 0.0 0.0 I/M GRACE PERIOD : 4 4 *Model Year = Analysis year minus 20

PM_{10} Emission Factors—Re-suspended Road Dust

Emission factors for road dust will be calculated using EPA's AP-42 method developed for use with MOBLE6.2, with silt-loading factors from the Medford-Ashland PM_{10} SIP as shown in Table 2. On unpaved roads an emissions factor of 1.15 pounds per VMT was used in the SIP and will be used in the conformity determination.

Table 2: Medford-Ashland Silt-Loading Factors

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