

# Air Quality Conformity Determination

*for*

**2015-2018  
Metropolitan  
Transportation  
Improvement  
Program**

**&**

**2013-2038 Regional  
Transportation  
Plan – Amended**

**Adopted August 26, 2014**



**Rogue Valley Metropolitan Planning Organization**

The RVMPO is staffed by the Rogue Valley Council of Governments



Rogue Valley  
Metropolitan Planning Organization

Air Quality Conformity Determination

for  
2015-2018 Metropolitan Transportation  
Improvement Program

2013-2038 Regional Transportation Plan, *as  
Amended*

*Adopted*  
August 26, 2014

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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) 2015-18 Metropolitan Transportation Improvement Program and the amended 2013-2038 Regional Transportation Plan, current federal and state on-road air quality requirements will continue to be met in the Medford carbon monoxide (CO) and Medford-Ashland particulate matter (PM<sub>10</sub>) Air Quality Maintenance Areas.**

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

For the Medford CO maintenance area , all non-exempt projects in the 2015-2018 Metropolitan Transportation Improvement Project within the Medford Urban Growth Boundary (UGB) were reviewed under the interagency consultation process. Each of the projects was found to be not regionally significant based on screening criteria for regional significance established by the RVMPO in accordance with the Transportation Conformity Rule (40 CFR 93). Therefore, the RVMPO is relying on the previous emissions analysis (per 40 CFR 93.122(g)(2)(i) and including estimated vehicle miles traveled (VMT) for the projects, in accordance with 40 CFR 93.122(a)(1)).

**Table of Carbon Monoxide Emissions**

Analysis Year	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 <i>With</i> Transit Service	22,734 lbs/day	20,918 lbs/day	18,483 lbs/day	22,015 lbs/day
Estimated CO Emissions <i>Without</i> Transit Service	22,889 lbs/day	20,981 lbs/day	18,521 lbs/day	22,072 lbs/day

Analysis of future travel conditions shows that estimates of emissions of particulate matter (PM<sub>10</sub>) within the Air Quality Maintenance Area are lower than permitted in corresponding state maintenance plans, which set emissions budgets. The table below show emissions budgets and summarizes estimated particulate matter emissions.

**Table of Particulate Emissions**

Analysis Year	2015	2020	2028	2038
PM <sub>10</sub> Budget	3,754 tons/year	3,754 tons/year	3,754 tons/year	3,754 tons/year
Estimated PM <sub>10</sub> Emissions <i>With</i> Transit Service	1,621 tons/year	1,705 tons/year	1,851 tons/year	2,047 tons/year
Estimated PM <sub>10</sub> Emissions <i>Without</i> Transit Service	1,622 tons/year	1,706 tons/year	1,853 tons/year	2,049 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 26, 2013. USDOT must make the conformity determination before the plan and program can go into effect.

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

Carbon Monoxide—The area encompassed by the Medford urban growth boundary (UGB) was re-designated from nonattainment to attainment by the U.S. Environmental Protection Agency (EPA) in 2002. As summarized above, none of the non-exempt projects in the Medford UGB were found to be regionally significant for CO. Thus, the plan and program conform for CO without requiring a new regional emissions analysis, although estimates of vehicle miles traveled (VMT) for these projects must be provided in conjunction with this finding.

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

Although the boundaries of the two maintenance areas are different and the pollutants are different, the process for showing conformity is similar. Analysis by the RVMPO found that through the horizon of the RTP (2038) and the MTIP (2018), and in intervening years, PM<sub>10</sub> and CO 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 the cities of Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, Eagle Point, Jackson County, Rogue Valley Transportation District (RVTD) and the Oregon Department of Transportation (ODOT), must formally adopt the findings described in this report. Then USDOT and the federal Environmental Protection Agency confer on the analysis. Ultimately, USDOT will make a conformity determination based on this document. At that time, the RVMPO's 2015-2018 MTIP will go into effect, as will any necessary amendments to the 2013-2038 RTP.

### ***Basis of the analysis***

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

factors that can change over time including population and employment growth, land-use changes, changes to the transportation system and motor vehicle technology.

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

This report shows that with the implementation of the 2018 MTIP and amended 2038 RTP, all current federal and state requirements for on-road transportation emissions within the planning area will be met. For the entire Medford-Ashland Air Quality Maintenance Area, an area within the RVMPO planning area, PM<sub>10</sub> emissions from on-road transportation will not exceed the budget set by ODEQ and approved by EPA in 2006. This means that transportation projects will not impede the area in continuing to meet air quality requirements.

The report also describes the finding that the 2018 MTIP and amended 2038 RTP includes no non-exempt projects within the Medford Urban Growth Boundary CO planning area that are regionally significant. The implication of this finding is that the MTIP/RTP conform for CO without the need for a regional CO emissions analysis.

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

**Resolution Number 2014 - 6**  
**Rogue Valley Metropolitan Planning Organization - Policy Committee**  
**Adoption of Air Quality Conformity Determination for the RVMPO 2015-2018 Transportation**  
**Improvement Program and Amendments to the 2013-2038 Regional Transportation Plan**

**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 2015-2018 Transportation Improvement Program (TIP) and the amended 2013-2038 Regional Transportation Plan (RTP); and

**Whereas**, a public involvement process was developed and implemented consistent with the RVMPO Public Participation Plan throughout the development of the TIP, RTP amendments, 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 amended 2013-2038 RTP and 2015-2018 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 amended 2013-2038 RTP and the 2015-2018 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 26<sup>th</sup> day of August 2014.

  
Michael G. Quilty, MPO Policy Committee Chair



(USDOT Conformity Determination to be inserted)



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## 1.0 OVERVIEW

This document is prepared by the Rogue Valley Metropolitan Planning Organization to demonstrate conformity of the amended 2013-2038 Rogue Valley Regional Transportation Plan (RTP) and the 2015-2018 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 amended 2038 RTP and the 2018 MTIP are within emission budgets for area pollutants.

### 1.2 Changes Since Last Conformity Determination

USDOT approved the conformity for the RVMPO 2038 plan and amended 2012-15 MTIP on April 26, 2013 (notification in Appendix B). A new conformity determination is necessary for adoption of the 2015-18 MTIP and amended 2038 RTP. This conformity includes updates to the travel demand model network and other travel data and updating inputs to EPA's MOVES2010b emissions model.

In the Medford-Ashland PM<sub>10</sub> maintenance area, the updated RTP adds new, financially constrained arterial and collector streets in some jurisdictions and these have been represented in an update to the travel demand model. 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 add turn lanes, bicycle lanes and sidewalks. The largest source of funding that is under RVMPO discretion continues to be the Congestion Mitigation and Air Quality Program. In the Medford CO maintenance area, the updated RTP includes three new non-regionally-significant Medford projects; Lozier Extension to Cunningham, Columbus Ave Extension and Foothill Rd: Hillcrest to McAndrews. Jackson County's non-regionally-significant Table Rock Rd: I-5 Crossing to Biddle Rd project is shifting from medium range to the short range section of the RTP.

## 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<sub>10</sub> and PM<sub>2.5</sub>), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>) 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 a maintenance area for carbon monoxide (Medford CO maintenance area) and the Medford-Ashland Air Quality Maintenance Area is a maintenance area for particulate matter of less than 10 microns (PM<sub>10</sub>). See Figure 1 on page 4 for more detail. Air quality for all other criteria pollutants meets the NAAQS and demonstration of conformity for these pollutants is not required. Rogue Valley Council of Governments (RVCOG) is the responsible agency for CO and PM<sub>10</sub> conformity for state purposes.

### *Status of CO*

EPA approved the Medford CO maintenance plan (State Implementation Plan or SIP), with a daily transportation emissions budget effective Sept. 23, 2002. Formal notice of approval is in Appendix A. The boundary of the Medford CO maintenance area is the Medford Urban Growth Boundary, as shown on Figure 1. The CO SIP also mandates a motor vehicle Inspection and Maintenance (I&M) program covering the entire Medford-Ashland Air Quality Maintenance Area (AQMA). All gasoline-powered motor vehicles registered to owners living within the Medford-Ashland AQMA must have vehicle emissions and on-board diagnostic systems tested biennially. Credits for this program are taken in the emissions factor calculation process described in section 2.3.

There has not been a violation of the CO NAAQS in the maintenance area since 1991. 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<sub>10</sub>*

EPA approved the PM<sub>10</sub> maintenance plan (State Implementation Plan or SIP) for the Medford-Ashland AQMA effective Aug. 18, 2006. Formal notice of approval is in Appendix A. The plan establishes an annual transportation emissions budget. The Medford-Ashland PM<sub>10</sub> AQMA is shown on Figure 1.

There have been no violations of the NAAQS for PM<sub>10</sub> since 1993. As with CO conformity, demonstration of PM<sub>10</sub> conformity relies on compliance with federal and state conformity regulations.

## **1.4 Purpose of this Determination**

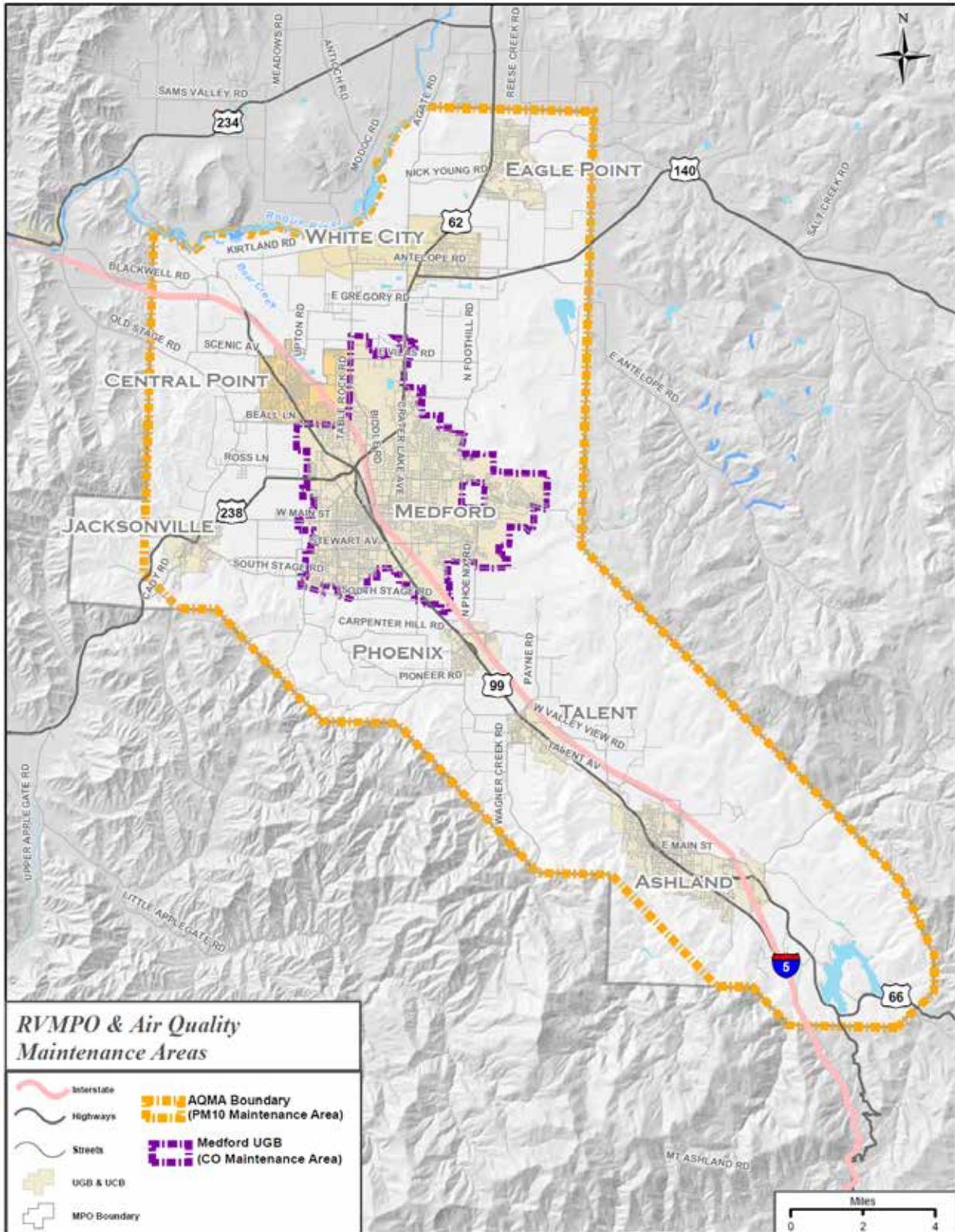
The RVMPO 2013-2038 RTP serves as the federally-required long range transportation plan, and the 2015-2018 MTIP as the short-range implementing program for projects in the Medford Urbanized Area. Federal and state regulations require these plans to demonstrate conformity to the State Implementation Plan. These regulations provide the basis for the RVMPO's issuance of a determination that projects in the amended 2038 RTP and 2018 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<sub>10</sub>**

This section addresses state and federal requirements for both the Medford CO conformity determination and the Medford-Ashland AQMA PM<sub>10</sub> conformity determination, and describes how those requirements have been fulfilled. The analysis for determining conformity is described in this section.

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

### **2.1 General Requirements**

#### ***Frequency of Conformity Determinations***

##### **40 CFR 93.104**

The most recent conformity determination on the Rogue Valley RVMPO's RTP and MTIP was April 26, 2013 (see Appendix B). Conformity of the RTP and MTIP must be determined no less frequently than every four years or when there is an amendment (40 CFR 93.104). Because there is a new MTIP and the RTP is being amended, they must be shown to conform with the SIP before they can be adopted by the RVMPO. On August 26, 2014, the RVMPO Policy Committee is expected to adopt the 2015-18 MTIP and amendments to the 2013-2038 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 May 6, 2014 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 June 9, 2014, by taking the following actions:

1. Obtained from ODOT, ODEQ's Jackson County's 2012 fuel formulation data and I/M inputs for MOVES2010b.
2. Coordinated with ODOT (Transportation Planning Analysis Unit) to begin running updated travel demand model to generate VMT estimates. Model updates based on changes to network developed by RVMPO (May 2014).

Consultation partners concurred that analysis for this conformity began June 9, 2014. The full record of consultation is kept in the RVMCOG office in Central Point.

The Interagency Consultation Group (IACG) met on July 21, 2014 to assess whether the non-exempt projects to be included in the RVMPO 2015-2018 TIP Medford CO maintenance area were regionally significant for carbon monoxide. As recorded in Appendix F, the IACG concurred that each of the non-exempt projects within the Medford CO maintenance area boundary were not regionally significant based on screening criteria established by RVMPO (see Appendix F) and their low average daily traffic levels and minimal impact on CO emissions over time. Because we are not adding any regionally-significant projects, we are relying on the previous regional emissions analysis (per 40 CFR 93.122(g)(2)(i)) and including estimated vehicle miles traveled (VMT) for the projects, in accordance with 40 CFR 93.122(a)(1). These projects are listed below:

- Lozier Extension to Cunningham;
- Columbus Avenue Extension;
- Foothill Rd: Hillcrest to McAndrews; and
- Table Rock Rd: I-5 Crossing to Biddle.

A new regional emissions analysis will be conducted for the Medford-Ashland PM<sub>10</sub> maintenance area because regionally-significant projects have been added to the MTIP and RTP. The RVMPO will use the MOVES2010b emissions model for the PM<sub>10</sub> emissions analysis.

Opportunities for public review and comment began in May 2014 with publication of pre-analysis consensus plan on RVMPO web site, [www.rvmppo.org](http://www.rvmppo.org), and discussion at the May 14, 2014 RVMPO TAC meeting. Other opportunities included advertised public meetings of RVMPO committees. The formal public comment period, from July 28, 2014 to August 26, 2014, and a RVMPO Policy Committee public hearing on August 26, 2014, were advertised at committee meetings, newspaper ads, and public presentations. All meetings and hearings were held at RVMCOG offices in Central Point, and were accessible by public transportation.

Additionally, prior to beginning conformity process, RVMPO engaged the RVMPO Committees and the public in allocating federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) funds for 2016, 2017 and 2018 projects. The process concluded with a Policy Committee public hearing and adoption of the 2018 MTIP and amendments to the 2038 RTP on August 26, 2014.

**Table 1: Interagency Consultation Group Roster**

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**Table 2: Summary Schedule of Public Outreach and Consultation**

Date	Contact	Description
May 6, 2014	Interagency Group	Published RVMPO Pre-Analysis Plan; distributed among interagency partners; posted on <a href="http://www.rvmppo.org">www.rvmppo.org</a>
May 14, 2014	RVMPO Technical Advisory Committee (TAC)	Presented analysis plan to TAC for review, discussion
May 20, 2014	Interagency Group	Sent reminder to the Interagency Consultation Group of the comment deadline on
May 26, 2014	Interagency Group	Consultation with ODEQ, ODOT, EPA, FTA, FHWA on analysis plan.
June 9, 2014	Interagency Group	Send formal notice of beginning conformity analysis; seek concurrence by <b>June 16, 2014</b> .
<b>June 16, 2014</b>	Interagency Group	No agency objection to notice of conformity analysis begun <b>June 9, 2014</b>
<b>July 9, 2014</b>	RVMPO TAC	Present results of emissions analysis, discussed CO budget issues.
<b>July 14, 2014</b>	Interagency Group & Interested Parties	Discussed CO budget issues and conformity options.
<b>July 22, 2014</b>	Public Notifications	Sent notice of Public Hearing of Aug 26th to Mail Tribune (publish no later than July 28, 2014)
<b>July 21, 2014</b>	Interagency Group & Interested Parties	Discussed CO budget issues, regionally-significant screening criteria and status of non-exempt, non-regionally-significant projects within CO boundary.
<b>July 22, 2014</b>	RVMPO Policy Committee, Public Workshop	Discussed CO emissions budget issues and regionally-significant screening criteria. Policy Committee tentatively approved screening criteria pending review by the
<b>Aug 13, 2014</b>	RVMPO TAC	Formal recommendation to Policy Committee on adoption of draft TIP, amended RTP and AQCD.
<b>August 14, 2014</b>	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
<b>Aug 19, 2014</b>	RVMPO Public Advisory Council	Formal recommendation to Policy Committee on adoption of draft TIP, amended RTP and AQCD.
<b>Aug 26, 2014</b>	RVMPO Policy Committee	Public hearing and adoption of 2015 - 2018 TIP, amended 2038 RTP and AQCD.
<b>Sept 10, 2014</b>	USDOT	USDOT Air Quality Conformity Determination

## ***Content of Transportation Plans*** **40 CFR 93.106**

The 2013-2038 RTP, adopted by the RVMPO Policy Committee in March 2013, 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 2015-2018 MTIP, and the medium- and long-range projects in the RTP financially constrained project list.

Project lists for both the amended 2038 RTP and the 2015-2018 MTIP in Appendix E reflect all amendments through August 26, 2014, the date of the RVMPO public hearing and adoption of the amended 2038 RTP, the 2018 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 2015-18 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 2015-2018 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 3 Financial Constraint Assessment**

Description	2013-2038 RTP	FFY 2015-18 MTIP
Total Expenditures	\$996,190,000	\$266,665,459
Total Revenue	\$1,021,041,000	\$266,665,459
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.rvmpto.org](http://www.rvmpto.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 two maintenance areas. The CO and PM<sub>10</sub> Air Quality Maintenance Areas (AQMA) are two distinct maintenance areas with different boundaries. The CO AQMA encompasses the City of Medford's Urban Growth Boundary (UGB). The Medford-Ashland PM<sub>10</sub> AQMA covers about 228 square miles and approximates the Bear Creek Basin. The area is generally described as the Rogue Valley. CO and PM<sub>10</sub> maintenance plans (State Implementation Plans, SIPs) were approved by EPA on Sept. 23, 2002, and Aug. 18, 2006, respectively. Because the maintenance plans established emissions budgets for each area, 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 June 9, 2014 when RVMPO 1) Obtained from ODOT/ODEQ the most current fuels and I/M (Inspection and Maintenance) data available, and 2) Coordinated with ODOT (Transportation

Planning Analysis Unit) to begin running updated travel demand model to generate VMT estimates. Model updates were based on new projects being added to the network developed by RVMPO in collaboration with member jurisdictions. Analysis was completed in June 2014. 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 Medford-Ashland PM10 maintenance area and the Medford CO maintenance area . Therefore, all travel estimates are based on modeled forecasts.

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

***Population***

The population projections are based on 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 adjustments 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 an 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 4: RVMPO Population, Employment**

<b><i>Analysis Year-</i></b>	<b>2015</b>	<b>2020</b>	<b>2028</b>	<b>2038</b>
<b>Population</b>	193,083	211,238	232,636	262,099
<b>Employment</b>	82,809	89,869	108,439	122,349

## *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 beyond Comprehensive Plan horizons, RVMPO allocated a portion of future growth to Urban Reserve areas as identified in the Regional Problem Solving Plan. These urban growth allocations were made at the direction of each city, consistent with the city's forecast for full build-out of the UGB area. The RPS Plan has been adopted by each participating city and approved by the state (Land Conservation and Development Commission). Staff to the Commission as well as interagency consultation partners agreed that the RPS-based allocations of population and employment were appropriate as they best represented each jurisdiction's expectation for future growth. Further, in 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*

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

Further, the RTP financial analysis finds a deficit of about \$20 million through 2038 for maintaining current service. This would indicate that additional revenue would have to be identified or service would have to be reduced. Presently, RVTD has discussed proposing a ballot measure to raise revenue, but no firm plans for this have been made. Therefore, RVMPO developed two sets of emission estimates for both pollutants and all four analysis years, using VMT estimates with and without transit running in the travel demand model. Through interagency consultation it will be determined which analysis is most appropriate for conformity.

## *Latest Emissions Model*

### **40 CFR 93.111**

#### **PM<sub>10</sub>**

The PM<sub>10</sub> emissions calculations for this conformity determination were performed using factors derived from the U.S. Environmental Protection Agency's (EPA's) approved model, MOVES2010b as presented in Appendix D for PM<sub>10</sub> conformity. The interagency consultation group consisting of ODEQ, ODOT, FHWA, FTA and EPA reviewed and agreed to all critical assumptions used in running MOVES2010b.

RVMPO began this analysis June 9, 2014 and chose to proceed with the MOVES2010b estimates for PM<sub>10</sub> 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.*

Basic parameters for running MOVES2010b are summarized on Table 5 below.

**Table 5: MOVES2010b Assigned Parameter Values PM10**

Preliminary Summary of 2015-2018 TIP Conformity Modeling Elements		
Parameter	Value	Source/Notes
Vehicle Emission Model	MOVES2010b	Latest version of MOVES
PM <sub>10</sub> Fugitive Dust, Paved Roads	EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)	2012 TIP used older Nov. 2006 methodology
PM <sub>10</sub> Fugitive Dust, Unpaved Roads	EPA AP-42, Latest Unpaved Road Dust Methodology (Nov. 2006)	
Pollutants Reported	PM <sub>10</sub>	Budgets from ODEQ/EPA Medford-Ashland SIP/MP
Analysis Years	2015, 2020, 2028, 2038	Confirmed under IAC
Nonattainment Season (months)	PM <sub>10</sub> : Nov-Feb	Per SIP/MP, to be confirmed under IAC
Analysis/Planning Areas	PM <sub>10</sub> : Medford/Ashland Air Quality Maintenance Area	Will need to spatially apportion countywide data to these smaller planning areas
MOVES Input - Fleet VMT by HPMSVType	TBD from total planning area VMT, apportioned by statewide HPMS travel splits provided by ODOT	ODOT provided HPMS travel splits for 2005 in 2/27 email, will need current year version
MOVES Input - Vehicle Populations by Source Type	TBD from current Jackson County registration data to be obtained from ODEQ	ODEQ can provide passenger car and light truck counts, suggest use of MOVES default splits for other SourceType categories
MOVES Input - Fleet Age Distributions	TBD from either of two approaches: 1) conversion of MOBILE6 input file from 2012 TIP; or 2) updated distributions prepared by ODEQ in conjunction with vehicle population estimates above	Best approach confirmed under IAC
MOVES Input - Road Type VMT Distributions	TBD from link-level travel model outputs with road type identified	Confirm acceptability under IAC
MOVES Input - Vehicle Speed Distributions	TBD from link-level travel model outputs by time of day	MOVES speed distributions are VHT, not VMT based
MOVES Input - Temporal VMT Allocations (Monthly, Daily, Hourly)	TBD based on either local fixed-station traffic counts or earlier seasonal/diurnal factors from 2012 TIP and SIP/MP.	Data availability/best approach confirmed under IAC
MOVES Input - Fuels/Properties	TBD based on review of MOVES default fuel properties for Jackson County and those from MOBILE6 runs for 2012 TIP	Data availability/best approach confirmed under IAC
MOVES Input - Meteorology	TBD based on conversion of min/max temp and humidity inputs to MOBILE6 runs for 2012 TIP	Confirm acceptability under IAC
MOVES Input - I/M	TBD based on conversion of I/M and ATP inputs to MOBILE6 runs for 2012 TIP	Only applicable to CO (no I/M benefits for PM)
MOVES Input - Ramp Fractions	Will use MOVES default ramp fractions	Confirm acceptability under IAC

## CO

The 2015-18 TIP and amendments to the 2013-38 RTP do not include adding new “non-exempt,” regionally-significant transportation projects located within the Medford Area CO boundary. Therefore, the RVMPO decided to rely upon the CO emissions analysis performed for the 2013-38 RTP, and the existing AQCD for the 2013-38 RTP issued by USDOT on April 26, 2013 (as provided in 40 CFR 93.122(g)(2)(i)). The emission factors were derived from the U.S. Environmental Protection Agency’s (EPA’s) previously approved model, MOBILE6.2.03.

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 the CO conformity which began November 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 6 below.

**Table 6: MOBILE6.2 Assigned Parameter Values**

Parameter	Value	Source
Emission Model/Version	MOBILE6.2.03	EPA
Pollutants Reported	CO	ODEQ/EPA—Medford-Ashland Maintenance Plans
Analysis Years	2015, 2020, 2028, 2038	Medford-Ashland Maintenance Plans, inter-agency consultation
Emission Months	PM <sub>10</sub> : 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<sub>10</sub> 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 TIP**

**40 CFR 93.114**

The current 2013-38 RTP was adopted on March 26, 2013 and conformed on April 26, 2013 along with an amended 2012-15 TIP (see Appendix B).

**Motor Vehicle Emissions Budget**

**40 CFR 93.118**

The motor vehicle budgets established in the PM<sub>10</sub> maintenance plan was used to demonstrate conformity. (As explained earlier, regional emissions analysis was not required for CO because all non-exempt projects with the CO boundary were found to be not regionally significant. Therefore budgets are described only for PM<sub>10</sub>.)

**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 PM<sub>10</sub> conformity determinations. The analysis years and their purpose are shown on the Table 7 below.

**Table 7: Conformity Analysis Years**

<b>Pollutant</b>	<b>2015</b>	<b>2020</b>	<b>2028</b>	<b>2038</b>
<b>PM<sub>10</sub></b>	Budget Year	Intermediate Year	Intermediate Year	RTP Horizon

In each of these years, population, employment and travel network conditions were identified and used to create a travel demand model for purposes of estimating VMT in each of these years.

All regionally significant projects contained in the RTP (financially constrained list) and TIP that can be represented in the travel demand model were included in the analysis.

Details regarding conformity analysis for PM<sub>10</sub> are described below.

***Particulates (PM<sub>10</sub>)***

EPA approved the PM<sub>10</sub> 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 8 below.

**Table 8: Particulates Budget for Medford Air Quality Maintenance Area**

<b>Year</b>	2015 and after
<b>Budget</b>	3,754 tons/year

There has not been a violation of the PM<sub>10</sub> NAAQS in the maintenance area since 1993. While data show that PM<sub>10</sub> levels are in compliance with the NAAQS, demonstration of conformity relies upon compliance with the federal and state conformity regulations. Annual emissions of PM<sub>10</sub> across the entire AQMA must be shown to be less than the budget amounts shown above.

***Procedures for Determining Regional Transportation-Related Emissions***

**OAR 340-252-0060**

**40 CFR 93.122**

As required under 40 CFR 93.122(a)(1), the regional emissions analysis for a transportation plan or TIP must include all regionally significant projects expected in the nonattainment or maintenance area. In accordance with 40 CFR 93.105(c)(1)(ii), each of the new non-exempt projects in the 2015-2018 MTIP within the Medford CO maintenance area were reviewed by the Interagency Consultation Group. It was found that each of these projects were not regionally significant. Because none of the non-exempt projects within the Medford CO maintenance area are regionally significant, the previous regional analysis may be relied on for this conformity analysis (40 CFR 93.122(g)(2)(i)). Table 9 below shows the CO emissions from the previous emissions analysis. As required under 40 CFR 93.122(a)(1), VMT estimates must be provided for these non-regionally significant projects and are presented below in Table 10.

**Table 9 Carbon Monoxide Emissions from previous regional emissions analysis**

Analysis Year	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 <i>With</i> Transit Service	22,734 lbs/day	20,918 lbs/day	18,483 lbs/day	22,015 lbs/day
Estimated CO Emissions <i>Without</i> Transit Service	22,889 lbs/day	20,981 lbs/day	18,521 lbs/day	22,072 lbs/day

**Table 10: Daily VMT Estimates for Non-Regionally Significant Projects in CO Area**

Project	Average Daily Vehicle Miles Traveled (VMT)			
	2015	2020	2028	2038
Lozier Extension to Cunningham	0	61	93	112
Columbus Avenue Extension	1,099	5,476	7,553	8,208
Foothill Rd: Hillcrest to McAndrews	10,998	13,013	16,388	21,999
Table Rock Rd: I-5 Crossing to Biddle	6,448	9,956	9,584	9,978

## 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 PM<sub>10</sub> SIP 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 Vehicle Miles Traveled by area and facility type. A link-by-link analysis was carried out. Since roadway capacity and speed are included in the model, the effects of congestion are also included.

Roads included in the model are those of regional significance, generally arterials and collectors in addition to Interstate 5. Because all travel must be accounted for in the conformity analysis, off-network or off-model travel – the local street travel – had to be estimated separately and added to model VMT. To be consistent with the PM<sub>10</sub> maintenance plan and previous RVMPO air quality conformity determinations, modeled travel was increased by 10 percent to account for off-network travel. The local travel adjustment is a standard used in Oregon based on modeling by Metro (the Portland area MPO) and used by RVMPO in previous conformity determinations, and agreed upon in interagency consultation. In addition, unpaved road travel was estimated for PM<sub>10</sub> emissions only; and that estimation is explained in the PM<sub>10</sub> Fugitive Dust Calculations section beginning on page 21.

### ***Transportation Network***

All regionally significant and non-regionally-significant projects expected in the PM<sub>10</sub> maintenance area were included in the regional analysis, as required by the conformity test. Projects include all FHWA and FTA-funded transportation projects proposed in the fiscally constrained RTP and TIP. State and locally funded projects of regional significance also are included. The project lists and map are in Appendix E. All of these projects have identified funding and costs adjusted for inflation.

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

### ***Emissions Factors***

#### ***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.

Using the previous regional emissions analysis, 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 11 and 12. 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.

**Table 11: 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 <u>with</u> Transit Service	22,734 lbs/day	20,918 lbs/day	18,483 lbs/day	22,015 lbs/day
Estimated CO Emissions <u>without</u> Transit Service	22,889 lbs/day	20,981 lbs/day	18,521 lbs/day	22,072 lbs/day

**Table 12: Sample detail of CO emissions analysis, Medford UGB – 2038 Estimate, without transit**

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

***Total On-Road Emissions – PM<sub>10</sub>***

As required by 40 CFR 93.111, the EPA-approved MOVES2010b model was used to produce local PM<sub>10</sub> tailpipe, tire and break wear emission factors for each analysis year. Additionally for PM<sub>10</sub>, the January 2011 revised AP-42 method was used to determine emission factors for paved road dust. The method’s silt loading factors (sL) were obtained from the Medford-Ashland PM<sub>10</sub> maintenance plan, for each area identified in the maintenance plan as shown on Table 10 on page 18. The factor for dust from unpaved roads was set in the maintenance plan, and was used in this analysis. Environmental and program parameter values for MOVES were provided to RVMPO by ODEQ. These factors were used to compute emissions per vehicle mile traveled (VMT) by facility type.

In producing emission factors for PM<sub>10</sub>, locally representative data were used where they were available. For example, local (Jackson County) vehicle registration data was used to generate the most accurate emissions estimates possible. RVMPO consulted with ODEQ, and developed and used the most recent available county level vehicle registration data (2011 calendar year). Where local data was not available, MOVES national defaults were used.

Details about the development of MOVES inputs, MOVES modeling workflow and fugitive dust calculations (for PM<sub>10</sub>) are described in the following sub-sections.

***Summary of Input Data Sources***

Local data was used where available for the MOVES modeling inputs and the fugitive dust calculations. The primary sources of data were provided by ODEQ, the Oregon Department of Motor Vehicles (DMV) and the Oregon Department of Transportation (ODOT) Transportation Planning and Analysis Unit (TPAU). Key inputs and sources are listed in Table 10. Where applicable the use of model default values is stated.

**Table 13: Overview of MOVES Inputs and Fugitive Dust Parameters**

Model Parameter	Data Source and Description
PM <sub>10</sub> Fugitive Dust, Paved Roads	ODOT & ODEQ: <ul style="list-style-type: none"> <li>- Link-level travel activity used.</li> <li>- Silt loadings provided by ODEQ.</li> <li>- Calculation formula EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)</li> </ul>
PM <sub>10</sub> Fugitive Dust, Unpaved Roads	ODEQ: <ul style="list-style-type: none"> <li>- Activity data provided by ODEQ.</li> <li>- Emission factors from ODEQ 2013 AQCP.</li> <li>- Calculation formula EPA AP-42, Latest Unpaved Road Dust Methodology (Nov. 2006)</li> </ul>
Analysis/Planning Areas	ODEQ: <ul style="list-style-type: none"> <li>- PM<sub>10</sub>: Medford/Ashland Air Quality Maintenance Area</li> <li>- ArcGIS shape files provided by ODEQ to apportion link-level outputs to both planning areas.</li> </ul>
MOVES Input - Fleet VMT by HPMSVType	ODOT: <ul style="list-style-type: none"> <li>- Annual VMT calculated from link-level travel activity</li> <li>- Shapefiles provided by ODEQ to extract separate CO and PM<sub>10</sub> area data</li> <li>- Source-specific VMT calculated from state-wide fractions provided by ODOT.</li> </ul>
MOVES Input - Vehicle Populations by Source Type	ODEQ/DMV: <ul style="list-style-type: none"> <li>- Passenger vehicle populations provided by ODEQ from DMV registration.</li> <li>- All other vehicle source types were generated using MOVES default splits.</li> <li>- Vehicle populations scaled from county to PM<sub>10</sub> area</li> </ul>
MOVES Input - Fleet Age Distributions	ODEQ: <ul style="list-style-type: none"> <li>- Vehicle age distributions were provided by ODEQ for passenger vehicles for 2011.</li> <li>- MOVES defaults were used for other vehicle types.</li> </ul>
MOVES Input - Road Type VMT Distributions	ODOT: <ul style="list-style-type: none"> <li>- Link-level vehicle VMT was used to develop year-specific road type distributions for PM<sub>10</sub> area</li> </ul>
MOVES Input - Vehicle Speed Distributions	ODOT: <ul style="list-style-type: none"> <li>- Link-level hourly average vehicle speeds were used to develop road type specific speed distributions.</li> <li>- Link-level peak hour distributions for 5:00 to 6:00 PM were used.</li> </ul>
MOVES Input - Temporal VMT Allocations (Monthly, Daily, Hourly)	MOVES Defaults: <ul style="list-style-type: none"> <li>- MOVES default monthly, daily and hourly VMT temporal allocations used</li> </ul>
MOVES Input - Fuels/Properties	MOVES Defaults: <ul style="list-style-type: none"> <li>- MOVES default fuel supply and formulation confirmed to match data from ODEQ and used</li> </ul>
MOVES Input - Meteorology	MOVES Defaults: <ul style="list-style-type: none"> <li>- MOVES default meteorology values for Jackson County</li> </ul>
MOVES Input - I/M	ODEQ: <ul style="list-style-type: none"> <li>- MOVES I/M inputs provided by ODEQ for 2012 and adapted for 2015, 2020, 2028, 2038 years based on Oregon I/M program description</li> </ul>
MOVES Input - Ramp Fractions	ODOT: <ul style="list-style-type: none"> <li>- Developed from link-level travel model outputs</li> </ul>

## ***Preparation of MOVES Inputs***

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

Transportation Model Data – Travel model link-level activity was provided by ODOT for 2015, 2020, 2028, and 2038 for one scenario with existing transit services and a second scenario without existing transit services. Average daily activity and peak hour activity outputs were included. Separate activity totals were extracted for links within the PM<sub>10</sub> planning area. ArcGIS boundary files supplied by ODEQ were used to determine the links within each of the planning areas. Activity data for the PM<sub>10</sub> area was used in both the fugitive dust calculations and creation of MOVES inputs.

MOVES Local Inputs Processing – The local data received from sources in Table 3 were translated into MOVES model compatible inputs over all modeling years, scenarios and planning areas. The transportation model outputs were processed into annual vehicle type VMT, road type VMT distributions, ramp fractions, and average speed distributions. DMV registration data of passenger vehicles formed the basis for the vehicle source type populations and age distribution inputs. MOVES default vehicle source type splits were used to calculate the source type population of all other vehicle types and to scale vehicle types to future years. The population totals in Table 9 were used to scale vehicle populations from the county level to the PM<sub>10</sub> planning area. MOVES defaults were used for the age distributions except for the passenger vehicle fleet where DMV data was used. Inspection maintenance program inputs were adapted from data received from ODEQ. Fuel supply and formulation defaults were comparable to data provided by ODEQ. All other MOVES inputs were set to default values.

Location	Population	Population Scaling
Jackson County	204,654	1.000
PM <sub>10</sub> Area	171,114	0.836

## ***MOVES Modeling Run Configuration***

Across the PM<sub>10</sub> modeling area, the MOVES model “RunSpec” options were configured following EPA’s guidance<sup>1</sup> for the use of MOVES in SIP or Maintenance Plan inventory modeling. This included selection of the County-Scale inventory calculation option. Time aggregation was set to “Hour” with all months selected for PM<sub>10</sub> runs. Both weekend and weekdays were simulated for all hours of the day. In the Geographic Bounds panel, “Oregon - Jackson County” was selected. (Both the Medford/Ashland Air Quality Maintenance Area planning area is a subset of Jackson County). Customized input databases were created for each modeled year for PM<sub>10</sub> for both the “transit” and “no transit” scenarios. All gasoline and diesel

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<sup>1</sup> “Technical Guidance on the Use of MOVES2010 for Emission Inventory Preparation in State Implementation Plans and Transportation Conformity,” U.S. Environmental Protection Agency, Report No. EPA-420-B-10-023, April 2010.

vehicle categories were selected as well as all road types. For the PM<sub>10</sub> RunSpecs, the following pollutants were selected for all processes listed below:

- Primary Exhaust PM<sub>10</sub> – Total;
- Primary PM<sub>10</sub> – Organic Carbon;
- Primary PM<sub>10</sub> – Elemental Carbon;
- Primary PM<sub>10</sub> – Sulfate Particulate;
- Primary PM<sub>10</sub> – Brakewear Particulate;
- Primary PM<sub>10</sub> – Tirewear Particulate;
- Primary PM<sub>2.5</sub> – Brakewear Particulate;
- Primary PM<sub>2.5</sub> – Tirewear Particulate; and
- Total Energy Consumption.

(MOVES automatically enables the Energy Consumption and PM<sub>2.5</sub> brake and tire wear processes when the other are selected because of the way it performs internal calculations. However, the energy consumption and PM<sub>2.5</sub> outputs were not used for this analysis.)

MOVES output units were set to grams, joules, and miles for mass, energy, and distance, respectively. Distance traveled, population, and starts were chosen for activity outputs. Emissions were aggregated by “24-Hour Day” and split into road type, source use type, fuel type, and emission process. All other model options were left at default values.

### ***MOVES Emissions Outputs***

The MOVES calculations were executed in the county-scale inventory mode as described in the “Modeling Run Configuration” subsection. Model outputs were exported to spreadsheets, processed, and reviewed. On-road vehicle exhaust emissions are summarized for PM<sub>10</sub> in Table 10. They represent on-network activity and starting emissions for both transit scenarios over 2015, 2020, 2028, and 2038.

<b>Table 15: MOVES Model PM<sub>10</sub> Emissions Totals for Transit and No Transit Scenarios for 2015, 2020, 2028, and 2038</b>				
	<b>2015</b>	<b>2020</b>	<b>2028</b>	<b>2038</b>
<b>Total PM<sub>10</sub> w/ Transit (tons/year)</b>	<b>153.8</b>	<b>121.7</b>	<b>98.4</b>	<b>99.5</b>
Running Exhaust, Tire & Brake On-Network (tons/year)	131.9	105.1	85.7	88.2
Exhaust Starts (tons/year)	21.9	16.6	12.7	11.4
<b>Total PM<sub>10</sub> w/o Transit (tons/year)</b>	<b>154.1</b>	<b>122.0</b>	<b>98.6</b>	<b>99.7</b>
Running Exhaust, Tire & Brake On-Network (tons/year)	132.2	105.4	85.9	88.4
Exhaust Starts (tons/year)	21.9	16.6	12.7	11.4

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

## *PM<sub>10</sub> Fugitive Dust Calculations*

The most current AP-42-based methods were used to calculate fugitive dust emissions on unpaved and paved roads within the PM<sub>10</sub> planning area and are described separately below.

Unpaved Road Dust - Details on unpaved dust mileage, ADT and emission factors were provided by ODEQ. The emission factors were calculated from the November 2006 version of AP-42 unpaved road dust methodology<sup>2</sup>. Unpaved road dust emission calculations are shown in Table 11.

	<b>2015</b>	<b>2020</b>	<b>2028</b>	<b>2038</b>
Miles	85	85	85	85
ADT	25.4	26.9	29.6	33.4
VMT	2158.0	2290.7	2520.0	2839.3
Emission Factor (g/mi)	521.6	521.6	521.6	521.6
Days in Year	365	366	366	365
<b>Emissions (tons/year)</b>	<b>452.9</b>	<b>482.1</b>	<b>530.3</b>	<b>595.9</b>

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

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

where

*EF* is the emission factor (g/mi),  
*k* is the particle size multiplier (g/mi)  
*sL* is the road surface silt loading (g/m<sup>2</sup>), and  
*W* is the average vehicle weight (tons).

The size multiplier *k* was set to 1.00 g/mi for PM<sub>10</sub> per Table 13.2.1-1 of AP-42<sup>3</sup>. RVCOG supplied vehicle weight information for each of these roads Interstate 5, White City, and remaining roads: 3.18 tons, 2.26 tons and 2.02 tons respectively. Silt loading values were applied from the 2013 RVCOG AQCD<sup>4</sup> as listed below in Table 12.

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<sup>2</sup> "Rogue Valley Metropolitan Planning Organization Rogue Valley Metropolitan Planning Organization Air Quality Conformity Determination for 2013-2038 Regional Transportation Plan 2012-2015 Metropolitan Transportation Improvement Program, 2012-2015 Metropolitan Transportation Improvement Program, as Amended," Rogue Valley Council of Governments, March 26, 2013.

<sup>3</sup> US EPA, 2011. Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Vol. I: Stationary, Point and Area Sources. Section 13.2.1: Paved Roads January 2011 and Section 13.2.2: Unpaved Roads November 2006. (<http://www.epa.gov/ttn/chief/ap42/ch13/index.html>)

<sup>4</sup> "Rogue Valley Metropolitan Planning Organization Rogue Valley Metropolitan Planning Organization Air Quality Conformity Determination for 2013-2038 Regional Transportation Plan 2012-2015 Metropolitan Transportation Improvement Program, 2012-2015 Metropolitan Transportation Improvement Program, as Amended," Rogue Valley Council of Governments, March 26, 2013.

<b>Location</b>	<b>Silt Loading (g/m<sup>2</sup>)</b>
Interstate 5	0.015
White City High ADT	1.350
White City Low ADT	3.400
White City Industrial Ave G	11.000
Remaining High ADT	0.190
Remaining Low ADT	0.540

Vehicle activity was extracted from the link-level travel model outputs for each of the six silt loading-specific locations. The model provides a forecast of average daily travel on defined roadway links. The daily traffic volume forecast for each link is multiplied by the link's length to yield VMT for each link. VMT is multiplied by PM<sub>10</sub> emission factors for re-suspended road dust to estimate paved and unpaved road dust emissions. Emissions estimates were subsequently adjusted to tons annually. VMT reported here represents modeled vehicle miles traveled within the PM<sub>10</sub> AQMA area, increased by 10 percent to include off-model local travel. Tables 13 through 20 present calculated of road dust emissions by location for each combination of calendar year (2015, 2020, 2028 and 2038) and transit scenario analyzed.

<b>Location</b>	<b>Silt Loading (g/m<sup>2</sup>)</b>	<b>Average Weight (tons)</b>	<b>Emission Factor (g/mi)</b>	<b>Daily VMT</b>	<b>Adjusted VMT +10%</b>	<b>Emissions (g/day)</b>	<b>Emissions (lbs/day)</b>	<b>Emissions (tons/year)</b>
Interstate 5	0.015	3.18	0.07	1,229,395		87,581	193	35
White City High ADT	1.350	2.26	3.02	240,437	264,481	798,342	1760	321
White City Low ADT	3.400	2.26	7.00	27,123	29,835	208,718	460	84
White City Industrial Ave G	11.000	2.26	20.36	10,313		210,020	463	85
Remaining High ADT	0.190	2.02	0.45	1,614,995	1,776,495	802,949	1770	323
Remaining Low ADT	0.540	2.02	1.17	323,505	355,856	416,112	917	167
Unpaved			521.63	2,158		1,125,700	2482	453
<b>Total Fugitive Dust</b>				<b>3,447,927</b>	<b>3,668,533</b>	<b>3,649,422</b>	<b>8,046</b>	<b>1,468</b>

<b>Location</b>	<b>Silt Loading (g/m<sup>2</sup>)</b>	<b>Average Weight (tons)</b>	<b>Emission Factor (g/mi)</b>	<b>Daily VMT</b>	<b>Adjusted VMT +10%</b>	<b>Emissions (g/day)</b>	<b>Emissions (lbs/day)</b>	<b>Emissions (tons/year)</b>
Interstate	0.015	3.18	0.07	1,331,875		94,882	209	38
White City High ADT	1.350	2.26	3.02	273,279	300,607	907,389	2000	365
White City Low ADT	3.400	2.26	7.00	25,034	27,537	192,645	425	78
White City Industrial Ave G	11.000	2.26	20.36	11,644		237,115	523	95
Remaining High ADT	0.190	2.02	0.45	1,767,577	1,944,335	878,810	1937	354
Remaining Low ADT	0.540	2.02	1.17	326,223	358,846	419,609	925	169
Unpaved			521.63	2,291		1,194,882	2634	482
<b>Total Fugitive Dust</b>				<b>3,737,923</b>	<b>3,977,134</b>	<b>3,925,333</b>	<b>8,654</b>	<b>1,581</b>

**Table 20: 2028 Fugitive Dust Emissions for Paved and Unpaved Roads Without Transit**

Location	Silt Loading (g/m <sup>2</sup> )	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,497,790		106,701	235	43
White City High ADT	1.350	2.26	3.02	321,094	353,204	1,066,153	2350	429
White City Low ADT	3.400	2.26	7.00	24,521	26,973	188,699	416	76
White City Industrial Ave G	11.000	2.26	20.36	12,840		261,464	576	105
Remaining High ADT	0.190	2.02	0.45	1,998,100	2,197,910	993,423	2190	400
Remaining Low ADT	0.540	2.02	1.17	325,652	358,217	418,873	923	169
Unpaved			521.63	2,520		1,314,526	2898	530
<b>Total Fugitive Dust</b>				<b>4,182,517</b>	<b>4,449,454</b>	<b>4,349,840</b>	<b>9,590</b>	<b>1,752</b>

**Table 21: 2038 Fugitive Dust Emissions for Paved and Unpaved Roads Without Transit**

Location	Silt Loading (g/m <sup>2</sup> )	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,662,236		118,416	261	48
White City High ADT	1.350	2.26	3.02	363,520	399,872	1,207,022	2661	486
White City Low ADT	3.400	2.26	7.00	25,350	27,885	195,079	430	78
White City Industrial Ave G	11.000	2.26	20.36	14,400		293,233	646	118
Remaining High ADT	0.190	2.02	0.45	2,307,586	2,538,345	1,147,294	2529	462
Remaining Low ADT	0.540	2.02	1.17	313,725	345,098	403,533	890	162
Unpaved			521.63	2,839		1,481,066	3265	596
<b>Total Fugitive Dust</b>				<b>4,689,656</b>	<b>4,990,675</b>	<b>4,845,643</b>	<b>10,683</b>	<b>1,950</b>

**Table 22: 2015 Fugitive Dust Emissions for Paved and Unpaved Roads With Transit**

Location	Silt Loading (g/m <sup>2</sup> )	Average Weight (tons)	Emission Factor (g/mi)	Daily VMT	Adjusted VMT +10%	Emissions (g/day)	Emissions (lbs/day)	Emissions (tons/year)
Interstate	0.015	3.18	0.07	1,225,394		87,296	192	35
White City High ADT	1.350	2.26	3.02	240,160	264,176	797,421	1758	321
White City Low ADT	3.400	2.26	7.00	27,110	29,821	208,620	460	84
White City Industrial Ave G	11.000	2.26	20.36	10,326		210,273	464	85
Remaining High ADT	0.190	2.02	0.45	1,610,481	1,771,529	800,705	1765	322
Remaining Low ADT	0.540	2.02	1.17	323,034	355,337	415,506	916	167
Unpaved			521.63	2,158		1,125,700	2482	453
<b>Total Fugitive Dust</b>				<b>3,438,662</b>	<b>3,658,741</b>	<b>3,645,521</b>	<b>8,037</b>	<b>1,467</b>

<b>Location</b>	<b>Silt Loading (g/m<sup>2</sup>)</b>	<b>Average Weight (tons)</b>	<b>Emission Factor (g/mi)</b>	<b>Daily VMT</b>	<b>Adjusted VMT +10%</b>	<b>Emissions (g/day)</b>	<b>Emissions (lbs/day)</b>	<b>Emissions (tons/year)</b>
Interstate	0.015	3.18	0.07	1,327,624		94,579	209	38
White City High ADT	1.350	2.26	3.02	277,133	304,846	905,924	1997	365
White City Low ADT	3.400	2.26	7.00	26,194	28,813	194,621	429	79
White City Industrial Ave G	11.000	2.26	20.36	11,661		237,464	524	96
Remaining High ADT	0.190	2.02	0.45	1,759,607	1,935,568	876,983	1933	354
Remaining Low ADT	0.540	2.02	1.17	324,668	357,135	418,770	923	169
Unpaved			521.63	2,291		1,194,882	2634	482
<b>Total Fugitive Dust</b>				<b>3,729,178</b>	<b>3,967,938</b>	<b>3,941,138</b>	<b>8,689</b>	<b>1,583</b>

<b>Location</b>	<b>Silt Loading (g/m<sup>2</sup>)</b>	<b>Average Weight (tons)</b>	<b>Emission Factor (g/mi)</b>	<b>Daily VMT</b>	<b>Adjusted VMT +10%</b>	<b>Emissions (g/day)</b>	<b>Emissions (lbs/day)</b>	<b>Emissions (tons/year)</b>
Interstate	0.015	3.18	0.07	1,493,664		106,407	235	43
White City High ADT	1.350	2.26	3.02	325,533	358,087	1,065,127	2348	430
White City Low ADT	3.400	2.26	7.00	25,350	27,885	188,494	416	76
White City Industrial Ave G	11.000	2.26	20.36	12,855		261,782	577	106
Remaining High ADT	0.190	2.02	0.45	1,988,375	2,187,212	990,948	2185	400
Remaining Low ADT	0.540	2.02	1.17	324,009	356,410	417,861	921	169
Unpaved			521.63	2,520		1,314,526	2898	530
<b>Total Fugitive Dust</b>				<b>4,172,307</b>	<b>4,438,634</b>	<b>4,364,034</b>	<b>9,621</b>	<b>1,753</b>

<b>Location</b>	<b>Silt Loading (g/m<sup>2</sup>)</b>	<b>Average Weight (tons)</b>	<b>Emission Factor (g/mi)</b>	<b>Daily VMT</b>	<b>Adjusted VMT +10%</b>	<b>Emissions (g/day)</b>	<b>Emissions (lbs/day)</b>	<b>Emissions (tons/year)</b>
Interstate	0.015	3.18	0.07	1,656,816		118,030	260	47
White City High ADT	1.350	2.26	3.02	386,706	425,376	1,205,743	2658	485
White City Low ADT	3.400	2.26	7.00	28,652	31,517	195,009	430	78
White City Industrial Ave G	11.000	2.26	20.36	14,419		293,633	647	118
Remaining High ADT	0.190	2.02	0.45	2,279,647	2,507,612	1,145,122	2525	461
Remaining Low ADT	0.540	2.02	1.17	309,492	340,441	402,347	887	162
Unpaved			521.63	2,839		1,481,066	3265	596
<b>Total Fugitive Dust</b>				<b>4,678,571</b>	<b>4,979,021</b>	<b>4,928,716</b>	<b>10,866</b>	<b>1,948</b>

## *Total Emissions and Budget Comparisons*

Table 21 presents comparison of motor vehicle PM<sub>10</sub> emissions under the two TIP transit scenarios analyzed to applicable motor vehicle emission budgets in calendar years 2015, 2020, 2028 and 2038. The PM<sub>10</sub> budgets are annual and emissions are reported in tons per year units. Table 21 also provides a breakdown of the PM<sub>10</sub> emission components from on-road exhaust and paved and unpaved road dust.

<b>Table 26: Comparison of Total Motor Vehicle PM<sub>10</sub> Emissions to Applicable Emission Budgets (tons/year)</b>				
	<b>2015</b>	<b>2020</b>	<b>2028</b>	<b>2038</b>
<b>With Transit PM<sub>10</sub> Total Emissions</b>	<b>1,621</b>	<b>1,705</b>	<b>1,851</b>	<b>2,047</b>
Exhaust (tons/year)	154	122	98	100
Paved Road Dust (tons/year)	1,014	1,101	1,223	1,352
Unpaved Road Dust (tons/year)	453	482	530	596
<b>Without Transit PM<sub>10</sub> Total Emissions</b>	<b>1,622</b>	<b>1,706</b>	<b>1,853</b>	<b>2,049</b>
Exhaust (tons/year)	154	122	99	100
Paved Road Dust (tons/year)	1,015	1,102	1,225	1,354
Unpaved Road Dust (tons/year)	453	482	530	596
<b>PM<sub>10</sub> Vehicle Emission Budget</b>	<b>3,754</b>	<b>3,754</b>	<b>3,754</b>	<b>3,754</b>

### *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 programmed in the 2015-2018 MTIP and amended in the 2013-2038 RTP will result in CO and PM<sub>10</sub> 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.

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. PM<sub>10</sub> in the Medford-Ashland PM<sub>10</sub> maintenance area is anticipated to increase as a result of increasing VMT. By the horizon of the RTP the region can expect to be using slightly more than half of its PM<sub>10</sub> emissions budget. Transportation projects that will have the greatest benefit to PM<sub>10</sub> 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<sub>10</sub> 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<sub>10</sub> 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<sub>10</sub> 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

**Federal Register Promulgation of CO Budget**

Federal Register Promulgation of PM<sub>10</sub> 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.<sup>1</sup>

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

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

##### II. FinCEN Issuance 2002-1

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

The definition of “financial institution” for BSA purposes, found at 31 CFR 103.11(n), includes “a broker or dealer in securities.”<sup>2</sup> 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.”<sup>3</sup> 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.<sup>4</sup> However, given the Congressional mandate found in the USA PATRIOT ACT to extend to all entities defined as financial institutions under the BSA the requirement to establish an anti-money laundering program (*See* Section 352(a) of the USA PATRIOT ACT), and to extend suspicious activity reporting to broker-dealers (*See* Section 356 of the USA PATRIOT ACT), FinCEN believes that it is now appropriate to rescind this exemption pursuant to 31 CFR 103.86.

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

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

<sup>2</sup> *See* 31 CFR 103.11(n)(2).

<sup>3</sup> *See* 31 CFR 103.11(f).

<sup>4</sup> *See* 37 FR 248986, 248988, November 23, 1972.

rulemaking (the “Notice”), 66 FR 67670, that would extend to broker-dealers the requirement to report suspicious transactions to the Department of the Treasury. In the Notice, FinCEN indicated that it anticipated that the exemption relating to variable annuity contracts issued by life insurance companies would be rescinded on the effective date of the final rule based on the Notice.<sup>5</sup> A final rule based on the Notice was published in the **Federal Register** on July 1, 2002.<sup>6</sup> 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

<sup>5</sup> *See* 66 FR 67670, 67672 (December 31, 2001).

<sup>6</sup> *See* 67 FR 44048 (July 1, 2002).

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

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

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

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

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

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

#### I. Background Information

- A. *What Is a State Implementation Plan?*
- B. *Why Was This SIP Revision and Redesignation Request Submitted?*
- C. *What Action Is EPA Taking?*

#### II. Basis for EPA's Action

- A. *What Criteria Did EPA Use To Review the Maintenance Plan and Redesignation Request?*
- B. *How Does the State Show That the Area Has Attained the CO NAAQS?*
- C. *Does the Area Have a Fully Approved SIP Under Section 110(k) of the Act and Has the Area Met All the Relevant Requirements Under Section 110 and Part D of the Act?*
- D. *Are the Improvements in Air Quality Permanent and Enforceable?*
- E. *Has the State Submitted a Fully Approved Maintenance Plan Pursuant to Section 175A of the Act?*
- F. *Did the State Provide Adequate Attainment Year and Maintenance Year Emissions Inventories?*
- G. *How Will This Action Affect the Oxygenated Fuels Program in Medford?*
- H. *How Will the State Continue To Verify Attainment?*
- I. *What Contingency Measures Does the State Provide?*
- J. *How Will the State Provide for Subsequent Maintenance Plan Revisions?*
- K. *How Does This Action Affect Transportation Conformity in Medford?*

#### L. *How Does This Action Affect Specific Rules?*

#### III. Final Action

#### IV. Administrative Requirements

#### I. Background Information

##### A. *What Is a State Implementation Plan?*

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

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

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

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

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

##### C. *What Action Is EPA Taking?*

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

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

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

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

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

#### II. Basis for EPA's Action

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

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

1. The State must attain the applicable NAAQS.
2. The area must have a fully approved SIP under section 110(k) of the Act and the area must meet all the relevant requirements under section 110 and part D of the Act.
3. The air quality improvement must be permanent and enforceable.
4. The area must have a fully approved maintenance plan pursuant to section 175A of the Act.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*H. How Will the State Continue To Verify Attainment?*

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

*I. What Contingency Measures Does the State Provide?*

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

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

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

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

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

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

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

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

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

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

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

*L. How Does This Action Affect Specific Rules?*

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

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

**III. Final Action**

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

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

**IV. Administrative Requirements**

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

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

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

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

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

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

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

#### *Oregon Notice Provision*

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

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

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

#### *Oregon Audit Privilege*

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

#### **List of Subjects**

##### *40 CFR Part 52*

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

##### *40 CFR Part 81*

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

Dated: June 25, 2002.

**Ronald A. Kreizenbeck,**

*Acting Regional Administrator, Region 10.*

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

**PART 52—[AMENDED]**

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

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

**Subpart MM—Oregon**

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

**§ 52.1970 Identification of plan.**

\* \* \* \* \*

(c) \* \* \*

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

(i) Incorporation by reference.

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

**PART 81—[AMENDED]**

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

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

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

\* \* \* \* \*

**§ 81.338 Oregon.**

\* \* \* \* \*

**OREGON—CARBON MONOXIDE**

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

<sup>1</sup> 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](mailto: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/fedrgrstr/>. 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](mailto:bonifacino.gina@epa.gov), fax number: (206) 553-0110, or the above EPA, Region 10 address.

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

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### I. What action are we taking?

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

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

### II. Review of the May 14, 2004 submittal

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

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

#### A. Background of the Medford-Ashland Nonattainment Area

##### 1. Description of the Medford-Ashland Nonattainment Area

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

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

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

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

## 2. PM10 Emissions in the Medford-Ashland Nonattainment Area

In the 1980s, PM10 emissions from primarily woodstoves, mobile sources, road dust, residential open burning and forestry burning, and industrial point sources contributed to exceedences of the 24 hour and annual PM10 NAAQS<sup>1</sup> in the Medford-Ashland NAA. Historic high PM10 levels in the Medford-Ashland NAA include 309 µg/m<sup>3</sup> over 24 hours in December 1985 and 68 µg/m<sup>3</sup> for the annual period July 1985–June 1986. Since the 1980s, Oregon has implemented control strategies to

<sup>1</sup> The 24-hour primary PM10 standard is 150 micrograms per cubic meter (µg/m<sup>3</sup>), with no more than one expected exceedance per year over a three year period. The annual primary PM10 standard is 50 µg/m<sup>3</sup> expected annual arithmetic mean over a three year period. The secondary PM10 standards are identical to the primary standards.

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

apply to major stationary sources of PM<sub>10</sub> precursors except where the Administrator determined that such sources do not contribute significantly to PM<sub>10</sub> levels which exceed the NAAQS in the area.

In addition to these specific requirements for moderate PM<sub>10</sub> nonattainment areas, moderate PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub>

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 PM<sub>10</sub>.

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 PM<sub>10</sub> 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 PM<sub>10</sub> SIPs include RACM and “reasonably available control technology” (RACT) for existing sources of PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> from agricultural trackout. We note that in separate actions EPA has approved PM<sub>10</sub> 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 PM<sub>10</sub> control measures relied upon to demonstrate attainment of the PM<sub>10</sub> 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 PM<sub>10</sub> 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 Curtailement

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. Curtailement surveys have indicated compliance rates of 90% in the Medford area, and 88% in the core Medford-Central Point area. Compliance was about 66% in other parts of the curtailment area.

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

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

#### Woodstove Replacement

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

#### Home Weatherization

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

#### Certification

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

#### (c) Other Area Source Strategies

##### Open Burning

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

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

##### Road Dust

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

##### Fugitive Dust

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

##### Prescribed Forestry Burning

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

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

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

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

### 3. Attainment Demonstration

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

The 24-hour PM10 NAAQS is 150  $\mu\text{g}/\text{m}^3$ . 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  $\mu\text{g}/\text{m}^3$ . 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  $\mu\text{g}/\text{m}^3$  in 1992 to 58  $\mu\text{g}/\text{m}^3$  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  $\mu\text{g}/\text{m}^3$  in 1992 to 68  $\mu\text{g}/\text{m}^3$  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  $\mu\text{g}/\text{m}^3$  24-hour NAAQS is  $\leq 1$ . 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  $\mu\text{g}/\text{m}^3$ . 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 µg/m<sup>3</sup>. Based on our review of this information, EPA is determining that the model did not predict any violations of the annual PM10 NAAQS in any grids and the State has demonstrated that the Medford-Ashland area will continue to maintain the annual PM10 NAAQS in 2015.

Oregon also provided a table of the top 1% of the fourth highest predicted 24-hour PM10 values in the plan. To determine compliance with the 24-hour NAAQS using modeling, the fourth highest predicted 24-hour PM10 value is used to represent the expected 24-hour PM10 ambient air quality level over a three-year period. Based on the top 1% of the fourth highest predicted 24-hour PM10 values in the plan, there were no predicted 24-hour values that exceeded 150 µg/m<sup>3</sup>. 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 PM<sub>10</sub> 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 PM<sub>10</sub> NAAQS by the applicable attainment date. For the purposes of section 175A, contingency provisions are required. However, the State is not required to have fully adopted contingency measures that will take effect without further action by the State in order for the maintenance plan to be approved.

Section 4.14.9.0 of the attainment and maintenance plan provides the process for identification of contingency measures if monitored air quality values exceed early warning thresholds of 120 µg/m<sup>3</sup> (24-hour average) or 40 µg/m<sup>3</sup> (annual average) or if there is a violation of the PM<sub>10</sub> 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 PM<sub>10</sub> nonattainment areas and attainment plans, and section 175(A) planning requirements for PM<sub>10</sub> 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 PM<sub>10</sub> NAAQS through analysis of ambient air quality data from an ambient air monitoring network representing peak PM<sub>10</sub> 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 PM<sub>10</sub> NAAQS based on quality assured air quality monitoring data from the Welch and Jackson monitor and from the White City Post Office monitor which has been stored in the AQS database. Current monitoring data shows that the area has continued to

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

#### 2. Fully Approved Attainment Plan

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

#### 3. Section 110 and Part D Requirements

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

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

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

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

4. Permanent and Enforceable Improvements in Air Quality

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

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

In addition, CALPUFF modeling submitted with the plan demonstrates that the reductions in emissions are not due to temporary meteorological effects. The meteorology used for CALPUFF modeling represents a worst case meteorological scenario, and is comparable to 1985 meteorology, the year that Medford-Ashland experienced PM10 levels higher than 300 µg/m<sup>3</sup> 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:

**OREGON—PM-10**

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

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

**§ 81.338 Oregon.**

\* \* \* \* \*

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

\* \* \* \* \*  
[FR Doc. 06-5509 Filed 6-16-06; 8:45 am]  
BILLING CODE 6560-50-P

**DEPARTMENT OF HOMELAND SECURITY**

**Federal Emergency Management Agency**

**44 CFR Part 64**

[Docket No. FEMA-7931]

**Suspension of Community Eligibility**

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

**ACTION:** Final rule.

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

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

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

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

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

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

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

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

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

## **Appendix B**

### **Supporting Correspondence**

#### **USDOT Conformity Determination**



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

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



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

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

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

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

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

Dear Ms. Guarino,

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

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

The Medford area is currently designated "attainment" for particulate matter of less than 10 microns (PM<sub>10</sub>) 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<sub>10</sub> (71 FR 35163). Effective September 23, 2002, EPA approved the re-designation to attainment and the maintenance plan for the CO standard (67 FR 28388).

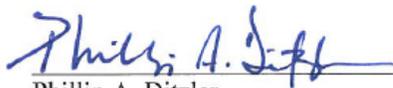
The Rogue Valley Policy Committee, Policy Board of the Metropolitan Planning Organization (MPO), adopted the 2013 - 2038 RTP, amended 2012 - 2015 MTIP and associated air quality conformity determination on March 26, 2013 through Resolution Number 2013-2. The conformity analysis provided by RVMPO indicates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

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

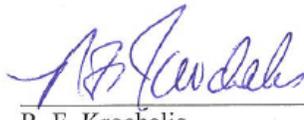
This letter constitutes the joint FHWA and FTA air quality conformity determination for the RVMPO's 2013 - 2038 RTP and amended 2012 - 2015 MTIP.

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

Sincerely,



Phillip A. Ditzler  
Division Administrator  
Oregon Division  
Federal Highway Administration



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

cc:

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

JC/ME/m

## Appendix C

### Project Lists and Maps

#### 2038 Regional Transportation Plan – *as amended* 2018 Metropolitan Transportation Improvement Program

Appendix C  
2015-2018 MTIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
<b>Ashland</b>															
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			\$ 22,289	
						Land Purchase						\$ -			
						Utility Relocate						\$ -			
				17251	FFY2015	Construction	\$ 710,000	STP-L (L200)	\$ 81,263	Ashland	\$ 791,263			\$ 791,263	
						Other						\$ -			
		<b>Total FFY15-18</b>			<b>\$ 730,000</b>		<b>\$ 83,552</b>		<b>\$ 813,552</b>			<b>\$ 813,552</b>			
Walker Avenue: Ashland St. to East Main	Sidewalk Construction, west side Walker Ave. between Ashland and I-5; includes improvements at railroad crossing.	122	Exempt (Table 2) Safety, pavement resurfacing			Planning					\$ -				
				17249	FFY2011	Design	\$ 179,660	CMAQ (L400)	\$ 5,340	Ashland	\$ 185,000			\$ 185,000	
						Utility Relocate						\$ -			
				17429	FFY2014	Land Purchase	\$ 34,345	CMAQ (L400)	\$ 3,931	Ashland	\$ 38,276			\$ 38,276	
				17249	FFY 2015	Construction	\$ 246,310	CMAQ (L400)	\$ 28,191	Ashland	\$ 274,501	\$ 45,499	Ashland	\$ 320,000	
				17249	FFY2014	Other	\$ 206,379		\$ 23,621	Ashland	\$ 230,000	\$ 37,000	Ashland	\$ 267,000	
		<b>Total FFY15-18</b>			<b>\$ 666,694</b>		<b>\$ 61,083</b>		<b>\$ 727,777</b>	<b>\$ 82,499</b>		<b>\$ 810,276</b>			
Hersey St: N. Main to Oak St Sidewalk	Sidewalk Construction	160	Exempt (Table 2) Safety, pavement resurfacing			Planning					\$ -				
				18250	FFY2013	Design	\$ 120,238	CMAQ (L400)	\$ 13,762	Ashland	\$ 134,000			\$ 134,000	
				18250	FFY2015	Land Purchase	\$ 18,843	CMAQ (L400)	\$ 2,157	Ashland	\$ 21,000			\$ 21,000	
						Utility Relocate						\$ -			
				18250	FFY 2016	Construction	\$ 391,919	CMAQ (L400)	\$ 44,857	Ashland	\$ 436,776			\$ 436,776	
						Other						\$ -			
		<b>Total FFY15-18</b>			<b>\$ 531,000</b>		<b>\$ 60,775</b>		<b>\$ 591,775</b>			<b>\$ 591,775</b>			
East Nevada Street Extension	Extend street over Bear Creek to link roadway at Kestrel; sidewalks and bike lanes	161	Non-Exempt			Planning					\$ -			\$ -	
				new	FFY2016	Design	\$ 606,086	STP-L (L200)	\$ 69,369		\$ 675,455			\$ 675,455	
				new	FFY2017	Land Purchase	\$ 470,730	STP-L (L200)	\$ 53,877		\$ 524,607			\$ 524,607	
						Utility Relocate						\$ -			\$ -
				new	FFY2018	Construction	\$ 451,284	STP-L (L200)	\$ 51,651		\$ 502,935	\$ 3,352,502	Ashland	\$ 3,855,438	
						Other						\$ -			\$ -
		<b>Total FFY15-18</b>			<b>\$ 1,528,100</b>		<b>\$ 174,898</b>		<b>\$ 1,702,998</b>	<b>\$ 3,352,502</b>		<b>\$ 5,055,500</b>			
Washington Street Extension	Extend Washington Street to Tolman Creek Road consistent with the IAMP Exit 14 Access	162	Non-Exempt			Planning					\$ -				
				new	FFY2017	Design					\$ -	\$ 105,000	Ashland	\$ 105,000	
						Land Purchase						\$ -			\$ -
						Utility Relocate						\$ -			\$ -
				new	FFY2018	Construction						\$ -	\$ 950,000	Ashland	\$ 950,000
						Other						\$ -			\$ -
		<b>Total FFY15-18</b>			<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>	<b>\$ 1,055,000</b>		<b>\$ 1,055,000</b>			
<b>Subtotal Ashland Projects</b>							<b>\$ 3,455,794</b>		<b>\$ 380,308</b>		<b>\$ 3,836,102</b>	<b>\$ 1,055,000</b>		<b>\$ 8,326,103</b>	

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	
<b>Central Point</b>														
Freeman Road Improvements	Urban Upgrade, adding center turn lane, bicycle lanes, sidewalks, curb, gutter and storm drain between Hopkins Road and Oak Street.	231	Exempt (Table 2) Safety, pavement resurfacing			Planning					\$ -			\$ -
				17401	FFY2013	Design	\$ 161,514	CMAQ (L400)	\$ 18,486	Central Point	\$ 180,000			\$ 180,000
				17401	FFY2014	Land Purchase	\$ 132,594	CMAQ (L400)	\$ 15,176	Central Point	\$ 147,770			\$ 147,770
				17401	FFY2015	Construction	\$ 1,046,892	CMAQ (L400)	\$ 119,821	Central Point	\$ 1,166,713	\$ 463,287		\$ 1,630,000
						Other					\$ -			\$ -
				Total FFY15-18			\$ 1,341,000		\$ 153,483		\$ 1,494,483	\$ 463,287		\$ 1,957,770
Twin Creeks Rail Crossing	Construct new two-lane road, with bicycle lanes, sidewalks, extending Twin Creeks Crossing from Boulder Ridge St. to Hwy 99. Install signal at new Hwy 99 intersection.	232	Non-Exempt			Planning				\$ -	\$ -		\$ -	
				18972	FFY2015	Design					\$ -	\$ 148,000	Other	\$ 148,000
				18972	FFY2015	Land Purchase					\$ -	\$ 15,000	Other	\$ 15,000
				18972	FFY2016	Utility Relocate					\$ -	\$ 10,000	Other	\$ 10,000
				18972	FFY2016	Construction	\$ 2,670,000	Enhance-it	\$ 305,593	Central Point	\$ 2,975,593	\$ 821,407	Other	\$ 3,797,000
						Other					\$ -	\$ -		\$ -
Total FFY15-18			\$ 2,670,000		\$ 305,593		\$ 2,975,593	\$ 994,407		\$ 3,970,000				
<b>Subtotal Central Point Projects</b>							\$ 4,011,000	\$ 459,077	\$ 4,470,077	\$ 1,457,694	\$ 5,927,770			
<b>Eagle Point</b>														
Stevens Road - East Main Street to Palima Drive	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	330	Exempt (Table 2) Safety			Planning	\$ -							
				new	FFY2016	Design	\$ 129,957	STP-L (L200)	\$ 14,874	Eagle Point	\$ 144,831		\$ 144,831	
				new	FFY2016	Design	\$ 148,129	CMAQ (L400)	\$ 16,954	Eagle Point	\$ 165,083		\$ 165,083	
				new	FFY2017	Land Purchase	\$ 10,000	CMAQ (L400)	\$ 1,145	Eagle Point	\$ 11,145		\$ 11,145	
						Utility Relocate	\$ -				\$ -		\$ -	
				new	FFY2018	Construction	\$ 974,086	STP-L (L200)	\$ 111,489	Eagle Point	\$ 1,085,575		\$ 1,085,575	
				new	FFY2018	Construction	\$ 1,174,368	CMAQ (L400)	\$ 134,412	Eagle Point	\$ 1,308,780		\$ 1,308,780	
				Total FFY15-18			\$ 2,436,540		\$ 278,873		\$ 2,715,413	\$ -	\$ 2,715,413	
Linn Road: OR62 to Buchannan	Widen Road, Add Bike and Ped facilities with Illumination	340	Exempt (Table 2) Safety	18973	FFY2016	Design	\$ 125,622	Enhance-it	\$ 14,378	Eagle Point	\$ 140,000		\$ 140,000	
				18973	FFY2017	Land Purchase	\$ 14,357	Enhance-it	\$ 1,643	Eagle Point	\$ 16,000		\$ 16,000	
				18973	FFY2017	Utility Relocation	\$ 8,973	Enhance-it	\$ 1,027	Eagle Point	\$ 10,000		\$ 10,000	
						Other					\$ -		\$ -	
				18973	FFY2018	Construction	\$ 1,733,048	Enhance-it	\$ 198,355	Eagle Point	\$ 1,931,403		\$ 1,931,403	
Total FFY15-18			\$ 1,882,000		\$ 215,403		\$ 2,097,403	\$ -	\$ 2,097,403					
<b>Subtotal Eagle Point Projects</b>							\$ 4,318,540	\$ 494,276	\$ 4,812,816	\$ -	\$ 4,812,816			

Appendix C  
2015-2018 MTIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources				
							\$	Source	\$	Source		\$	Source					
<b>Medford</b>																		
Lozier Extension to Cunningham	New road section, urban collector, 3 lanes with bike lanes and sidewalks	5011	Non-Exempt Non-Regionally-Significant			Planning												
					FFY2016	Design	\$ -		\$ -		\$ -	\$ -						
					FFY2016	Land Purchase	\$ -		\$ -		\$ -	\$ -						
					FFY2017	Utility Relocate	\$ -		\$ -		\$ -	\$ -						
				New	FFY2017	Construction	\$ -		\$ -		\$ -	\$ 500,000	Medford	\$ 500,000				
						Other												
		<b>Total FFY15-18</b>			\$ -		\$ -		\$ -	\$ 500,000		\$ 500,000						
Columbus Avenue Extension	New road section and urban upgrader, 5 lane major arterial	5012	Non-Exempt Non-Regionally-Significant			Planning												
					FFY2016	Design	\$ -		\$ -		\$ -	\$ -						
					FFY2016	Land Purchase	\$ -		\$ -		\$ -	\$ -						
					FFY2017	Utility Relocate	\$ -		\$ -		\$ -	\$ -						
				New	FFY2018	Construction	\$ -		\$ -		\$ -	\$ 4,000,000	Medford	\$ 4,000,000				
						Other												
		<b>Total FFY15-18</b>			\$ -		\$ -		\$ -	\$ 4,000,000		\$ 4,000,000						
Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes	863	Non-Exempt Non-Regionally-Significant			Planning												
					FFY2016	Design	\$ -		\$ -		\$ -	\$ -						
					FFY2016	Land Purchase	\$ -		\$ -		\$ -	\$ -						
					FFY2017	Utility Relocate	\$ -		\$ -		\$ -	\$ -						
				new	FFY2017	Construction	\$ 3,000,000	CMAQ	\$ 343,363	Medford	\$ 3,343,363	\$ 9,656,637	Medford	\$ 13,000,000				
						Other												
		<b>Total FFY15-18</b>			\$ 3,000,000		\$ 343,363		\$ 3,343,363	\$ 9,656,637		\$ 13,000,000						
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	5009	Exempt (Table 2) bicycle and pedestrian facilities; Safety Improvements			Planning												
				17388	FFY2013	Design	\$ 725,916	CMAQ (L400)	\$ 83,084	JaCo/Medford	\$ 809,000		\$ 809,000					
				17388	FFY2015	Land Purchase	\$ 1,924,709	CMAQ (L400)	\$ 220,292	JaCo/Medford	\$ 2,145,001		\$ 2,145,001					
						Utility Relocate			\$ -		\$ -							
				17388	FFY2016	Construction	\$ 2,351,288	CMAQ (L400)	\$ 269,115	JaCo/Medford	\$ 2,620,403		\$ 2,620,403					
				17388	FFY2016	Construction	\$ 941,043	STP-L	\$107,707	JaCo/Medford	\$ 1,048,750		\$ 1,048,750					
				17388	FFY2016	Construction	\$ 786,794	Enhance	\$90,052		\$ 876,846		\$ 876,846					
						Other	\$ -		\$ -		\$ 0		\$ -					
		<b>Total FFY15-18</b>			\$ 6,729,750		\$ 770,250		\$ 7,500,000		\$ 7,500,000							
Crater Lake Av & Jackson St.: Alley Paving	Pave and improve alleys	598	Exempt (Table 2) pavement resurfacing			Planning					\$ -							
				15692	FFY2009	Design	\$ 161,514	CMAQ (L400)	\$18,486	Medford	\$ 180,000		\$ 180,000					
					FFY2013	Land Purchase	\$ 94,217	CMAQ (L400)	\$ 10,783	Medford	\$ 105,000		\$ 105,000					
						Utility Relocate			\$ -		\$ -							
				15692	FFY2015	Construction	\$ 927,808	CMAQ (L400)	\$106,192	Medford	\$ 1,034,000	\$ 106,001.00	Medford	\$ 1,140,001				
						Other												
		<b>Total FFY15-18</b>			\$ 1,183,539		\$ 135,461		\$ 1,319,000	\$ 106,001.00		\$ 1,425,001						
Rail Safety Improvements	Downtown Medford rail crossing improvements: Install new gate, signals at Third Street; Close street crossing at 11th Street.	5010	Exempt (Table 2) RR			Planning					\$ -		\$ -					
				17753	FFY2013	Design	\$ 90,000	STP-RR			\$ 90,000		\$ 90,000					
						Land Purchase					\$ -		\$ -					
						Utility Relocate					\$ -		\$ -					
				17753	FY2015	Construction	\$ 200,000	STP-RR			\$ 200,000		\$ 200,000					
				17753	FY2015	Other	\$ 380,000	STP-RR			\$ 380,000		\$ 380,000					
		<b>Total FFY15-18</b>			\$ 670,000		\$ -		\$ 670,000	\$ -		\$ 670,000						
<b>Subtotal Medford Projects</b>											\$ 11,583,289		\$ 1,249,074		\$ 12,832,363	\$ 14,262,638		\$ 27,095,001

Appendix C  
2015-2018 MTIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Phoenix</b>														
OR99 @ Oak St: Sidewalk & Ped Crossing (Phoenix)	Sidewalks & Ped crossing w/ped activated crossing signals	616	Exempt (Table 2) Safety			Planning					\$ -			
						Design					\$ -			
				18336	FFY2014	Other					\$ -	\$ 147,000	S080	\$ 147,000
				18336	FFY2014	Other					\$ -	\$ 162,050	Phoenix	\$ 162,050
				18336	FFY2015	Other						\$ 147,000	S080	\$ 147,000
				18336	FFY2015	Other						\$ 162,050	Phoenix	\$ 162,050
						Total FFY15-18	\$ -		\$ -		\$ -		\$ 618,100	
<b>Subtotal Phoenix Projects</b>														
<b>\$ 618,100</b>														
<b>Talent</b>														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
						Total FFY15-18								
<b>Subtotal Talent Projects</b>														
<b>\$ -</b>														
<b>Jackson County</b>														
Bear Creek Greenway: Hwy62 Connection (Medford)	Bike/ped connections from Bear Creek Greenway to Hwy62 and N. Medford Interchange	867	Exempt (Table 2) Safety			Planning					\$ -			
				18335	FFY2014	Other					\$ 51,500	B4A0	\$ 51,500	
				18335	FFY2014	Other					\$ -	\$ 224,750	S080	\$ 224,750
				18335	FFY2015	Other					\$ -	\$ 224,750	S080	\$ 224,750
						Other								
						Total FFY15-18			\$ -		\$ -		\$ -	
Foothill Rd., Corey Rd to Atlantic Ave.	New 2-lane rural major collector, add signal at 140.	809	Non-Exempt			Planning								
						Design								
						Land Purchase								
						Utility Relocate								
				New	FFY2017	Construction						\$ 1,800,000	Local	\$ 1,800,000
						Other								
		Total FFY15-18						\$ 1,800,000		\$ 1,800,000				
Regional Active Transportation Plan	Active Transportation Plan for RVMPO area.	868	Exempt (Table 2) Safety	New	FFY2016	Planning	\$ 179,460	STP	\$ 20,540	Local & ODOT	\$ 200,000		\$ 200,000	
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
		Total FFY15-18			\$ 179,460		\$ 20,540		\$ 200,000	-	\$ 200,000			
Table Rock Rd., I-5 Crossing to Biddle	Widen to 3 & 5 lanes, curb, gutter, sidewalk and bike lanes	821	Non-Exempt Non-Regionally-Significant			Planning								
				18974	FFY2015	Design	\$ 97,806	CMAQ	\$ 11,194		\$ 109,000		\$ 109,000	
				18974	FFY2015	Design	\$ 305,082	Enhance	\$ 34,918		\$ 340,000		\$ 340,000	
				18974	FFY2016	Land Purchase	\$ 491,720	CMAQ	\$ 56,280		\$ 548,000		\$ 548,000	
				18974	FFY2016	Land Purchase	\$ 672,975	Enhance	\$ 77,025		\$ 750,000		\$ 750,000	
				18974	FFY2017	Utility Relocate	\$ 2,692	CMAQ	\$ 308		\$ 3,000		\$ 3,000	
				18974	FFY2017	Utility Relocate	\$ 6,281	Enhance	\$ 719		\$ 7,000		\$ 7,000	
				18974	FFY2018	Construction	\$ 2,906,682	CMAQ	\$ 332,683		\$ 3,239,365		\$ 3,239,365	
				18974	FFY2018	Construction	\$ 2,590,662	Enhance	\$ 296,513		\$ 2,887,175		\$ 2,887,175	
						Total FFY15-18	\$ 7,073,900		\$ 809,640		\$ 7,883,540	\$ -	\$ 8,693,080	
<b>Subtotal Jackson County Projects</b>														
<b>\$ 7,253,360 \$ 830,180 \$ 8,083,540 \$ 1,800,000 \$ 10,384,540</b>														

Appendix C  
2015-2018 MTIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Oregon Department of Transportation (ODOT)</b>														
I-5 California State Line - Ashland Paving	Grind/Inlay	950	Exempt (Table 2) Safety			Planning					\$ -			\$ -
				18873	FFY2015	Design	\$ 624,521	NHPP	\$ 71,479		\$ 696,000			\$ 696,000
				18873	FFY2016	Land Purchase					\$ 5,000	ODOT	\$ 5,000	
				18873	FFY2016	Utility Relocate					\$ 5,000	ODOT	\$ 5,000	
				18873	FFY2017	Construction	\$ 11,597,603	NHPP	\$ 1,327,398		\$ 12,925,001		\$ 12,925,001	
						Other	\$ -				\$ -		\$ -	
		<b>Total FFY15-18</b>			\$ 12,222,124		\$ 1,398,877		\$ 13,621,001	\$ 10,000		\$ 13,631,001		
I-5 S. Medford - N. Ashland Paving	Grind/Inlay	951	Exempt (Table 2) Safety			Planning				\$ -			\$ -	
				18874	FFY2014	Design	\$ 337,385	NHPP	\$ 38,615		\$ 376,000		\$ 376,000	
				18874	FFY2016	Land Purchase					\$ 5,000	ODOT	\$ 5,000	
				18874	FFY2016	Utility Relocate					\$ 5,000	ODOT	\$ 5,000	
				18874	FFY2017	Construction	\$ 6,255,976	NHPP	\$ 716,024		\$ 6,972,000		\$ 6,972,000	
						Other	\$ -				\$ -		\$ -	
		<b>Total FFY15-18</b>			\$ 6,593,361		\$ 754,640		\$ 7,348,001	\$ 10,000		\$ 7,358,001		
OR 99: Ashland - Talent Lane Realignment	Continue lane configuration	952	Exempt (Table 2) Safety			Planning				\$ -			\$ -	
				1888	FFY2016	Design	\$ 23,055	HSIP	\$ 1,945		\$ 25,000		\$ 25,000	
						Land Purchase							\$ -	
						Utility Relocate					\$ -		\$ -	
				1888	FFY2016	Construction	\$ 207,495	HSIP	\$ 17,505		\$ 225,000		\$ 225,000	
						Other	\$ -				\$ -		\$ -	
		<b>Total FFY15-18</b>			\$ 230,550		\$ 19,450		\$ 250,000	\$ -		\$ 250,000		
OR 99: Laurel Street Signal Upgrade	Upgrade traffic signal	953	Exempt (Table 2) Safety			Planning				\$ -			\$ -	
				18897	FFY2016	Design	\$ 70,887	STP-FLX	\$ 8,113		\$ 79,000		\$ 79,000	
				18897	FFY2017	Land Purchase					\$ 7,000	ODOT	\$ 7,000	
				18897	FFY2017	Utility Relocate					\$ 6,000	ODOT	\$ 6,000	
				18897	FFY2018	Construction	\$ 473,774	STP-FLX	\$ 54,226		\$ 528,000		\$ 528,000	
						Other	\$ -				\$ -		\$ -	
		<b>Total FFY15-18</b>			\$ 544,661		\$ 62,339		\$ 607,000	\$ 13,000		\$ 620,000		
Rogue Valley VMS Replacement Project	Replace boards: I-5/MTN Ave, I-5/Table Rock, Hwy 199	954	Exempt (Table 2) Safety			Planning				\$ -			\$ -	
				18905	FFY2016	Design	\$ 89,730	STP-FLX	\$ 10,270		\$ 100,000		\$ 100,000	
						Land Purchase							\$ -	
						Utility Relocate					\$ -		\$ -	
				18905	FFY2016	Construction	\$ 538,380	STP-FLX	\$ 61,620		\$ 600,000		\$ 600,000	
						Other	\$ -				\$ -		\$ -	
		<b>Total FFY15-18</b>			\$ 628,110		\$ 71,890		\$ 700,000	\$ -		\$ 700,000		
I-5 Medford Viaduct Environmental Study	Environmental Assessment Study	955	Exempt (Table 2) Planning and Technical Studies			Planning				\$ -			\$ -	
				19063	FFY2016	Design	\$ 3,589,200	STP-FLX	\$ 410,800		\$ 4,000,000		\$ 4,000,000	
						Land Purchase							\$ -	
						Utility Relocate					\$ -		\$ -	
						Construction			\$ -		\$ -		\$ -	
						Other	\$ -				\$ -		\$ -	
		<b>Total FFY15-18</b>			\$ 3,589,200		\$ 410,800		\$ 4,000,000	\$ -		\$ 4,000,000		

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		
<b>Oregon Department of Transportation (ODOT), continued</b>															
Hwy 62: Corridor Solutions Unit 2 (Medford)	JTA Expressway to Relieve Congestion.	903	Non-Exempt			Planning					\$ -				
				13994	FFY2011	Design						\$ 4,447,000	B3A2	\$ 4,447,000	
				13994	FFY2012	Land Purchase						\$ 23,850,000	B3A2	\$ 23,850,000	
					FFY2012	Land Purchase						\$ -		\$ -	
					FFY2011	Utility Relocate						\$ -	\$ 2,100,000	B4A0	\$ 2,100,000
				13994	FFY2015	Construction	\$ 8,973	L240	\$ 1,027	\$ 10,000	\$ 36,698,000	B4A0	\$ 36,708,000		
					FFY 2015	Other		B3A2		\$ 100,000	\$ 450,000	B4A0	\$ 450,000		
		<b>Total FFY15-18</b>	<b>\$ 8,973</b>		<b>\$ 1,027</b>	<b>\$ 110,000</b>	<b>\$ 67,545,000</b>		<b>\$ 67,655,000</b>						
OR62: Corridor Solutions Unit 2, Phase 2	JTA Expressway to Relieve Congestion.	903	Non-Exempt			Planning					\$ -				
					FFY2011	Design					\$ 3,077,000	JTABond	\$ 3,077,000		
				17188	FFY2014	Land Purchase				\$ -	\$ 10,000,000	JTABond	\$ 10,000,000		
				17188	FFY2014	Utility Relocate				\$ -	\$ 500,000	JTABond	\$ 500,000		
				17188	FFY2015	Construction				\$ 36,338,000	JTABond	\$ 36,338,000			
				17188	FFY2015	Construction	\$ 821,030	L240	\$ 93,970	\$ 915,000		\$ 915,000			
						Other				\$ -		\$ -			
		<b>Total FFY15-18</b>	<b>\$ 821,030</b>		<b>\$ 93,970</b>	<b>\$ 915,000</b>	<b>\$ 49,915,000</b>		<b>\$ 50,830,000</b>						
Interstate 5 Bear Creek Bridges	Scour repair on Interstate 5 bridges north- and south-bound	946	Exempt (Table 2- Bridge Repair)			Planning					\$ -				
				17529	FFY2013	Design	\$ 201,893	STP	\$ 23,107	\$ 225,000		\$ 225,000			
				17529	FFY2014	Land Purchase	\$ 2,692	STP	\$ 308	\$ 3,000		\$ 3,000			
						Utility Relocate				\$ -		\$ -			
				17529	FFY2015	Construction	\$ 1,584,632	STP	\$ 181,368	\$ 1,766,000		\$ 1,766,000			
						Other				\$ -		\$ -			
		<b>Total FFY15-18</b>	<b>\$ 1,789,217</b>		<b>\$ 204,783</b>	<b>\$ 1,994,000</b>	<b>\$ -</b>		<b>\$ 1,994,000</b>						
I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location	913	Exempt (Table 3) Safety, roadside rest area			Planning					\$ -				
				09436	FFY2013	Design	\$ 1,503,067	L240	\$ 445,030	\$ 1,948,097	\$ 763,000	State	\$ 2,711,097		
				09436	FFY2013	Land Purchase					150,000	OTH0	\$ 150,000		
				09436	FFY2013	Land Purchase					303,000	STATE	\$ 303,000		
				09436	FFY2013	Land Purchase	\$ 86,220	L240	\$ 9,868	\$ 96,088					
				09436	FFY2013	Land Purchase					120,000	OTH0	\$ 120,000		
				09436	FFY2013	Utility Relocate				\$ -	\$ 20,000	Other	\$ 20,000		
				09436	FFY2014	Construction	\$ 5,242,707	L110	\$ 442,293	\$ 5,685,000					
				09436	FFY2014	Construction	\$ 4,037,850	L240	\$ 462,150	\$ 4,500,000					
				09436	FFY2014	Construction					\$ 1,130,000	OTH0	\$ 1,130,000		
						Other				\$ -		\$ -			
		<b>Total FFY12-15</b>	<b>\$ 10,869,844</b>		<b>\$ 1,359,341</b>	<b>\$ 12,229,185</b>	<b>\$ 2,486,000</b>		<b>\$ 14,715,185</b>						
OR99: Rapp Road to Talent City Limits	Reducing to 3 lanes, consolidating accesses, adding bike/ped improvements	945	Exempt (Table 2) Safety			Planning					\$ -				
				17478	FFY2013	Design	\$ 136,486	HSIP	\$ 11,514	\$ 148,000		\$ 148,000			
				17478	FFY2013	Design	\$ 118,444	STP	\$ 13,556	\$ 132,000		\$ 132,000			
					FFY2013	Design						\$ -			
				17478	FFY2015	Land Purchase					\$ 7,000	STATE	\$ 7,000		
						Utility Relocate				\$ -		\$ -			
				17478	FFY2015	Construction	\$ 879,779	HSIP	\$ 74,221	\$ 954,000	\$ 400,000	OTH0	\$ 1,354,000		
				17478	FFY2015	Construction	\$ 1,525,410	STP	\$ 174,590	\$ 1,700,000		\$ 1,700,000			
		Other				\$ -		\$ -							
		<b>Total FFY15-18</b>	<b>\$ 2,660,119</b>		<b>\$ 273,881</b>	<b>\$ 2,654,000</b>	<b>\$ 687,000</b>		<b>\$ 3,341,000</b>						
<b>Subtotal ODOT Projects</b>							<b>\$ 29,087,345</b>		<b>\$ 3,291,656</b>	<b>\$ 32,199,001</b>	<b>\$ 118,180,000</b>		<b>\$ 165,094,186</b>		

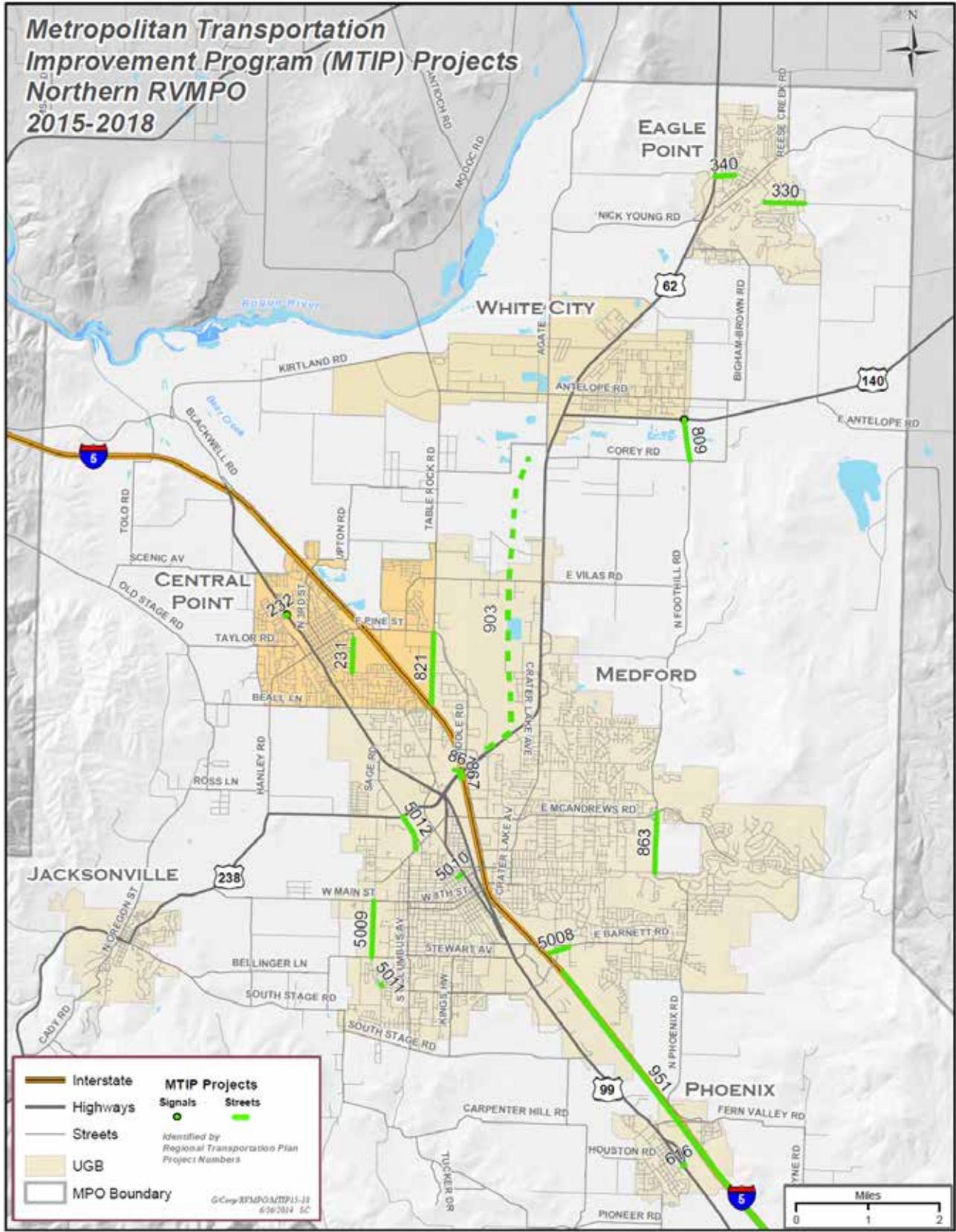
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Rogue Valley Transportation District (RVTD)</b>														
Valley Feeder Pilot Project		1073	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2015	Other	\$ 100,000	CMAQ (L400)	\$ 11,445	RVTD	\$ 111,445			\$ 111,445
Urban Operations Support		1057	Exempt (Table 2) - Operating assistance to transit agencies	17998	FFY2015	Other	\$ 2,450,000	FTA 5307	\$ 2,450,000	RVTD	\$ 4,900,000			\$ 4,900,000
Urban Operations Support		1058	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2016	Other	\$ 2,500,000	FTA 5307	\$ 2,500,000	RVTD	\$ 5,000,000			\$ 5,000,000
Urban Operations Support		1059	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2017	Other	\$ 2,550,000	FTA 5307	\$ 2,550,000	RVTD	\$ 5,100,000			\$ 5,100,000
Urban Operations Support		1060	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2018	Other	\$ 2,600,000	FTA 5307	\$ 2,600,000	RVTD	\$ 5,200,000			\$ 5,200,000
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)		1063	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)		1064	Exempt (Table 2) - Rehabilitation of transit vehicles	17978	FFY2015	Other	\$ 940,163	MPO STP	\$ 107,606	RVTD	\$ 1,047,769			\$ 1,047,769
Capitalization of Maintenance (MPO STP Transfer)		1065	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY2016	Other	\$ 928,460	MPO STP	\$ 106,266	RVTD	\$ 1,034,726			\$ 1,034,726
Expanded Transit Service: Extending transit service to week nights and Saturdays		1061	Exempt (Table 2) - Operating assistance to transit agencies	17168	FFY2016	Other	\$ 1,081,756	CMAQ (L400)	\$ 867,347	RVTD	\$ 1,949,103			\$ 1,949,103
5339 - Mass Transit Vehicle Replacement		1079	Exempt (Table 2) - Rehabilitation of transit vehicles	19074	FFY2016	Other	\$ 637,084	FTA 5339	\$ 72,917	RVTD	\$ 710,001			\$ 710,001

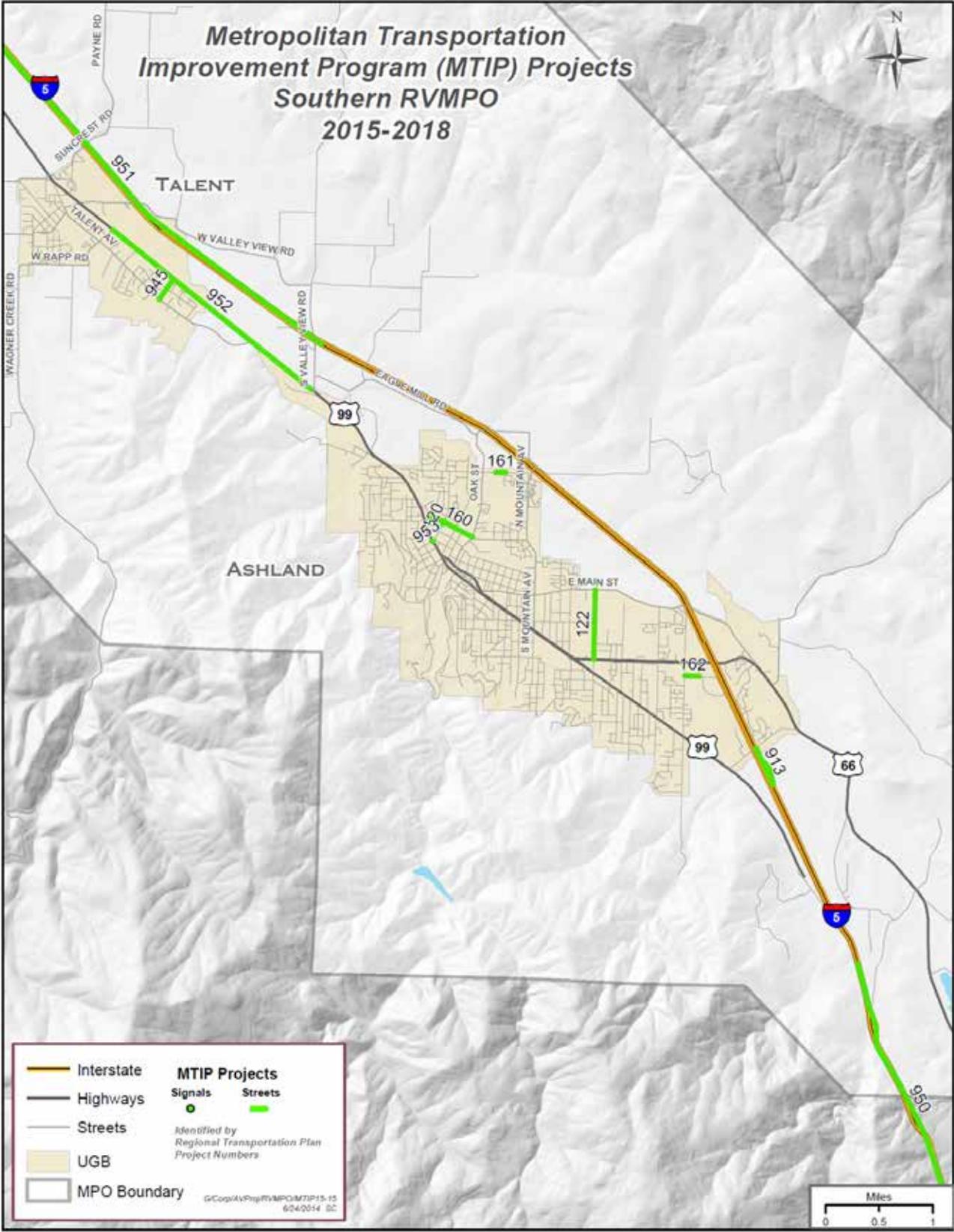
Appendix C  
2015-2018 MTIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Rogue Valley Transportation District (RVTD), continued</b>														
Capitalization of Maintenance (MPO STP Transfer)		1066	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY2017	Other	\$ 941,460	MPO STP	\$ 107,754	RVTD	\$ 1,049,214			\$ 1,049,214
Capitalization of Maintenance (MPO STP Transfer)		1067	Exempt (Table 2) - Rehabilitation of transit vehicles	New	FFY2018	Other	\$ 954,640	MPO STP	\$ 109,263	RVTD	\$ 1,063,903			\$ 1,063,903
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1055	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		1054	Exempt (Table 2) - Operating assistance to transit agencies	17640	FFY2015	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		1055	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY 2016	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		1054	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2017	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		1054	Exempt (Table 2) - Operating assistance to transit agencies	New	FFY2018	Other	\$ 134,595	STP (L240)	\$ 15,405	RVTD	\$ 150,000			\$ 150,000
Purchase New Transit Buses		1072	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
5310 E & D STP XFER		1068	Exempt (Table 2) - Operating assistance to transit agencies	18374	FFY2013	Other	\$ 592,364	STP (L240)	\$ 67,799	RVTD	\$ 660,163			\$ 660,163
5310 E & D STP XFER		1069	Exempt (Table 2) - Operating assistance to transit agencies	18375	FFY2014	Other	\$ 527,453	STP (L240)	\$ 60,369	RVTD	\$ 587,822			\$ 587,822
5310 Enhanced Mobility E & D		1070	Exempt (Table 2) - Operating assistance to transit agencies	18376	FFY2013	Other	\$ 259,926	F160	\$ 64,982	RVTD	\$ 324,908			\$ 324,908
5310 Enhanced Mobility E & D		1071	Exempt (Table 2) - Operating assistance to transit agencies	18377	FFY2014	Other	\$ 169,463	F160	\$ 42,366	RVTD	\$ 211,829			\$ 211,829
E-Fare System		1078	Exempt (Table 2) - Operating assistance to transit agencies	18978	FFY2017	Other	\$ 686,000	Enhance	\$ 78,516	RVTD	\$ 764,516			\$ 764,516
<b>Subtotal RVTD Projects</b>							<b>\$ 21,411,802</b>		<b>\$ 12,344,656</b>		<b>\$ 33,756,458</b>			<b>\$ 33,756,458</b>

Appendix C  
2015-2018 MTIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Rogue Valley Council of Governments</b>														
CMAQ - RVMPO 2015	Allocation of FFY2014 Congestion Mitigation and Air Quality funds for allocation within Medford-Ashland Air Quality Maintenance Area	1006	Exempt (Table 2) Air Quality			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Utility Relocate					\$ -			
						Construction					\$ -			
				18297	FFY2015	Other	\$ 2,451,000	CMAQ (L400)	\$280,528	local	\$2,731,528			\$ 2,731,528
	Total FFY15-18		\$ 2,451,000		\$ 280,528		\$ 2,731,528			\$ 2,731,528				
<b>Subtotal RVCOG Projects</b>							\$ 2,451,000	\$ 280,528	\$ 2,731,528		\$ 2,731,528			
<b>Total RVMPO 2015-2018 RVMPO MTIP Projects</b>													<b>\$ 258,746,503</b>	





Appendix D  
Amendments to the 2013-2038 RTP Project List

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
<b>Ashland</b>							
122	Walker Avenue: Safe Walk To School	Sidewalk Construction, west side Walker Ave. between Ashland and Iowa; includes improvements at railroad crossing.	short	\$ 810,276			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	\$ 591,775			Exempt (Table 2) Safety, pedestrian
<b>161</b>	<b><i>E. Nevada Street Extension</i></b>	<b><i>Extend street over Bear Creek to link roadway at Kestrell; sidewalks, bicycle lanes</i></b>	<b><i>short</i></b>	<b><i>\$ 5,055,500</i></b>			<b><i>Non-Exempt</i></b>
<b>162</b>	<b><i>Washington Street Extension</i></b>	<b><i>Extend street from Mistletoe Road to Ashland Street; sidewalks, bicycle lanes</i></b>	<b><i>short</i></b>	<b><i>\$ 1,055,000</i></b>			<b><i>Non-Exempt</i></b>
<b>Short Range Total</b>					<b>\$ 8,326,103</b>	<b>\$ 8,326,103</b>	
<del>161</del>	<del>E. Nevada Street Extension</del>	<del>Extend street over Bear Creek to link roadway at Kestrell; sidewalks, bicycle lanes</del>	<del>medium</del>	<del>\$3,404,562</del>			<del>Non-Exempt</del>
<del>162</del>	<del>Washington Street Extension</del>	<del>Extend street from Mistletoe Road to Ashland Street; sidewalks, bicycle lanes</del>	<del>medium</del>	<del>\$1,628,269</del>			<del>Non-Exempt</del>
163	Intersection Improvements: Ashland-Oak Knoll-E. Main	Realign intersection, install speed-reduction treatments	medium	\$1,184,195			Exempt-Table 2
<b>Medium Range Total</b>					<b>\$1,184,195</b>	<b>\$1,184,195</b>	
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
<b>Central Point</b>							
231	Freeman Road Improvements	Urban Upgrade, adding center turn lane, bicycle lanes, sidewalks, curb, gutter and storm drain between Hopkins Road and Oak Street.	short	\$1,957,770			Exempt-Table 2
<del>230</del>	<del>Central Point &amp; Talent Parking Lot Improvements</del>	<del>Pave and improve alleys and parking facilities, both cities</del>	<del>short</del>	<del>\$1,191,001</del>			<del>Exempt-Table 2</del>
232	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	\$3,970,000			Non-exempt
<b>Short Range Total</b>					<b>\$5,927,770</b>	<b>\$5,927,770</b>	

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Appendix D  
Amendments to the 2013-2038 RTP Project List

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
<b>Eagle Point</b>							
324	<del>Mattie Brown Park Improvements</del>	<del>Pave parking area, construct sidewalks at park</del>	<del>Short</del>	<del>\$175,000</del>			<del>Exempt-Table 2</del>
322	<del>North Royal Avenue - Loto Street to E. Archwood Drive</del>	<del>Little Butte Creek Pedestrian Trail</del>	<del>Short</del>	<del>\$157,000</del>			<del>Exempt-Table 2</del>
325	<del>Arrowhead Trail - Black Wolf lane to Pebble Creek Blvd</del>	<del>Extension (Collector) with Bike Lanes and Sidewalks</del>	<del>Short</del>	<del>\$2,344,000</del>			<del>Non-Exempt</del>
323	<del>Barton Road - Highway 62 to Reese Creek Road</del>	<del>Urban Upgrade (Collector) with Bike Lanes and Sidewalks</del>	<del>Short</del>	<del>\$500,000</del>			<del>Exempt-Table 2</del>
326	<del>Buchanan Avenue - Linn Road to Fargo Street</del>	<del>Extension (Collector) with Bike Lanes and Sidewalks</del>	<del>Short</del>	<del>\$144,000</del>			<del>Non-Exempt</del>
327	<del>Havenwood Drive - Barton Road to Rolling Hills Drive</del>	<del>Extension (Collector) with Bike Lanes and Sidewalks</del>	<del>Short</del>	<del>\$521,000</del>			<del>Non-Exempt</del>
328	<del>Lava Street/Stevens - Lava Street to Stevens Road</del>	<del>Extension (Arterial) with Bike Lanes and Sidewalks</del>	<del>Short</del>	<del>\$1,350,000</del>			<del>Non-Exempt</del>
308	<del>Sienna Hills Drive - Barton Road to Sienna Hills Drive</del>	<del>Extension (Collector) with Bike Lanes and Sidewalks</del>	<del>Short</del>	<del>\$832,000</del>			<del>Non-Exempt</del>
329	<del>South Shasta Avenue - Highway 62 to Arrowhead Trail</del>	<del>Urban Upgrade (Collector) with Bike Lanes and Sidewalks</del>	<del>Short</del>	<del>\$2,201,000</del>			<del>Exempt-Table 2</del>
330	<b>Stevens Road - East Main Street to Palima Drive</b>	<b>Urban Upgrade (Arterial) with Bike Lanes and Sidewalks</b>	<b>Short</b>	<b>\$2,715,413</b>			<b>Exempt-Table 2</b>
340	<b>Linn Rd: OR62 to Buchanan</b>	<b>Urban Upgrade (Arterial) with Bike Lanes and Sidewalks</b>	<b>Short</b>	<b>\$2,097,403</b>			<b>Exempt-Table 2</b>
<b>Short Range Total</b>					<b>\$4,812,816</b>		<b>Exempt-Table 2</b>
329	<b>South Shasta Avenue - Highway 62 to Arrowhead Trail</b>	<b>Urban Upgrade (Collector) with Bike Lanes and Sidewalks</b>	<b>Medium</b>	<b>\$2,201,000</b>			<b>Exempt-Table 2</b>
322	<b>North Royal Avenue - Loto Street to E. Archwood Drive</b>	<b>Little Butte Creek Pedestrian Trail</b>	<b>Medium</b>	<b>\$157,000</b>			<b>Exempt-Table 2</b>
325	<b>Arrowhead Trail - Black Wolf lane to Pebble Creek Blvd</b>	<b>Extension (Collector) with Bike Lanes and Sidewalks</b>	<b>Medium</b>	<b>\$2,344,000</b>			<b>Non-Exempt</b>
341	Reese Creek Road - Royal Ave to Barton Rd	Urban Upgrade (Collector) with Bike Lanes and Sidewalks	Medium	\$2,500,000			Exempt-Table 2
323	<b>Barton Road - Highway 62 to Reese Creek Road</b>	<b>Urban Upgrade (Collector) with Bike Lanes and Sidewalks</b>	<b>Medium</b>	<b>\$500,000</b>			<b>Exempt-Table 2</b>
326	<b>Buchanan Avenue - Linn Road to Fargo Street</b>	<b>Extension (Collector) with Bike Lanes and Sidewalks</b>	<b>Medium</b>	<b>\$144,000</b>			<b>Non-Exempt</b>
327	<b>Havenwood Drive - Barton Road to Rolling Hills Drive</b>	<b>Extension (Collector) with Bike Lanes and Sidewalks</b>	<b>Medium</b>	<b>\$521,000</b>			<b>Non-Exempt</b>
308	<b>Sienna Hills Drive - Barton Road to Sienna Hills Drive</b>	<b>Extension (Collector) with Bike Lanes and Sidewalks</b>	<b>Medium</b>	<b>\$832,000</b>			<b>Non-Exempt</b>
333	<b>North Royal Avenue - Loto Street to Reese Creek Road</b>	<b>Urban Upgrade (Arterial) with Bike Lanes and Sidewalks</b>	<b>Medium</b>	<b>\$3,672,486</b>			<b>Exempt-Table 2</b>
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
<b>Medium Range Total</b>					<b>\$17,932,441</b>	<b>\$17,932,441</b>	
328	<b>Lava Street/Stevens - Lava Street to Stevens Road</b>	<b>Extension (Arterial) with Bike Lanes and Sidewalks</b>	<b>long</b>	<b>\$1,350,000</b>			<b>Non-Exempt</b>
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
332	Alta Vista Road - S. Shasta Avenue to Robert Trent Jones	Urban Upgrade (Arterial) with Bike Lanes and Sidewalks	long	\$6,166,698			Exempt-Table 2
328	Lava Street/Stevens - Lava Street to Stevens Road	Extension (Arterial) with Bike Lanes and Sidewalks	long	\$1,350,000			Non-Exempt
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
<b>Long Range Total</b>					<b>\$39,651,978</b>	<b>\$39,651,978</b>	<b>Exempt-Table 2</b>
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
<b>Jacksonville</b>							
404	<del>First St. &amp; Main St. Sidewalk and Streetscape</del>	<del>Install lighting, sidewalks, bike parking, pedestrian improvem</del>	<del>Short</del>	<del>\$1,061,346</del>			<del>Exempt-Table 2</del>
<b>Short Range Total</b>					<b>\$0</b>	<b>\$0</b>	

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Appendix D  
Amendments to the 2013-2038 RTP Project List

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
<b>Medford</b>							
<del>5002</del>	<del>Garfield Ave., Columbus to Lillian</del>	<del>Reconstruct roadway, add curbs, gutters, sidewalk and bike lanes</del>	<del>short</del>	<del>\$1,673,625</del>			<del>Exempt</del>
<del>506</del>	<del>S. Holly St. Extension - Garfield Ave. to Holmes Way</del>	<del>Construct street with center turn lane, bike lanes, sidewalks</del>	<del>short</del>	<del>\$3,700,000</del>			<del>Non-Exempt</del>
<del>507</del>	<del>Columbus Ave., McAndrews Rd. to Sage Rd.</del>	<del>Extend Columbus to Sage, four lanes w/center turn lane, bike lanes, sidewalks</del>	<del>short</del>	<del>\$2,550,000</del>			<del>Non-Exempt</del>
<del>5007</del>	<del>Springbrook-Delta Waters Realignment</del>	<del>Realign intersection; add center turn lane, bicycle lanes, sidewalks</del>	<del>short</del>	<del>\$1,575,033</del>			<del>Exempt</del>
<del>5008</del>	<del>Larson Creek Trail</del>	<del>Build trail connecting Bear Creek Greenway Trail to Ellendale Drive</del>	<del>short</del>	<del>\$585,000</del>			<del>Exempt</del>
<del>5005</del>	<del>Adaptive Signal Timing</del>	<del>Install adaptive signal timing equipment along Hwy. 62 corridor</del>	<del>short</del>	<del>\$362,897</del>			<del>Exempt</del>
598	Crater Lake Ave & Jackson St. Alley Paving	Pave and improve alleys	short	\$1,425,000			Exempt
5009	Lozier Lane Improvements	Urban Upgrade: add center turn lane, bicycle lanes, sidewalks, curb gutter and storm 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	\$670,000			Exempt
<b>5011</b>	<b><i>Lozier Extension to Cunningham</i></b>	<b><i>Extend Lozier Lane to Cunningham</i></b>	<b><i>short</i></b>	<b><i>\$500,000</i></b>			<b><i>Non-Exempt</i></b>
<b>5012</b>	<b><i>Columbus Ave Extension</i></b>	<b><i>Extend Columbus Ave</i></b>	<b><i>short</i></b>	<b><i>\$4,000,000</i></b>			<b><i>Non-Exempt</i></b>
<b>863</b>	<b><i>Foothill Rd: Hillcrest to McAndrews</i></b>	<b><i>Widen to 5 lanes, curb, gutter, sidewalk and bike lanes</i></b>	<b><i>short</i></b>	<b><i>\$13,000,000</i></b>			<b><i>Non-Exempt</i></b>
<b>Short Range Total</b>					<b>\$27,095,000</b>	<b>\$27,095,000</b>	
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
<b>Phoenix</b>							
616	OR99 @ Oak St Sidewalk & Ped Crossing	Sidewalks & Pedestrian Crossing w/activated signals	short	\$618,100			Exempt
<b>Short Range Total</b>					<b>\$618,100</b>	<b>\$618,100</b>	
PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
<b>Talent</b>							
<del>230</del>	<del>Chuck Roberts Park Improvements</del>	<del>Project combined with #208, renamed Central Point &amp; Talent Parking Lot Improvements</del>	<del>short</del>				<del>exempt</del>
<b>Short Range Total</b>					<b>\$0</b>	<b>\$0</b>	

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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
<b>Jackson County</b>							
854	Peachey Road Paving	<del>Pave and improve road from Walker Ave. to Hillview, - Ashland</del>	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
867	Bear Creek Greenway: Hwy 62 Connection (Medford)		short	\$501,000			Exempt
868	Regional Active Transportation Plan		short	\$200,000			Exempt
821	<i>Table Rock Rd: I-5 Crossing to Biddle</i>	<i>Widen to 3 &amp; 5 Lanes, curb, gutter, &amp; Sidewalk + bike lane</i>	short	\$7,883,540			<i>Non-Exempt</i>
<b>Short Range Total</b>					<b>\$10,384,540</b>	<b>\$10,384,540</b>	
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
<b>Medium Range Total</b>					<b>\$4,440,733</b>		
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	<del>Table Rock Rd: I-5 Crossing to Biddle</del>	<del>Widen to 3 &amp; 5 Lanes, curb, gutter, &amp; Sidewalk + bike lanes</del>	long	<del>\$13,146,739</del>			<del>Non-Exempt</del>
863	<del>Foothill Rd., Hillcrest to McAndrews</del>	<del>Upgrade to 3 lane urban standard</del>	long	<del>\$10,955,616</del>			<del>Exempt</del>
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
<b>Long Range Total</b>					<b>\$83,700,904</b>	<b>\$83,700,904</b>	

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Appendix D  
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PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available	Conformity Status
<b>ODOT</b>							
<del>902</del>	<del>I-5 Fern Valley Interchange, Phase 2</del>	<del>Reconstruct interchange; realign, widen connecting roads; replace Bear Creek Bridge</del>	<del>short</del>	<del>\$75,000,000</del>			<del>Non-exempt</del>
<del>904</del>	<del>OR 140 Freight Improvements</del>	<del>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 siding shoulders, adding turn lanes, other improvements on segments of Blackwell, Kirtland, High Banks, Antelope, Table Rock, Agate roads and Leigh Way</del>	<del>short</del>	<del>\$5,000,000</del>			<del>Exempt (Table 2)</del>
<del>941, 942</del>	<del>OR62: Linn Rd to Hwy 234</del>	<del>Install two way center left turn lane between Barton and Rolling Hills</del>	<del>short</del>	<del>\$5,224,000</del>			<del>Exempt-Table 2</del>
<del>949</del>	<del>Talent/OR 99 Creel</del>	<del>Widen OR 99 and provide left turn channelization for Creel Rd. Provide sidewalk</del>	<del>short</del>	<del>\$3,290,000</del>			<del>Exempt-Table 2</del>
<b>945</b>	<b><i>OR99: Rapp Road to Talent City Limits</i></b>	<b><i>Reducing to 3 lanes, consolidating accesses, adding bike/ped improvements</i></b>	<b><i>short</i></b>	<b><i>\$3,341,000</i></b>			<b><i>Exempt-Table 2</i></b>
913	I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location	short	<b>\$14,715,185</b>			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
903	OR 62: I-5 to Dutton Road (Medford), JTA Phase	Right of Way Acquisition and construct phase funded by Oregon Jobs and Transportation Act	short	\$118,485,000			Non-exempt
<b>950</b>	<b><i>I-5 California State Line - Ashland Paving</i></b>	<b><i>Grind/Inlay</i></b>	<b><i>short</i></b>	<b><i>\$13,631,000</i></b>			<b><i>Exempt-Table 2</i></b>
<b>951</b>	<b><i>I-5 S. Medford - N. Ashland Paving</i></b>	<b><i>Grind/Inlay</i></b>	<b><i>short</i></b>	<b><i>\$7,358,001</i></b>			<b><i>Exempt-Table 2</i></b>
<b>952</b>	<b><i>OR99: Ashland - Talent Lane Realignment</i></b>	<b><i>Continue lane configuration</i></b>	<b><i>short</i></b>	<b><i>\$250,000</i></b>			<b><i>Exempt-Table 2</i></b>
<b>953</b>	<b><i>OR99: Laurel Street Signal Upgrade</i></b>	<b><i>Upgrade traffic signal</i></b>	<b><i>short</i></b>	<b><i>\$620,000</i></b>			<b><i>Exempt-Table 2</i></b>
<b>954</b>	<b><i>Rogue Valley VMS Replacement Project</i></b>	<b><i>Replace boards: I-5/MTN Ave, I-5 Table Rock, Hwy 199</i></b>	<b><i>short</i></b>	<b><i>\$700,000</i></b>			<b><i>Exempt-Table 2</i></b>
<b>955</b>	<b><i>I-5 Medford Viaduct</i></b>	<b><i>Environmental Assessment Study</i></b>	<b><i>short</i></b>	<b><i>\$4,000,000</i></b>			<b><i>Exempt-Table 2</i></b>
<b>Short Range Total</b>					<b>\$165,094,186</b>	<b>\$165,094,186</b>	

- Projects in red font and with strike-through are completed or being moved to short, medium or long range RTP project lists.
- Projects in bold and italicized are new projects being added to the RTP.

Appendix D  
Amendments to the 2013-2038 RTP Project List

PROJECT NUMBER	DESCRIPTION	TIMING	COST	Cost by Phase	Funds Available
<b>Rogue Valley Transportation District (RVTD)</b>					
<del>1039</del>	<del>Urban Operations Support, FFY2013</del>	<del>short</del>	<del>\$ 4,821,770</del>		
<del>1062</del>	<del>Radio Communications System Replacement and Upgrade</del>	<del>short</del>	<del>\$ 742,868</del>		
<del>1040</del>	<del>Capitalization of Maintenance (MPO STP Transfer, FFY2012)</del>	<del>short</del>	<del>\$ 907,576</del>		
<del>1056</del>	<del>Urban Operations Support, FFY2014</del>	<del>short</del>	<del>\$ 3,850,000</del>		
<del>1077</del>	<del>Job Access/Reverse Commute Transit operations</del>	<del>short</del>	<del>\$ 206,102</del>		
<del>1046</del>	<del>Support for ADA Service</del>	<del>short</del>	<del>\$ 806,715</del>		
<del>1047</del>	<del>Support for ADA Service</del>	<del>short</del>	<del>\$ 792,000</del>		
<del>1053</del>	<del>Veterans Transportation Call Center</del>	<del>short</del>	<del>\$ 1,353,000</del>		
1057	Urban Operations Support, FFY2015	short	\$ 4,900,000		
<b>1058</b>	<b>Urban Operations Support, FFY2016</b>	<b>short</b>	<b>\$ 5,000,000</b>		
<b>1059</b>	<b>Urban Operations Support, FFY2017</b>	<b>short</b>	<b>\$ 5,100,000</b>		
<b>1060</b>	<b>Urban Operations Support, FFY2018</b>	<b>short</b>	<b>\$ 5,200,000</b>		
1061	Expanded Transit Service: Extending transit service to week nights and Saturdays, for three years	short	\$ 1,949,103		
1041	Capitalization of Maintenance (MPO STP Transfer, FFY2013)	short	\$ 934,476		
1063	Capitalization of Maintenance (MPO STP Transfer, FFY2014)	short	\$ 989,583		
1064	Capitalization of Maintenance (MPO STP Transfer, FFY2015)	short	\$ 1,047,769		
<b>1065</b>	<b>Capitalization of Maintenance (MPO STP Transfer, FFY2016)</b>	<b>short</b>	<b>\$ 1,034,726</b>		
<b>1066</b>	<b>Capitalization of Maintenance (MPO STP Transfer, FFY2017)</b>	<b>short</b>	<b>\$ 1,049,214</b>		
<b>1067</b>	<b>Capitalization of Maintenance (MPO STP Transfer, FFY2018)</b>	<b>short</b>	<b>\$ 1,063,903</b>		
1055	TDM Rideshare Projects: TDM program operated by Rogue Valley Transportation District, 2014 program	short	\$ 150,000		
1054	TDM Rideshare Projects: TDM program operated by Rogue Valley Transportation District, 2015 program	short	\$ 150,000		
<b>1074</b>	<b><i>TDM Rideshare Projects: TDM program operated by Rogue Valley Transportation District, 2016 program</i></b>	<b>short</b>	<b>\$ 150,000</b>		
<b>1075</b>	<b><i>TDM Rideshare Projects: TDM program operated by Rogue Valley Transportation District, 2017 program</i></b>	<b>short</b>	<b>\$ 150,000</b>		
<b>1076</b>	<b><i>TDM Rideshare Projects: TDM program operated by Rogue Valley Transportation District, 2018 program</i></b>	<b>short</b>	<b>\$ 150,000</b>		
1068	5310 E & D STP XFER (FY13)	short	\$ 660,163		
1069	5310 E & D STP XFER (FY14)	short	\$ 587,823		
1070	5310 Enhanced Mobility E & D (FY13)	short	\$ 324,907		
1071	5310 Enhanced Mobility E & D (FY14)	short	\$ 211,829		
<b>1072</b>	<b><i>Replacement of two (2) buses</i></b>	<b>short</b>	<b>\$ 1,367,000</b>		
<b>1073</b>	<b><i>Valley Feeder</i></b>	<b>short</b>	<b>\$ 111,445</b>		
<b>1078</b>	<b><i>E-Fare System</i></b>	<b>short</b>	<b>\$ 764,516</b>		
<b>1079</b>	<b><i>5339 Mass Transit Vehicle Replacement</i></b>	<b>short</b>	<b>\$ 710,001</b>		
<b>Short Range Total</b>				<b>\$ 33,756,459</b>	<b>\$33,756,459</b>

- Projects in red font and with strike-through are completed or being moved to short, medium or long range RTP project lists.
- Projects in bold and italicized are new projects being added to the RTP.

**Appendix E**

**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<sub>1</sub>.
- 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<sub>1</sub>.
- 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<sub>10</sub> and PM<sub>2.5</sub> nonattainment 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<sub>10</sub> and PM<sub>2.5</sub> concentrations must be considered and a hot-spot analysis performed prior to making a project-level conformity determination, if a project in Table 3 also meets the criteria in §93.123(b)(1). These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 of this section is not exempt from regional emissions analysis if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason. Table 3 follows:

**Table 3—Projects Exempt From Regional Emissions Analyses**

- Intersection channelization projects.
- Intersection signalization projects at individual intersections.
- Interchange reconfiguration projects.
- Changes in vertical and horizontal alignment.
- Truck size and weight inspection stations.
- Bus terminals and transfer points.

## Appendix F

### Description of Public and Agency Participation

## **Opportunities for Public and Agency Participation**

### **Overview**

This section provides additional detail about how both the general public and key agencies participated in the development of this conformity determination, the 2015-2018 Transportation Improvement Program and the amendments to the 2038 Regional Transportation Plan (RTP). 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. 1<sup>st</sup> St., Central Point.

### **RVMPO Committee Meetings**

Throughout development of the 2015-2018 TIP, amended 2013-2038 RTP, conformity determination, including project selection, three RVMPO standing committees meet regularly in publicly announced meetings. All meeting notices and background material are posted on the web, [www.rvmppo.org](http://www.rvmppo.org).

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

All meeting materials and summary meeting minutes are posted on the RVMPO web site, [www.rvmppo.org](http://www.rvmppo.org).

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

## **Outreach**

Outreach on the 2015-18 TIP and amended RTP began in the spring, 2014. RVMPO member jurisdictions were asked to update their projects included in the 2012-15 TIP and add new projects to be included in the 2015-18 TIP. Projects that were completed during the 2012-15 timeframe are proposed to be removed from the 2013-38 RTP project list.

The 2015-18 TIP, amended 2013-2038 RTP and AQCD reflects public input in several areas including:

1. Projects: adding new projects to the 2015-18 TIP
2. Amending the 2013-38 RTP to remove completed projects.

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

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

Outreach efforts illustrated on the following pages are:

1. Legal Notice (with affidavit of publication) announcing comment period.
2. Newspaper display ad printed in the Mail Tribune prior to hearing.

## **AQCD Interagency Consultation**

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

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**NOTICE OF  
PUBLIC HEARING:  
REQUEST FOR COMMENT  
ON DRAFT 2015-2018  
METROPOLITAN  
TRANSPORTATION  
IMPROVEMENT  
PROGRAM,  
AMENDMENTS TO THE  
2013-2038 REGIONAL  
TRANSPORTATION PLAN,  
and AIR QUALITY  
CONFORMITY  
DETERMINATION**

**Rogue Valley Metropolitan  
Planning Organization**

The Rogue Valley Metropolitan Planning Organization (RVMP) Policy Committee, Jackson County, Oregon, will hold a public hearing 2 p.m. August 26, 2014 to review, take public comment and consider adopting the Draft 2015-18 Metropolitan Transportation Improvement Program (MTIP), amendments to the 2013-38 Regional Transportation Plan (RTP) and accompanying Air Quality Conformity Determination (AQCD). The hearing will be at the Rogue Valley Council of Governments, 155 N. 1st St., Central Point. The MTIP, RTP and AQCD fulfill federal requirements (23 CFR Part 450) for a long-range multi-modal transportation plan and a short-range project programming document that conform to the Clean Air Act (specifically 40 CFR Part 93) in the Medford urbanized area which includes Rogue Valley Transportation District, portions of Jackson County and the cities of Ashland, Talent, Phoenix, Medford, Jacksonville, Central Point and Eagle Point.

Please comment in writing to the RVMP, 155 N. First Street, P.O. Box 3275, Central Point, OR 97502, by email to [dmoore@rvmp.org](mailto:dmoore@rvmp.org), and/or offer testimony in person during the public hearing. Copies of all draft documents will be available by July 28, 2014 at the address above, online at [www.rvmpo.org](http://www.rvmpo.org), or can be requested by emailing [scas-gvan@rvmpo.org](mailto:scas-gvan@rvmpo.org) or by calling (541) 423-1360. All written comments received by noon August 15, 2014 will be introduced as part of the written record at the Public Hearing. Comments after that date will be presented and discussed at the hearing. All comments will be kept on file with written RVMP responses. If assistance is needed to participate in this adoption process please contact the RVMP at the Rogue Valley Council of Governments, (541) 664-6674 or (541) 423-1360. Notification of at least 24 hours prior to the hearing 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.

July 26, 2014

**MAIL TRIBUNE PROOF**

Customer: ROGUE VALLEY COUNCIL GOVT

Contact: DAN MOORE, EMAIL Phone: 5416646674

AD ID: **MT644540** Customer Name: **ROGUE VALLEY COUNCIL GOVT**  
Size: 2.000 X 5.000 Next Run: Sun 08/24/14  
Rep: **CLAUDIA BATES (MT058)** Color: 0

**Regional Transportation  
Planning  
Public Hearing**

**2015-18 Transportation Improvement Program  
Air Quality Conformity Determination  
Amendments to the 2013-38 Regional  
Transportation Plan**

**Rogue Valley Metropolitan Planning Organization  
2 p.m. Tuesday, August 26th  
Rogue Valley Council of Governments  
155 N. First St., Central Point**

Programming federally funded, regionally significant projects for motorists, bicyclists, pedestrians and transit users. Projects for: Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, Talent, White City, Jackson County, Rogue Valley Transportation District, and Oregon Department of Transportation.

View documents at Rogue Valley Council of Governments office or [www.rvmpo.org](http://www.rvmpo.org)



## **Air Quality Conformity Consultation Group Teleconference Summary**

July 14, 2014 – Jefferson Conference Room, RVCOG

1:30 p.m.

In Attendance: Jonathan David, Dan Moore, Michael Cavallaro, RVCOG; Ian Horlacher, ODOT

Call-in: Tom Carlson, Sierra Research; David Collier, ODEQ; Mike Baker, Marina Orlando, ODOT; Karl Pepple, EPA; Michelle Eraut, Julian Merchant, FHWA; Alex Georgevitch, City of Medford; Jeff Griffin, Governor's Office

### Discussion:

What effect on the current TIP and RTP? Can it still continue?

Michelle Eraut: Yes, the current is valid

Dan Moore: Current TIP good until 2017. The group asked Dan to send out the following:

- List of the last AQCD projects (identify phases and years of phases)
- List of projects not included in the last conformity (identify phases and years of phases)

Tom Carlson noted that the CO budget determined by the model in 2001 did not include the starting emissions in the output and several subsequent cycles of the AQCD by RVMPO did not include the cold starts either. Important to note that the region continues to show no increase in CO and he suggested the region establish a new budget based on the new model. He asked if the new model run could be done without the cold starts to reflect past practice: Not an option.

David Collier: New budget, LMP, amendments to SIP, would require a full public rulemaking process and require 6-9 months time. Michael Cavallaro asked if there was any provisional process. All agreed that a public health risk for the region was not an issue.

Group discussed projects at risk: Hwy 62, ODOT and Foothill Road, Medford

- Could there be project substitutions?

### Suggestions / Ideas:

- EPA transition policy expedited, replace emissions budget and go through SIP revision process
- LMP 2016 and beyond
- What about an 'Adequacy Finding'? Could the STIP process be moved out to provide more time for the TIP?
- Emergency LMP, EPA directs final disapproval of LMP (Would the region become non-attainment area, could it have unintended consequences?)
- Segregate projects based on a timeline and move forward with LMP

Members of the group will have further discussion offline.

Adjourn at 2:30 p.m.

## Air Quality Conformity Consultation Group Teleconference Summary

July 21, 2014 – RVCOG

9:00 a.m.

In Attendance: Jonathan David, Dan Moore, Michael Cavallaro, RVCOG; Ian Horlacher, ODOT

Call-in: Tom Carlson, Sierra Research; David Collier, David Nordberg, ODEQ; Mike Baker, Art Anderson, Marina Orlando, Sam Ayash, Jin Ren, ODOT; Claudia Vaupel, EPA; Julian Merchant, FHWA; Alex Georgevitch, City of Medford; Jeff Griffin, Governor's Office

### Discussion:

On Monday, July 21, 2014 the IACG met concerning whether certain non-exempt projects to be included in the RVMPO 2015-18 TIP and Air Quality Emissions Analysis are Regionally significant in terms of carbon monoxide (CO) emissions. For clarification, determining the “regional significance” of the non-exempt projects within the CO boundary is only to determine the regional significance of the project's impact on air quality, not whether the project provides a higher level of benefits to the regional transportation system.

Two documents prepared by the RVMPO were referred to during the discussion; *RVMPO Regional Project Significance Project Screening*, which includes the nine non-exempt projects proposed to be included in the 2015-18 TIP and *RVMPO Regional Significance Screening Criteria* (July 17, 2014), which details the process for screening transportation projects for regional significance (attached). Both of these documents have been updated to show the relationship between the screening criteria in *Table 1* (below) and the screening criteria document (below) and the project list. It is important to note that the screening criteria is a new document recently prepared by the RVMPO to address the screening of regionally significant projects within the CO boundary. The document is modeled after similar screening criteria used by the Knoxville Regional Transportation Planning Organization, NW Indiana Regional Planning Commission, and the St. Louis E-W Gateway Council of Governments.

The IACG concurred that the following projects located within the CO boundary are not regionally-significant due to the fact that they met the threshold criteria in Table 1, their low average daily traffic (ADT), and their minimal impact on the increase in CO emissions over time. Because the following projects in the Medford CO maintenance area are not regionally significant, a regional emissions analysis for CO is not required (see 40 CFR 93.122(g)(2)(i)). However, the VMT from these projects must be estimated (see 40 CFR 93.122(a)(1)).

- Lozier Extension to Cunningham  
Columbus Avenue Extension
- Foothill Rd: Hillcrest to McAndrews
- Table Rock Rd; I-5 Crossing to Biddle

Highway 62 Corridor Solutions is currently conformed as part of the 2013-38 RTP and the 2012-15 TIP and can move forward into the 2015-18 TIP.

The two maintenance areas in Medford, CO and PM10, have distinct geographic boundaries with the CO maintenance area located within the PM10 area.

Because the focus of this IACG meeting was to review new projects for the Medford CO maintenance area, the IACG did not review new projects that will be added in the Medford PM10 maintenance area that are not also located within the Medford CO maintenance area.

Although the IACG determined that a new a regional emissions analysis for CO is not required for the new projects in the Medford CO maintenance area, a regional emissions analysis for PM10 will be conducted for any new non-exempt regionally significant projects in the Medford PM10 maintenance area.

**Interagency Consultation Group (IACG)  
Regional Significance Project Screening  
For New Non-Exempt Projects in the CO Maintenance Area  
July 21, 2014**

Project Name	Project Description	RTP Status	Expected to be in 15-18 TIP/STIP?	Notes	Road Classification Table 1*	Project Length Linear Feet	Project Length Miles	Expansion Type Table 1	Threshold - Table 1	Regionally-Significant per IACG Concurrence?	2015 VMT	2020 Built VMT	Percent Increase in VMT	Notes
Lozier Extension to Cunningham	New road section, urban collector, 3 lanes with bike lanes and sidewalks	Not in RTP	Yes	NA	Urban Collector (Criteria C)	152	0.03	New Segment (Criteria C-1a)	3/4 to 1 mile - AQ Consultation Required (Criteria C-2a)	NO (not-regionally-significant)	NA	NA	NA	Less than 3/4 of a mile in length.
Columbus Avenue Extension	New road section and urban upgrader, 5 lane major arterial	Not in RTP	Yes	NA	Minor Arterial (Criteria C)	3400	0.64	New Segment (Criteria C-1a)	3/4 to 1 mile - AQ Consultation Required (Criteria C-2a)	NO (not-regionally-significant)	NA	NA	NA	Less than 3/4 of a mile in length.
Foothill Rd: Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes	Not in RTP	Yes	Eastern portion of project abuts area outside of CO boundary	Minor Arterial (Criteria C)	5000	0.95	New Segment (Criteria C-1a)	3/4 to 1 mile - AQ Consultation Required (Criteria C-2a)	NO (not-regionally-significant)	113183	137549	22%	Less than one mile in length.
Table Rock Rd., I-5 Crossing to Biddle	Widen to 3 & 5 lanes, curb, gutter, sidewalk and bike lanes	In 2013-38 RTP	Yes	Moving from Long Range to Short Range.	Minor Arterial (Criteria C)	5000	0.95	Added Through Lanes (Criteria C-1d)	3/4 to 1 mile - AQ Consultation Required (Criteria C-2a)	NO (not-regionally-significant)	NA	NA	NA	Less than one mile in length.

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

## **RVMPO Regional Significance Screening Criteria**

**July 21, 2014**

### **Background**

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

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

### **Federal Conformity Rule Definition of Regional Significance**

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

### **Examples of Regionally-Significant Projects**

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

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

### **Examples of Non-Exempt Projects that are not Regionally Significant**

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

### **Proposed Regional Significance Screening Criteria**

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

#### **Part 1 – Initial Project Review**

- 1.) What are the Exempt status and Functional Classification of the roadway project?
  - A non-exempt project on a roadway facility classified as a Principal Arterial or higher will generally be considered Regionally Significant.
  - A project determined to be Exempt under 40 CFR 93.126 or 93.127 (see Appendix A) will generally be considered Non-Regionally Significant unless the IACG group determines that it will have regional impacts for any reason.
- 2.) Is the facility either included in the Regional Travel Demand Forecasting Model, or would it be if it does not currently exist?
  - It is the practice of the RVMPO to include most “major” roadways (most major collectors and above) in order to improve model performance so if a roadway is not modeled it can generally be considered to be Non-Regionally Significant.
- 3.) Does the facility provide direct connection between two roadways classified as a Principal Arterial or higher?
  - Direct connections between major principal arterials and in particular connections to the Interstate can generally be considered Regionally Significant.
- 4.) Does the facility provide the primary regional connectivity to a “Major Activity Center”?
  - This is a criterion listed in the federal Regional Significance definition; however there can be different interpretations as to what constitutes a major activity center. Below is a

list of general types of major activity centers, with specific locations to be determined on a case-by-case basis:

- Major Hospitals and Regional Medical Centers
- Central Business Districts of cities
- Major Regional Retail Centers and Malls
- Colleges and Universities
- Tourist Destinations
- Airports
- Freight Terminals and Intermodal Transfer Centers
- Sports Complexes

5.) Does the project add significant vehicular capacity?

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

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

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

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

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

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

## Appendix A

### 40 CFR 93.126 and 93.127

#### § 93.126 Exempt projects.

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

**TABLE 2—EXEMPT PROJECTS**

#### *Safety*

Railroad/highway crossing.

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

Safer non-Federal-aid system roads.

Shoulder improvements.

Increasing sight distance.

Highway Safety Improvement Program implementation.

Traffic control devices and operating assistance other than signalization projects.

Railroad/highway crossing warning devices.

Guardrails, median barriers, crash cushions.

Pavement resurfacing and/or rehabilitation.

Pavement marking.

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

Fencing.

Skid treatments.

Safety roadside rest areas.

Adding medians.

Truck climbing lanes outside the urbanized area.

Lighting improvements.

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

Emergency truck pullovers.

***Mass Transit***

Operating assistance to transit agencies.

Purchase of support vehicles.

Rehabilitation of transit vehicles <sup>1</sup>.

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 <sup>1</sup>.

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: <sup>1</sup> In PM<sub>10</sub> and PM<sub>2.5</sub> nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

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

### **§ 93.127 Projects exempt from regional emissions analyses.**

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 3 of this section are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. The local effects of projects with respect to PM<sub>10</sub> and PM<sub>2.5</sub> concentrations must be considered and a hot-spot analysis performed prior to making a project-level conformity determination, if a project in Table 3 also meets the criteria in § 93.123(b)(1). These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 of this section is not exempt from regional emissions analysis if the MPO in consultation with other agencies (see § 93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason. Table 3 follows:

#### **TABLE 3—PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES**

Intersection channelization projects.

Intersection signalization projects at individual intersections.

Interchange reconfiguration projects.

Changes in vertical and horizontal alignment.

Truck size and weight inspection stations.

Bus terminals and transfer points.

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

## Air Quality Conformity Consultation Group Teleconference Summary

August 14, 2014 – RVCOG

9:00 a.m.

In Attendance: Jonathan David, Dan Moore, RVCOG

Call-in: Tom Carlson, Sierra Research; Anna Henson, ODOT; Ned Conroy, FTA; Dave Nordberg, ODEQ; Jin Ren, TPAU-ODOT

### Discussion:

Dan Moore noted that comments in red were from the EPA. He presented the document page by page.

- Jin Ren asked about the PM10 Table of Particulate Emissions table on Page “I” indicating that he thought tons/year numbers should be LESS *With Transit Service*. Tom Carlson will research the numbers and let the group know why.
- Moore asked how long it would take to get the conformity letter after RVMPO adoption on August 26. Ned Conroy anticipated that it would take about a week for the agencies to provide the conformity letter.
- RVCOG will send TPAU the CO boundary shape file from the map on Page 5.
- There were questions about the numbers in the Tables of the document (Table 15 and 26 were especially called out). Tom Carlson noted that he will double check all the data and provide corrections where necessary.
- Dan will send Tom a Word version of the document for corrections.
- Tom explained that due to the large amount of data from the model for documentation, it will be provided in CD format and will be stated in the document in an appropriate section informing the public.
- MPO staff will send email to the consultation group with the updated version for final comments. Staff will request that all comments be received back by end of business Wednesday, August 20.
- Dan asked if the MPO needed formal concurrence from the group to move forward. Dave Nordberg thought the document was good and is comfortable moving forward. Ned Conroy agreed and noted that no concerns were raised. He concurred with Dave.

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

**Public and Agency Comments Received and Responses  
During Public Comment Period**

**Comments Received During Comment Period**

The RVMPO held a formal 30-day public comment period July 28, 2014 to August 26, 2014, and a public hearing on August 26, 2014. Activities during the comment period are described in Appendix G. Record of all activities during comment period are on file at RVCOG, Central Point, OR.

#	Comment Received	RVMPO Response
1	RVMPO Public Advisory Council – members asked to include a footnote in the synopsis explaining why emissions shown in the CO and PM10 tables were greater with transit than without transit.	Staff contacted the MOVES modeling consultant to address the PAC’s request. Consultant indicated that the emissions data in the tables were misplaced (with and without transit CO and PM10 emissions data had been switched). Consultant made the appropriate revisions to the draft document.
2	EPA Region 10 – Claudia Vaupel: provided suggested edits and comments on draft AQCD	Staff incorporated suggested edits into draft AQCD.
3	EPA Region 10 – Karl Pepple: had some minor comments.	Staff incorporated Karl’s suggested edits into the draft AQCD.

**Appendix H**  
**Pre-Analysis Consensus Plan**

## Pre-analysis Consensus Plan for Transportation Conformity

### 2015-18 Transportation Improvement Program 2013-38 Regional Transportation Plan—Final

June 10, 2014

The Rogue Valley Metropolitan Planning Organization (RVMPO) proposes the following pre-analysis consensus plan and procedures to conduct a transportation conformity analysis for the **2015-18 Transportation Improvement Program (TIP)** and the **2013-38 Regional Transportation Plan (RTP)**. This plan is being submitted to the interagency consultation partners to solicit consensus as work begins on a full-scale transportation conformity analysis. The plan and procedures may be further revised as the RVMPO proceeds with the analysis. Notification of such changes will be made to the interagency consultation partners.

A demonstration of conformity is necessary because several new regionally significant, non-exempt roadway projects are proposed to be added to the 2015 – 2018 TIP (see *Table 4: Project List Excerpt – New Projects for 2018 TIP*). Two other regionally-significant, non-exempt projects: *Table Rock Road; I-5 to Biddle Road* in Medford, and *East Nevada Street Extension* in Ashland are moving from the Long and Medium Range Regional Transportation Plan (RTP) project list to the Short Range project list and 2015-18 TIP. These projects are not exempt from conformity under 40 CFR 93-126 and 93-127.

**Purpose:** The RVMPO is adopting the **2015-18 TIP** and amending the **2013-38 RTP**. A demonstration of conformity to State Implementation Plans for Carbon Monoxide (CO) and particulate matter over 10 microns (PM<sub>10</sub>) is required.

New projects are identified in Table 4; the draft 2018 TIP project list is attached as Appendix A. Both lists contain project descriptions and RVMPO finding of conformity status.

#### **Rogue Valley Regional Transportation Conformity Assumptions**

The USDOT issued a Transportation Conformity Determination on April 26, 2013 for the 2013-2038 RTP and amended 2012-15 TIP. For this conformity analysis, the RVMPO proposes to utilize the demographic and travel demand model assumptions used for the 2013-38 RTP and 2012-15 TIP. These are the most recent planning assumptions. New planning assumptions will be developed as part of the 2017-2042 RTP, beginning in FY 2016.

#### **Demographics**

- a. **Population:** The population projections are based on county level forecasts by the Oregon Office of Economic Analysis (OEA), 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 through coordination with the RVMPO Technical Advisory Committee (TAC) and ODOT's Transportation Planning Analysis Unit (TPAU) in July 2012.

- b. Employment:** Employment forecasts are based on consultation with the Oregon Employment Department (OED), OEA, 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 OED in February 2008. Data were geo-coded 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 OED and forecasts by the OEA, with adjustments 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 an 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 1: RVMPO Population, Employment**

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

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

For the last 10 years of the RTP (the 2028 and 2038 conformity analysis years), which extend beyond Comprehensive Plan horizons, RVMPO allocated a portion of future growth to Urban Reserve Areas (URAs) as identified in the Regional Problem Solving (RPS) Plan. These urban growth allocations were made at the direction of each city, consistent with the city's forecast for full build-out of the UGB area. The RPS Plan has been adopted by each participating city and approved by the state (Land Conservation and Development Commission (LCDC)). LCDC Staff 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 vehicle miles traveled (VMT) estimates, and thereby yield higher emissions estimates.

- d. Transit:** The financial analysis for the 2013-2038 RTP found that the resources that are reasonably expected to be made available for Rogue Valley Transportation District (RVTD) transit service are not sufficient to maintain existing service. Details of the financial forecast are in Part 6 of the RTP. RVTD does not have plans to reduce service, and is considering

seeking 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* on the 2013 – 2038 RTP conformity determination, it 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 would be maintained through 2038; and 2) Sufficient funds are not identified and service reductions would be required. This process will produce two sets of emissions estimates by which conformity will be demonstrated.

For the first scenario, existing transit service will be incorporated in the RVMPO travel demand model. Non-auto travel will be estimated through a mode choice model, which takes into account current transit route and headway information. Transit policies and funding are assumed to be unchanged through the analysis period. A project in the 2015 TIP and RTP has increased transit service by several hours a week by extending service into weekday evenings and Saturdays. Identified funds are limited to three years, however, so no change in mode choice is being made.

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

<b>Travel Model Validation year:</b>	2006
<b>RTP years</b>	2013-2038
<b>TIP year(s)</b>	2015-2018
<b>Conformity Analysis Years</b>	
a. CO SIP Budget Years	2015 and 2020
c. PM <sub>10</sub> SIP Budget Year	2015
d. Intermediate Years	2028 (and 2020 for PM <sub>10</sub> )
d. Plan Horizon	2038
<b>Maintenance Areas</b>	Medford Urban Growth Boundary – Maintenance for CO Medford/Ashland Air Quality Maintenance Area (contained within RVMPO area) – Maintenance for PM <sub>10</sub>
<b>Travel Demand Model</b>	Vehicle Miles Traveled forecasted by RVMPO 3.0 travel demand model in all conformity years (2015, 2020, 2028, & 2038).
<b>Modal Split/Mode Choice</b>	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 Department of Environmental Quality (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:

<u>Year</u>	<u>Daily Budget</u>
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<sub>10</sub>:** The Medford/Ashland PM<sub>10</sub> Maintenance SIP, Aug. 18, 2006, applies to entire RVMPO area. SIP budget for annual emissions only.

<u>Year</u>	<u>Yearly Budget</u>
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**

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

- **CO Strategies:** Motor Vehicle Inspection and Maintenance Program mandatory in Medford/Ashland Air Quality Maintenance Area (contained within RVMPO boundary) and credit is taken when estimating emission rates. Projects to reduce emissions by reducing congestion and delay include signal timing systems, intersection channelization and investment in driving alternatives, however credits for such projects are not being taken.
- **PM<sub>10</sub> Strategies:** Projects to reduce road dust by paving surfaces are numerous. Total length of unpaved roads, as estimated through Jackson County maps (GIS) has been declining. Also, the RVMPO is programming and planning 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<sub>10</sub> SIP, they are not recognized as a TCM by EPA. Medford and Jackson County conduct the cleaning program, however credits are not being taken. Additionally most RVMPO jurisdictions over the past decade have purchased new high-performance street-sweepers and use them regularly.

**Emissions Estimations/Rates**

The RVMPO will use MOVES2010b emissions model to determine conformity.

**Table 2: RVMPO inputs to MOVES2010b, CO and PM<sub>10</sub>**

Summary of 2015-2018 TIP Conformity Modeling Elements		
Parameter	Value	Source/Notes
Vehicle Emission Model	MOVES2010b	Latest version of MOVES
PM <sub>10</sub> Fugitive Dust, Paved Roads	EPA AP-42, Latest Paved Road Dust Methodology (Jan. 2011)	2012 TIP used older Nov. 2006 methodology
PM <sub>10</sub> Fugitive Dust, Unpaved Roads	EPA AP-42, Latest Unpaved Road Dust Methodology (Nov. 2006)	
Pollutants Reported	PM <sub>10</sub> , CO	Budgets from ODEQ/EPA Medford-Ashland SIP/MP
Analysis Years	2015, 2020, 2028, 2038	Confirmed under IAC
Nonattainment Season (months)	CO: Nov-Jan PM <sub>10</sub> : Nov-Feb	Per SIP/MP, to be confirmed under IAC
Analysis/Planning Areas	CO: Medford Urban Growth Boundary (UGB) PM <sub>10</sub> : Medford/Ashland Air Quality Maintenance Area	Will need to spatially apportion countywide data to these smaller planning areas
MOVES Input - Fleet VMT by HPMSVType	TBD from total planning area VMT, apportioned by statewide HPMS travel splits provided by ODOT	ODOT provided HPMS travel splits for 2005 in 2/27 email, will need current year version
MOVES Input - Vehicle Populations by Source Type	TBD from current Jackson County registration data to be obtained from ODEQ	ODEQ can provide passenger car and light truck counts, suggest use of MOVES default splits for other SourceType categories
MOVES Input - Fleet Age Distributions	TBD from either of two approaches: 1) conversion of MOBILE6 input file from 2012 TIP; or 2) updated distributions prepared by ODEQ in conjunction with vehicle population estimates above	Best approach confirmed under IAC
MOVES Input - Road Type VMT Distributions	TBD from link-level travel model outputs with road type identified	Confirm acceptability under IAC
MOVES Input - Vehicle Speed Distributions	TBD from link-level travel model outputs by time of day	MOVES speed distributions are VHT, not VMT based
MOVES Input - Temporal VMT Allocations (Monthly, Daily, Hourly)	TBD based on either local fixed-station traffic counts or earlier seasonal/diurnal factors from 2012 TIP and SIP/MP.	Data availability/best approach confirmed under IAC
MOVES Input - Fuels/Properties	Will use ODEQ Jackson County 2012 Fuel Formulation data developed for MOVES2010b	Data availability/best approach confirmed under IAC and provided by ODEQ/ODOT
MOVES Input - Meteorology	TBD based on conversion of min/max temp and humidity inputs to MOBILE6 runs for 2012 TIP	Confirm acceptability under IAC
MOVES Input - I/M	Will use ODEQ Jackson County 2012 I/M Inputs developed for MOVES2010b	Only applicable to CO (no I/M benefits for PM) data provided by ODEQ/ODOT

MOVES Input - Ramp Fractions	Will use MOVES default ramp fractions	Confirm acceptability under IAC
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**PM<sub>10</sub> Emission Factors—Re-suspended Road Dust**

PM<sub>10</sub>, tailpipe (and brake/tire wear) emissions will be based on MOVES. Fugitive road dust emissions will be calculated separately using the latest AP-42 emission factors, with silt-loading factors from the Medford-Ashland PM<sub>10</sub> SIP as shown in Table 3. On unpaved roads an emissions factor of 1.15 pounds per VMT was used in the SIP and will be used in the conformity determination.

**Table 3: Medford-Ashland Silt-Loading Factors**

Location	Silt Factor (grams/mile <sup>2</sup> )
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