

**Rogue Valley
Metropolitan Planning Organization
Air Quality Conformity Determination
for
2021-2024 Transportation Improvement
Program**

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Published by:



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Content of Transportation Plans
40 CFR 93.106

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

The highway and transit projects described the RTP are divided into “financially constrained” and “illustrative” implementation categories. Financially constrained projects are organized by phases of short (2017-21), medium (2020-30) and long (2031-42). All projects are sufficiently identified by design concept, scope, and location to ensure adequate modeling for conformity purposes.

Fiscal Constraint for Transportation Plans and TIPs
40 CFR 93.108

Transportation plans and TIPs must be fiscally constrained consistent with metropolitan planning regulations at 23 CFR Part 450 in order to be found in conformity. Table 3 provides a summary of the TIP financial analyses and demonstrates financial constraint. Appendix E contains the lists of 2021-24 TIP projects and a map illustrating project locations. Consistent with 28 CFR Part 450, all cost and revenue estimates in the plan and program are based on year of expenditure dollars, reflecting estimated inflation rates developed by RVMPO and ODOT. Transit cost calculations were developed in consultation with RVTD.

Statement of Financial Constraint: *Each project included in the financially constrained list of the RVMPO 2017-42 RTP and programmed in the FFY 2021-2024 TIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. Project costs are adjusted for inflation to the year of implementation.*

Table 3: Fiscal Constraint

Description	FFY 2021-24 TIP
Total Expenditures	\$ 142,956,455
Total Revenue	\$ 142,956,455
Difference Between Revenues & Expenditures	\$0

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) 2021-2024 Transportation Improvement Program, current federal and state on-road air quality requirements will continue to be met in the Medford carbon monoxide (CO) and Medford-Ashland particulate matter (PM₁₀) Air Quality Maintenance Areas.

The CO and PM₁₀ Air Quality Maintenance Areas (AQMA) are two distinct maintenance areas with different boundaries. The CO AQMA encompasses the City of Medford's Urban Growth Boundary (UGB). The Medford-Ashland PM₁₀ AQMA covers about 228 square miles and approximates the Bear Creek Basin. The area is generally described as the Rogue Valley.

For the Medford CO maintenance area, all non-exempt projects in the 2021-24 Transportation Improvement Program 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)).

The purpose of this document

An AQCD is required whenever the Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP) is updated, or every four years, whichever comes first. The U.S. Department of Transportation (USDOT) conformed the current RTP June 12, 2017. USDOT must make the conformity determination before the plan and program can go into effect.

In the Rogue Valley Metropolitan Planning Organization area, the conformity document must show that through the horizon of the plan and program air quality requirements for CO and PM₁₀ will be met. Specifically:

Carbon Monoxide— On September 19, 2016, US-EPA approved a CO maintenance plan, known as a “limited maintenance plan” (LMP) for the Medford area. This limited maintenance plan has a 2025 horizon year. Because of the approved LMP, the Rogue Valley MPO no longer has to complete a regional emissions analysis for the Medford area for CO pursuant to 40 CFR 93.109(e). However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply. This RTP and TIP conformity determination meets all applicable requirements under the conformity rule as described below.

PM₁₀—The area within the Medford-Ashland Air Quality Maintenance Area, which is entirely within the RVMPO planning area, was re-designated from nonattainment to

attainment by EPA in 2006, and the emissions budget (see Table 4, page 11) for PM₁₀ 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. Previous analysis performed on the 2017-42 RTP found that through the horizon of the RTP (2042) and the TIP (2024), and in intervening years, PM₁₀ and CO emissions from transportation will not exceed emission budgets. Since none of the parameters have changed we can rely on that last assessment for the last plan as per 40 CFR §93.122(g).

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 2021-2024 TIP will go into effect, as will any necessary amendments to the 2017-2042 RTP.

Details of the Air Quality Conformity Determination

This report shows that with the implementation of the 2021-24 TIP, all current federal and state requirements for on-road transportation emissions within the planning area will be met. For the entire Medford-Ashland Air Quality Maintenance Area, an area within the RVMPO planning area, PM₁₀ emissions from on-road transportation will not exceed the budget set by ODEQ and approved by EPA in 2006. This means that transportation projects will not impede the area in continuing to meet air quality requirements.

The report also describes the finding that the 2021-24 TIP includes no non-exempt projects within the Medford Urban Growth Boundary CO planning area that are regionally significant. Due to the implementation of a limited maintenance plan for CO there is no 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.



**Rogue Valley
Metropolitan Planning Organization**

Regional Transportation Planning

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

**Resolution Number 2020 -05
Rogue Valley Metropolitan Planning Organization - Policy Committee
Adoption of Air Quality Conformity Determination for
the RVMPO 2021-2024 Transportation Improvement Program**

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

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

Whereas a project identification and selection process were carried out through the development of the 2021-2024 Transportation Improvement Program (TIP); and

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

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

Whereas the 2021-2024 TIP has been shown through this document to meet state and federal air quality requirements; and

Whereas the demonstration of air quality conformity was determined based on inter-agency consultation; and

Whereas the improvements contained in the 2021-2024 TIP demonstrate financial constraint;

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

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 29th day of September 2020.



Jim Lewis, MPO Policy Committee Chair

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(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 2021-2024 Transportation Improvement Program 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.

1.2 Changes Since Last Conformity Determination

USDOT approved the conformity for the RVMPO 2042 plan on June 12, 2017 (notification in Appendix B) and the 2018-21 TIP on September 29, 2017 (notification in Appendix B). A new conformity determination is necessary for adoption of the 2021-24 TIP.

1.3 Status of Air Pollutants

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

The Medford Urban Growth Boundary (UGB) is a limited maintenance area for carbon monoxide and the Medford-Ashland Air Quality Maintenance Area is a maintenance area for particulate matter of less than 10 microns (PM₁₀). See Figure 2 on page 4 for more detail. Air quality for all other criteria pollutants meets the NAAQS and demonstration of conformity for these pollutants is not required. Rogue Valley Council of Governments (RVCOG) is the responsible agency for CO and PM₁₀ conformity for state purposes.

Status of CO

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

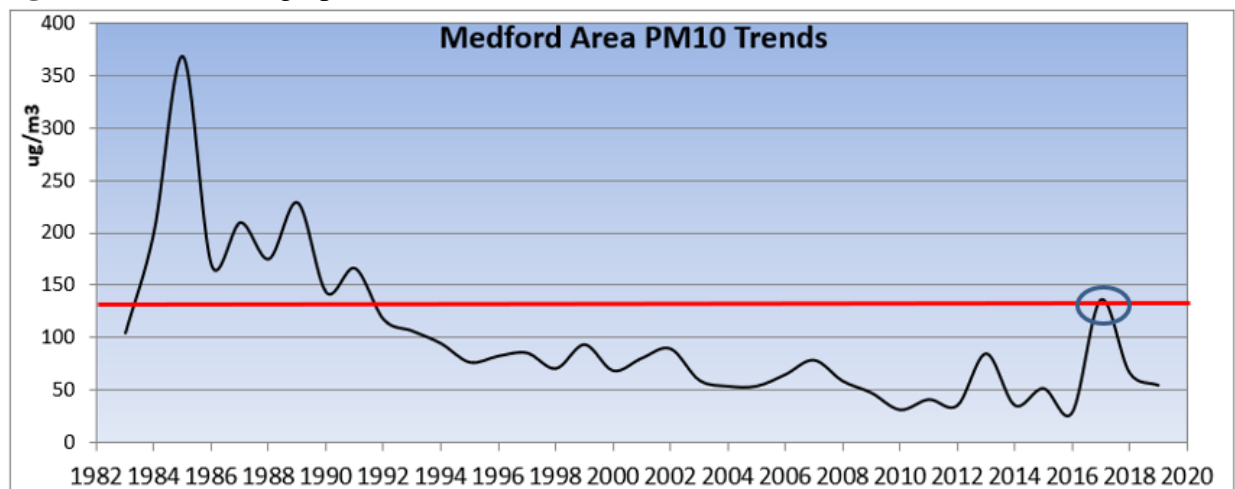
However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply. This TIP conformity determination meets all applicable requirements under the conformity rule as described below.

Status of PM₁₀

EPA approved the PM₁₀ maintenance plan (State Implementation Plan or SIP) for the Medford-Ashland AQMA effective Aug. 18, 2006. The plan establishes an annual transportation emissions budget for PM₁₀ (Table of Particulate Emissions). The Medford-Ashland PM₁₀ AQMA is shown on Figure 2.

There have been no violations of the NAAQS for PM₁₀ since 1993 with the exception of during 2017 due to wildfire smoke. As with CO conformity, demonstration of PM₁₀ conformity relies on compliance with federal and state conformity regulations.

Figure 1 (below) is a graph of recent PM₁₀ trends for the Medford UGB.



1.4 Purpose of this Determination

The RVMPO 2021-2024 TIP as the short-range implementing program for projects in the Medford Urbanized Area. Federal and state regulations require these plans to demonstrate conformity to the State Implementation Plan. These regulations provide the basis for the RVMPO’s issuance of a determination that projects in the 2021-2024 TIP comply with the SIP

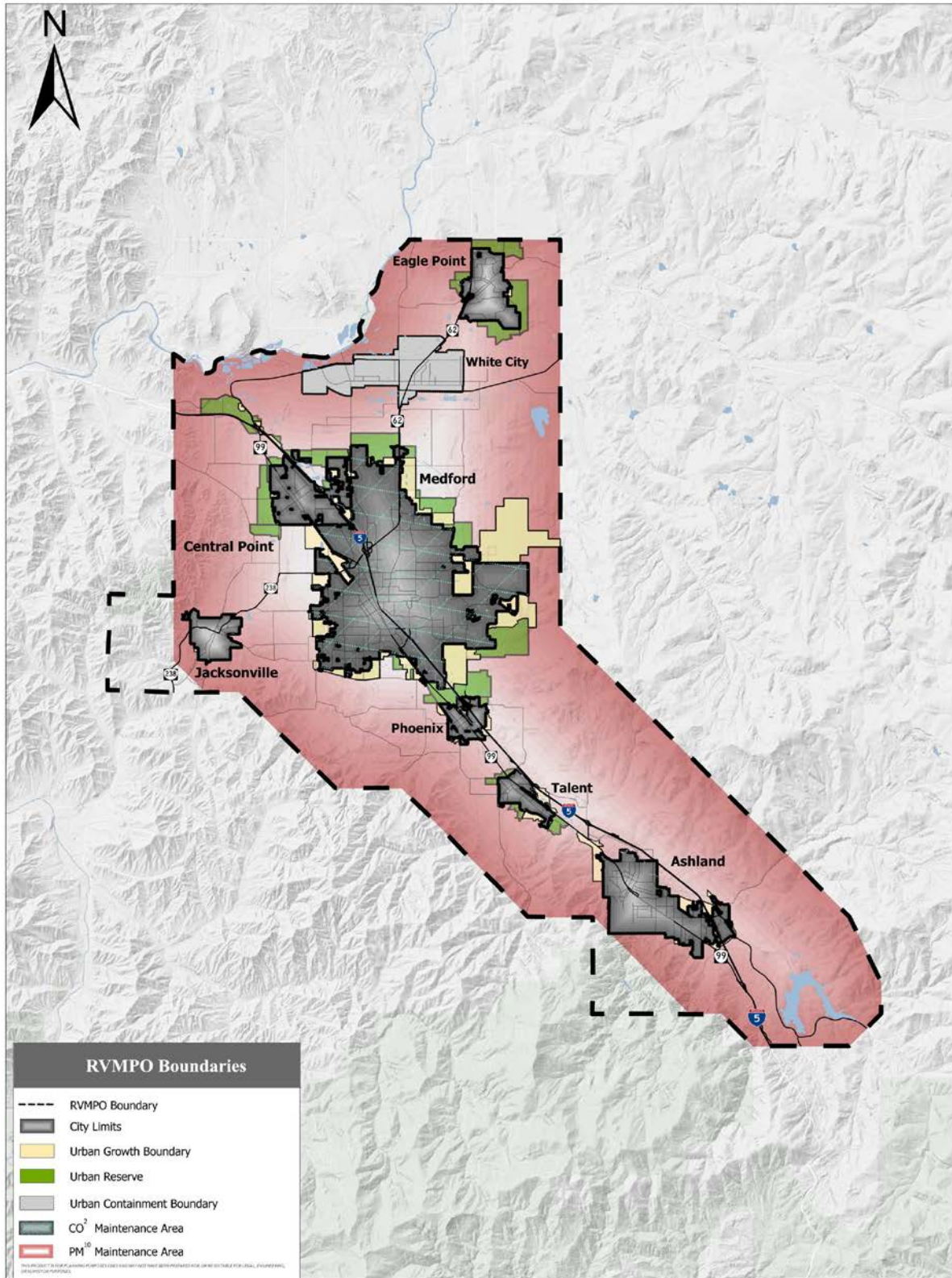
as required by the Clean Air Act Amendments of 1990, codified in federal statute under 40 CFR Part93, as amended March 2012, and state statute under OAR 340 Division 252.

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

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

Figure 2 RVMPO Area Planning Boundaries



2.0 DEMONSTRATION OF CONFORMITY FOR CO & PM₁₀

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

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

2.1 General Requirements

Frequency of Conformity Determinations **40 CFR 93.104**

The most recent conformity determination on the Rogue Valley RVMPO's RTP and TIP was June 12, 2017 for the RTP and September 29, 2017 for the TIP (see Appendix B). Conformity of the RTP and TIP must be determined no less frequently than every four years or when there is an amendment (40 CFR 93.104). Because there is a new TIP it must be shown to conform with the SIP before it can be adopted by the RVMPO.

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

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

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

The RVMPO initiated interagency consultation April 9, 2020 by holding a discussion regarding the proposed CMAQ projects for the TIP. Additional meetings were held on ZOOM on August 24th to discuss Air Quality Conformity Determinations, and the city of Medford's BUILD project along Foothills Road, and again on September 11th.

Opportunities for public review and comment began in August with publication of the listing of projects and their assumed status as either non-exempt or exempt or having been identified as carried-over from a previous conforming TIP on RVMPO web site, www.rvmppo.org. A

scheduled meeting of the Technical Advisory Committee for September was canceled due to wildfires in the county that directly impacted most of the jurisdictions involved in the MPO. Other opportunities included advertised public meetings of RVMPO committees. The formal public comment period, from August 28, 2020 to September 29, 2020 including the RVMPO Policy Committee public hearing at its September 29th meeting were advertised at committee meetings and on the RVMPO's website. All meetings and hearings were held on ZOOM and were open to the public either through ZOOM or via telephone.

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 2022, 2023 and 2024 projects. The process concluded with a Policy Committee public hearing and adoption of the 2021-24 TIP in June of 2020.

Table 1: Interagency Consultation Group Roster

Agency	Contact	Email
FHWA	Jasmine Harris	jasmine.harris@dot.gov
	Rachael Tupica	rachael.tupica@dot.gov
ODEQ	Rachael Sakata	rachel.sakata@state.or.us
	Morgan Schafer	morgan.schafer@state.or.us
FTA	Jeremy Borrego	jeremy.borrego@dot.gov
ODOT	Natalie Liljenwall	natalie.liljenwall@state.or.us
	Mike Baker	michael.baker@odot.state.or.us
EPA Region 10	Karl Pepple	pepple.karl@epa.gov

Table 2: Summary Schedule of Public Outreach and Consultation

Date	Contact(s)	Action
April 19 2020	Inter-agency Group	Discussion of CMAQ projects for 21-24 TIP
May 20 2020	Inter-agency Group	Email of CMAQ projects agreed upon
August 6 2020	Inter-agency Group	Email query regarding City of Medford's BUILD project and conformity
August 24 2020	Inter-agency Group	Zoom meeting to discuss city of Medford's BUILD project, AQCD for RVMPO TIP
August 25 2020	Inter-agency Group	Email of project list for RVMPO TIP AQCD
August 28 2020	Inter-agency Group	Email of draft AQCD for RVMPO 21-24 TIP
August 28 2020	Public/Media	Press release for 30 day public comment period of AQCD for RVMPO 21-24 TIP, posting on website
September 9 2020	Technical Advisory Committee	Meeting cancelled due to fires
September 11 2020	Inter-agency Group	Zoom meeting to discuss AQCD for RVMPO 21-24 TIP
September 15 2020	RVMPO Public Advisory Council	Review and recommendation regarding AQCD for 2021-24 TIP
September 29 2020	RVMPO Policy Committee	Review and Approval of AQCD for RVMPO 2021-24 TIP

2.2 Criteria and Procedures for Determining Conformity

General

OAR 340-252-0010

40 CFR 93.109

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

The RVMPO area includes two maintenance areas. The CO and PM₁₀ Air Quality Maintenance Areas (AQMA) are two distinct maintenance areas with different boundaries. The CO AQMA encompasses the City of Medford's Urban Growth Boundary (UGB). The Medford-Ashland PM₁₀ AQMA covers about 228 square miles and approximates the Bear Creek Basin. The area is generally described as the Rogue Valley. CO and PM₁₀ maintenance plans (State Implementation Plans, SIPs) were approved by EPA on Sept. 23, 2002, and Aug. 18, 2006, respectively. 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 projects included in this TIP and its Air Quality Conformity Determination were deemed either exempt or non-regionally significant and therefore use of the emissions model was deemed unnecessary (see Air Quality Status column in listing of projects). The last full conformity utilizing the emissions model was for the 2018-21 TIP

Latest Planning Assumptions

40 CFR 93.110

The existing 2017-42 RTP was developed utilizing the most recent planning assumptions in force at the time the conformity analysis was undertaken in 2016. The 2017-42 RTP as well as the 2018-21 Transportation Improvement Program were found to meet Air Quality Conformity requirements and the AQCD was approved by the FHWA/EPA in June of 2017. These same assumptions hold true for the 2021-24 Transportation Improvement Program. A new update to the Regional Transportation Plan will be adopted in March of 2021 for which new data, a new model, and new assumptions will be utilized.

Transit Service: The local transit agency is the Rogue Valley Transportation District (RVTD). The RVTD now operates a peak fleet of 32 active fixed-route buses operating on thirteen routes. These routes operate six days a week, with limited Saturday service. Generally, weekday service operates from 5am to 9pm, while Saturday service operates from 6am to 7pm. Within RVTD's fleet, 27 vehicles are powered by clean-burning compressed natural gas. RVTD has a total weekly ridership of more than 25,000 people and provides nearly 1.3 million trips per year.

Until 2016, RVTD's service changed very little over 30 years with single routes serving multiple cities and connections made solely in Medford at the Front Street Station. Regional growth has added homes and jobs farther from city centers and farther from RVTD's transit routes. New local and State funding from a special 5-year levy and Oregon's HB 2017 has provided RVTD the opportunity to expand routes and increase frequencies.

Passage of the HB 2017 Transportation package created Oregon's first dedicated funding source for public transportation. The newly available Statewide Transportation Improvement Fund (STIF) provides funding annually to transit providers around the state in a 0.001 payroll tax. RVTD receives approximately \$2.75 million in annual STIF dollars that, by rule, must go toward expansion of transit service. RVTD has strategically added 58,402 additional service hours on 9 new routes in the 2019-2020 FY.

The nine new routes the 30-foot buses will support were strategically planned to serve areas with high Title VI populations. Currently, only 57% of Limited English Proficiency (LEP) populations; 55% of persons in 100% poverty; and 58% of minority populations are within 1/4 mile of a route. With the expansion RVTD improved access by adding 14% of those in 100% poverty; 12% of LEP populations; and 8% of minority populations to within 1/4 mile. These new services improved mobility and access to employment for densely populated neighborhoods, and areas where significant growth has occurred outside of the scope of RVTD's historic services.

Consultation

OAR 340-252-0060

40 CFR 93.112

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

Timely Implementation of Transportation Control Measures (TCMs)

40 CFR 93.113

The PM₁₀ maintenance plan list street cleaning programs for the City of Medford, White City and the connecting transportation corridor (Hwy. 62). This street cleaning program is considered by ODEQ to be a Transportation Control Measure (TCM) for reducing particulate pollution. At a minimum, the cleaning program must use high-efficiency, vacuum street sweeper(s) or the equivalent over a geographic area that includes Medford, White City and the section of Hwy. 62, at a frequency of at least two times a month. Jackson County and Medford have fulfilled this obligation.

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

City of Medford Street Sweeping

1. The city owns 5 Sweepers broken down as follows:
 - 4 Schwartz A-7000 Diesel Sweepers

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

Jackson County Street Sweeping

Since the last report from Jackson County, which was done in 2003, Jackson County lost approximately 1/3 of their road maintenance budget due to the loss of federal timber harvest funds in 2007. Due to this budget reduction all of the County's maintenance activities have been significantly impacted. The Schwartz A-700 sweeper previously used was aged out of our fleet and has been replaced with a sweeper which is similar in performance. However, the County's frequency of sweeping has diminished significantly. Within the White City Urban Containment boundary arterials and collectors are swept monthly and local streets are swept as required, typically 2-4 times per year.

ODOT Hwy 62 Sweeping

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

The City of Medford sweeps the CBD and state highways within the city limits once a week (4-5 times a month), which exceeds the TCM requirement of sweeping twice a month. The RVMPO will request a modification to the street sweeping TCM through the substitution process or by developing a PM₁₀ Limited Maintenance Plan (LMP).

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

The current 2017-42 RTP was adopted on March 28, 2017 and found to be in conformity on June 12, 2017. The previous 2018-2021 TIP was found to be in conformity on September 29, 2017.

The current 2021-24 TIP is considered to be in conformity since the projects either have been identified as exempt and/or they have been carried over from the previous conforming 2018-21 TIP.

Motor Vehicle Emissions Budget
40 CFR 93.118

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

Particulates (PM₁₀)

EPA approved the PM₁₀ maintenance plan for the Medford-Ashland AQMA effective August 18, 2006. Formal notice of approval is in Appendix A. The plan establishes an annual transportation emissions budget. The AQMA is shown on Figure 2. The budget is shown in the Table 4 below.

Table 4: Particulates Budget for Medford Air Quality Maintenance Area

Year	2015 and after
Budget	3,754 tons/year

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

Procedures for Determining Regional Transportation-Related Emissions
OAR 340-252-0060
40 CFR 93.122

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

As to the FFY 2021-2024 Transportation Improvement Program for the Rogue Valley MPO, this program contains only either federally exempted projects and/or those projects that have been carried over from a previously conforming TIP that underwent analysis and/or inter-agency consultation.

3.0 Summary

The finding of this conformity determination is that the projects programmed in the 2021-2024 TIP will result in no increase in CO and PM₁₀ emissions over the previously adopted 2017-42 RTP and 2018-21 TIP. Therefore, the TIP and complies 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.

Appendix A

Supporting Correspondence

USDOT Conformity Determination

Appendix B
Project Lists and Maps
2021-2024 Transportation Improvement Program

Appendix B
2021-2024 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Ashland															
No Projects						Planning									
						Design									
						Land Purchase									
						Utility Relocate									
						Construction									
						Other									
Total FFY21-24							\$ -		\$ -		\$ -	\$ -	\$ -		
Subtotal Ashland Projects															
Central Point															
West Fine St. Reconstruction: Glenn Way to Brandon Ave	Widen W. Fine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded	234	Carried over from 2018-21 conforming TIP. Exempt (40 CFR § 93.126 Table 2) Safety and Air Quality - bicycle and pedestrian improvements			21017	FFY2021	Design	\$ 517,385	CMAQ (L400)	\$ 344,923	Central Point	\$ 862,308	Other	\$ 862,308
						21017	FFY2021	Land Purchase			\$ 50,000	Central Point	\$ 50,000	Other	\$ 50,000
						21017	FFY2021	Construction	\$ 1,000,000	CMAQ (L400)	\$ 1,449,230	Central Point	\$ 2,449,230	Other	\$ 2,449,230
						21017	FFY2021	Construction	\$ 1,000,000	STBG (L)	\$ -	Central Point	\$ 1,000,000	Other	\$ 1,000,000
						21017	FFY2021	Other	\$ 187,462	STBG (L)	\$ -		\$ 187,462	\$ -	\$ 187,462
						Total FFY21-24							\$ 2,704,847		\$ 1,844,153
Subtotal Central Point Projects															
Eagle Point															
No Projects						Planning									
						Design									
						Land Purchase									
						Utility Relocate									
						Construction									
						Other									
Total FFY21-24							\$ -		\$ -		\$ -	\$ -	\$ -		
Subtotal Eagle Point Projects															
Jacksonville															
No Projects						Planning									
						Design									
						Land Purchase									
						Utility Relocate									
						Construction									
						Other									
Total FFY21-24							\$ -		\$ -		\$ -	\$ -	\$ -		
Subtotal Jacksonville Projects															

Appendix B
2021 - 2024 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Medford														
Alley A-48 Paving - Hamilton to Orange	Pave the existing gravel alley w hich will reduce dust and provide air quality benefits by removing fine particulates.	n/a	Exempt (40 CFR § 93.126 Table 2)- Pavement Resurfacing/Rehabilitation per inter-agency consultation 4/29/2020			Planning								
				22276	FFY2022	Design	\$ 32,197	CMAQ (L400)	\$ 3,685	Medford	\$ 35,882			\$ 35,882
				22276	FFY2022	Land Purchase	\$ 50,000	CMAQ (L400)	\$ 5,723	Medford	\$ 55,723			\$ 55,723
						Utility Relocate	\$ -		\$ -		\$ -			\$ -
				22276	FFY2023	Construction	\$ 237,527	CMAQ (L400)	\$ 27,186	Medford	\$ 264,713	\$ 43,406	Medford	\$ 308,119
						Other					\$ -			\$ -
		Total FFY21-24			\$ 319,724		\$ 36,594		\$ 356,318	\$ 43,406		\$ 399,724		
Stevens Street Improvements Project - Crater Lake Ave to Wabash	Design and construct bike and pedestrian facilities to improve pedestrian safety.	n/a	Exempt (40 CFR § 93.126 Table 2) Air Quality - bicycle and pedestrian improvements			Planning								
				22277	FFY2022	Design	\$ 283,334	STBG (L)	\$ 32,429	Medford	\$ 315,763			\$ 315,763
				22277	FFY2022	Land Purchase	\$ 471,000	STBG (L)	\$ 53,908	Medford	\$ 524,908			\$ 524,908
						Utility Relocate	\$ -		\$ -		\$ -			\$ -
				22277	FFY2023	Construction	\$ 1,276,833	STBG (L)	\$ 146,139	Medford	\$ 1,422,972	\$ 358,825	Medford	\$ 1,781,797
				22277	FFY2022	Other	\$ 76,000	STBG (L)	\$ 8,699	Medford	\$ 84,699			\$ 84,699
		Total FFY21-24			\$ 2,107,167		\$ 241,175		\$ 2,348,342	\$ 358,825		\$ 2,707,167		
10th Street Lane Reconfiguration (Medford)	Restripe 10th Street between Riverside Ave and Siskiyou Blvd to include bike lanes. Restripe 10th Street at Riverside Ave to move bike loane from the curb between through and right turn lane	n/a	Exempt (40 CFR § 93.126 Table 2) Safety - shoulder improvements			Planning								
				21730	FFY2021	Design	\$ 76,542	HSIP	\$ 6,457	Medford	\$ 82,999			\$ 82,999
				21730	FFY2021	Land Purchase	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000			\$ 5,000
				21730	FFY2021	Utility Relocate	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000			\$ 5,000
				21730	FFY2021	Construction	\$ 296,944	HSIP	\$ 25,051	Medford	\$ 321,995			\$ 321,995
						Other					\$ -			\$ -
		Total FFY21-24			\$ 382,708		\$ 32,286		\$ 414,994	\$ -		\$ 414,994		
Crater Lake Ave Signal Improvements (Medford)	Improvements to 8 signalized intersections	n/a	Exempt (40 CFR § 93.127 Table 3) - intersection signalization projects at individual intersections			Planning								
				21728	FFY2021	Design	\$ 373,788	HSIP	\$ 31,534	Medford	\$ 405,322			\$ 405,322
				21728	FFY2021	Land Purchase	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000			\$ 5,000
				21728	FFY2021	Utility Relocate	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000			\$ 5,000
				21728	FFY2021	Construction	\$ 1,485,928	HSIP	\$ 125,358	Medford	\$ 1,611,286			\$ 1,611,286
						Other					\$ -			\$ -
		Total FFY21-24			\$ 1,868,938		\$ 157,670		\$ 2,026,608	\$ -		\$ 2,026,608		
McAndrews Road Cycle Track (Medford)	Install a cycle track and sidewalk behind the curbs on McAndrews to better separate bike traffic. Includes driveway reconstruction, signal modifications, and ROW purchases.	n/a	Exempt (40 CFR § 93.126 Table 2) - Air Quality bicycle and pedestrian improvements and (40 CFR § 93.127 Table 3) - intersection signalization projects at individual intersections			Planning								
				21724	FFY2021	Design	\$ 406,903	HSIP	\$ 34,328	Medford	\$ 441,231			\$ 441,231
				21724	FFY2021	Land Purchase	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000			\$ 5,000
				21724	FFY2021	Utility Relocate	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000			\$ 5,000
				21724	FFY2021	Construction	\$ 1,618,392	HSIP	\$ 136,533	Medford	\$ 1,754,925			\$ 1,754,925
						Other					\$ -			\$ -
		Total FFY21-24			\$ 2,034,517		\$ 171,639		\$ 2,206,156	\$ -		\$ 2,206,156		
Foothill Rd: Corridor	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes - Add signals	863	Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2018-21 TIP Conformity Determination)			Planning								
				19231	FFY2015	Design	\$ 165,103	CMAQ	\$ 18,897	Medford	\$ 184,000	\$ 616,000	Medford	\$ 800,000
				19231	FFY2018	Land Purchase	\$ 600,000	CMAQ	\$ 68,673	Medford	\$ 668,673	\$ 931,327	Med / Other	\$ 1,600,000
				19231	FFY2020	Utility Relocate	\$ 7,742	CMAQ	\$ 886	Medford	\$ 8,628	\$ 31,372	Medford	\$ 40,000
				19231	FFY2021	Construction	\$ 2,227,155	CMAQ	\$ 254,908	Medford	\$ 2,482,063	\$ 9,555,537	Med / Other	\$ 12,037,600
						Other								
		Total FFY21-24			\$ 3,000,000		\$ 343,364		\$ 3,343,364	\$ 11,134,236		\$ 14,477,600		
Subtotal Medford Projects							\$ 9,713,054		\$ 982,728		\$ 10,695,782	\$ 11,536,467		\$ 22,232,249

Appendix B
2021 - 2024 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Phoenix														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
					Total FFY21-24									
Subtotal Phoenix Projects							\$ -		\$ -		\$ -		\$ -	
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Talent														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
					Total FFY21-24									
Subtotal Talent Projects							\$ -		\$ -		\$ -		\$ -	
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Jackson County														
Foothill Rd., Corey Rd to Atlantic Ave.	New 2-lane rural major collector, add sr signal at 140.	809	Non-Exempt Non-Regionally-Significant (determined through Interagency Consultation for 2018-21 TIP Conformity Determination)	21028	FFY2020	Design								
						Land Purchase								
						Utility Relocate								
						Construction						\$ 1,800,000	Local	\$ 1,800,000
					Total FFY21-24						\$ 1,800,000		\$ 1,800,000	
Foothill Rd., Delta Waters to Dry Creek	Wden to add shoulders to accommodate cyclists and pedestrians and turn lanes at intersections, minor alignment changes	858	Exempt (40 CFR § 93.126 Table 2) Air Quality - bicycle and pedestrian improvements; Projects that correct or eliminate a hazard; 40 CFR 93.127 - Table 3 - Changes in vertical or horizontal alignment	21029	FFY2019	Design	\$ 141,082	STBG (L)	\$ 16,147	County	\$ 157,229			\$ 157,229
				21029	FFY2019	Design	\$ 105,792	CMAQ (L400)	\$ 16,147	County	\$ 121,939			\$ 121,939
				21029	FFY2020	Land Purchase	\$ 134,595	STBG (L)	\$ 15,405	County	\$ 150,000			\$ 150,000
				21029	FFY2020	Land Purchase	\$ 105,791	CMAQ (L400)	\$ 15,405	County	\$ 121,196			\$ 121,196
				21029	FFY2021	Construction	\$ 979,975	STBG (L)	\$ 112,163	County	\$ 1,092,138	\$ 500,000	County	\$ 1,592,138
				21029	FFY2021	Construction	\$ 544,069	CMAQ (L400)	\$ 112,163	County	\$ 656,232	\$ 500,000	County	\$ 1,156,232
						Total FFY21-24	\$ 2,011,304		\$ 287,430		\$ 2,298,734	\$ 1,000,000		\$ 3,298,734
Clay St. Faith Ave. to Siskiyou Blvd	Design and construct bike and pedestrian facilities to improve pedestrian safety.		Exempt (40 CFR § 93.126 Table 2) Air Quality - bicycle and pedestrian improvements	FFY2022	Design	\$ 289,877	STBG (L)	\$ 33,178	County	\$ 323,055			\$ 323,055	
				FFY2022	Design	\$ 289,877	CMAQ (L400)	\$ 33,178	County	\$ 323,055			\$ 323,055	
				FFY2022	Land Purchase	\$ 44,865	STBG (L)	\$ 5,135	County	\$ 50,000			\$ 50,000	
				FFY2022	Land Purchase	\$ 44,865	CMAQ (L400)	\$ 5,135	County	\$ 50,000			\$ 50,000	
				FFY2022	Construction	\$ 1,933,165	STBG (L)	\$ 221,259	County	\$ 2,154,424			\$ 2,154,424	
				FFY2023	Construction	\$ 1,933,154	CMAQ (L400)	\$ 221,259	County	\$ 2,154,413			\$ 2,154,413	
					Total FFY21-24	\$ 4,535,803		\$ 519,144		\$ 5,054,947	\$ -		\$ 5,054,947	
Crew s Road Paving	Pave the existing gravel road (curb,gutter and sidewalk) which will reduce dust and provide air quality benefits by removing fine particulates.		Exempt (40 CFR § 93.126 Table 2) - Pavement Resurfacing/Rehabilitation per inter-agency consultation 4/29/2020	FFY2022	Planning	\$ -		\$ -		\$ -			\$ -	
				FFY2022	Design	\$ 109,780	CMAQ (L400)	\$ 12,565	County	\$ 122,345			\$ 122,345	
				FFY2023	Land Purchase	\$ 17,946	CMAQ (L400)	\$ 2,054	County	\$ 20,000			\$ 20,000	
					Utility Relocate	\$ -		\$ -		\$ -			\$ -	
				FFY2024	Construction	\$ 345,926	CMAQ (L400)	\$ 39,593	County	\$ 385,519			\$ 385,519	
					Other	\$ -		\$ -		\$ -			\$ -	
	Total FFY21-24	\$ 473,652		\$ 54,212		\$ 527,864	\$ -		\$ 527,864					
Subtotal Jackson County Projects							\$ 7,020,759	\$ 860,786	\$ 7,881,545	\$ 2,800,000	\$ 10,681,545			

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Oregon Department of Transportation (ODOT)															
OR99: Downtown Couplet Jurisdictional Transfer	Transfer ownership of the highway to the City of Ashland (fund transfer)	n/a	(40 CFR § 93.126 Table 2) - other - jurisdictional transfer			Planning									
						Design									
						Land Purchase									
						Utility Relocate									
				22073	FFY2021	Construction								\$ 4,500,000	ODOT
						Total FFY21-24						\$ 4,500,000	\$ 4,500,000		
Rogue Valley Rural Intersection Improvements	Install safety signs at various intersection approaches in the rural Rogue Valley. Install flashing lights at the intersections.	n/a	Exempt (40 CFR § 93.126 Table 2) other - Directional and informational signs 40 CFR 93.127 Table 3 - channelization.			Planning								\$ -	
				21717	FFY2022	Design	\$ 202,884	HSIP	\$ 17,116	ODOT	\$ 220,000			\$ 220,000	
				21717	FFY2023	Land Purchase	\$ 1,844	HSIP	\$ 156	ODOT	\$ 2,000			\$ 2,000	
				21717	FFY2024	Utility Relocate	\$ 23,055	HSIP	\$ 1,945	ODOT	\$ 25,000			\$ 25,000	
				21717	FFY2024	Construction	\$ 892,690	HSIP	\$ 75,310	ODOT	\$ 968,000			\$ 968,000	
						Other			\$ -			\$ -			
						Total FFY21-24	\$ 1,120,473		\$ 94,527		\$ 1,215,000	\$ -	\$ 1,215,000		
OR140: Lakeview Dr. Left Turn Lane	Construct left turn lanes to improve traffic flow.	n/a	Exempt (40 CFR § 93.126 Table 2) - safety			Planning								\$ -	
				21716	FFY2021	Design	\$ 395,624	HSIP	\$ 33,376	ODOT	\$ 429,000			\$ 429,000	
				21716	FFY2022	Land Purchase	\$ 1,844	HSIP	\$ 156	ODOT	\$ 2,000			\$ 2,000	
				21716	FFY2024	Utility Relocate	\$ 23,055	HSIP	\$ 1,945	ODOT	\$ 25,000			\$ 25,000	
				21716	FFY2023	Construction	\$ 1,119,551	HSIP	\$ 94,449	ODOT	\$ 1,214,000			\$ 1,214,000	
						Other			\$ -			\$ -			
						Total FFY21-24	\$ 1,540,074		\$ 129,926		\$ 1,670,000	\$ -	\$ 1,670,000		
I-5: Region 3 Clear Zone Improvements	Install traffic safety barriers to protect drivers from roadside hazards that cannot be removed	n/a	Exempt (40 CFR § 93.126 Table 2) - guardrails, median barriers, crash cushions			Planning								\$ -	
				21713	FFY2021	Design	\$ 207,495	NHP FAST	\$ 17,505	ODOT	\$ 225,000			\$ 225,000	
				21713	FFY2022	Land Purchase	\$ 2,767	NHP FAST	\$ 233	ODOT	\$ 3,000			\$ 3,000	
				21713	FFY2023	Utility Relocate	\$ -		\$ -		\$ -			\$ -	
				21713	FFY2023	Construction	\$ 1,378,505	NHP FAST	\$ 116,295	ODOT	\$ 1,494,800			\$ 1,494,800	
						Other	\$ 922,200	HSIP	\$ 77,800	ODOT	\$ 1,000,000		\$ 1,000,000		
						Total FFY21-24	\$ 2,510,967		\$ 211,833		\$ 2,722,800	\$ -	\$ 2,722,800		
I-5: Southern Oregon Wrong Way Driver Mitigation	Install signs for wrong-way drivers on I-5 ramps throughout Southern Oregon to help improve safety to the travelling public	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety			Planning								\$ -	
				21699	FFY2021	Design	\$ 239,772	HSIP	\$ 20,228	ODOT	\$ 260,000			\$ 260,000	
				21699	FFY2021	Land Purchase	\$ 5,533	HSIP	\$ 467	ODOT	\$ 6,000			\$ 6,000	
				21699	FFY2022	Utility Relocate	\$ -		\$ -		\$ -			\$ -	
				21699	FFY2022	Construction	\$ 2,057,428	HSIP	\$ 173,572	ODOT	\$ 2,231,000			\$ 2,231,000	
						Other			\$ -			\$ -			
						Total FFY21-24	\$ 2,302,733		\$ 194,267		\$ 2,497,000	\$ -	\$ 2,497,000		
OR99/OR238/OR62 : Big X Intersection (Medford)	Remove existing pavement and replace. Replace ADA ramps and improve bike and pedestrian connections through the intersection.	n/a	Exempt (40 CFR § 93.126 Table 2) - Air Quality bicycle and pedestrian improvements			Planning								\$ -	
				21676	FFY2021	Design	\$ 908,383	NHP FAST	\$ 103,617	ODOT	\$ 1,012,000			\$ 1,012,000	
				21676	FFY2022	Land Purchase	\$ 698,997	NHP FAST	\$ 80,003	ODOT	\$ 779,000			\$ 779,000	
				21676	FFY2023	Utility Relocate	\$ 53,838	NHP FAST	\$ 6,162	ODOT	\$ 60,000			\$ 60,000	
				21676	FFY2023	Construction	\$ 6,316,874	NHP FAST	\$ 719,858	ODOT	\$ 7,036,732			\$ 7,036,732	
						Other			\$ -			\$ -			
						Total FFY21-24	\$ 7,978,092		\$ 909,640		\$ 8,887,732	\$ -	\$ 8,887,732		
I-5: North Ashland - South Ashland	Design for a future construction project to remove existing pavement and replace.	n/a	Exempt (40 CFR § 93.126 Table 2) - Pavement Resurfacing/Rehabilitation			Planning								\$ -	
				21675	FFY2022	Design	\$ 829,980	NHP FAST	\$ 70,020	ODOT	\$ 900,000			\$ 900,000	
						Land Purchase					\$ -			\$ -	
						Utility Relocate					\$ -			\$ -	
						Construction					\$ -			\$ -	
						Other			\$ -			\$ -			
						Total FFY21-24	\$ 829,980		\$ 70,020		\$ 900,000	\$ -	\$ 900,000		
OR62: Corridor Solutions unit 2 (Medford) Phase 4	Construct footings and structures to install signs, radios, cameras, bluetooth sensors, ethernet switches, traffic sensors and signal controllers	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety -directional and informational signs			Planning								\$ -	
				21511	FFY2020	Design				\$ -	\$ 282,000	ODOT	\$ 282,000		
				21511	FFY2021	Land Purchase				\$ -	\$ 61,000	ODOT	\$ 61,000		
				21511	FFY2021	Utility Relocate				\$ -	\$ 60,000	ODOT	\$ 60,000		
				21511	FFY2021	Construction				\$ -	\$ 2,045,000	ODOT	\$ 2,045,000		
						Other			\$ -			\$ -			
						Total FFY21-24	\$ -		\$ -		\$ -	\$ 2,448,000	\$ 2,448,000		

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Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
Oregon Department of Transportation (ODOT), continued																
I-5: North Ashland - South Ashland	Design for a future construction project to remove existing pavement and replace.	n/a	Exempt (40 CFR § 93.126 Table 2) - Pavement Resurfacing/Rehabilitation	21675	FFY2022	Planning								\$ -		
						Design	\$ 829,980	NHP FAST	\$ 70,020	ODOT	\$ 900,000			\$ 900,000		
						Land Purchase					\$ -			\$ -		
						Utility Relocate					\$ -			\$ -		
						Construction					\$ -			\$ -		
						Other					\$ -			\$ -		
						Total FFY21-24			\$ 829,980		\$ 70,020		\$ 900,000	\$ -		\$ 900,000
OR62: Corridor Solutions unit 2 (Medford) Phase 4	Construct footings and structures to install signs, radios, cameras, bluetooth sensors, ethernet switches, traffic sensors and signal controllers	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety -directional and informational signs	21511	FFY2020	Planning								\$ -		
				21511	FFY2021	Design				\$ -	\$ 282,000	ODOT	\$ 282,000			
				21511	FFY2021	Land Purchase				\$ -	\$ 61,000	ODOT	\$ 61,000			
				21511	FFY2021	Utility Relocate				\$ -	\$ 60,000	ODOT	\$ 60,000			
				21511	FFY2021	Construction				\$ -	\$ 2,045,000	ODOT	\$ 2,045,000			
						Other					\$ -			\$ -		
						Total FFY21-24			\$ -		\$ -		\$ -	\$ 2,448,000		\$ 2,448,000
I-5: Siskiyou Pass Variable Speed Signs	Install weather responsive variable speed system for I-5 Siskiyou mountain pass.	964	Exempt (40 CFR § 93.126 Table 2) - Safety directional and informational signs	20170	FFY2018	Planning								\$ -		
						Design	\$ 553,634	FIX-IT R3	\$ 63,366	ODOT	\$ 617,000			\$ 617,000		
						Land Purchase					\$ -			\$ -		
				20170	FFY2020	Utility Relocate	\$ 9,870	FIX-IT R3	\$ 1,130	ODOT	\$ 11,000			\$ 11,000		
				20170	FFY2021	Construction	\$ 3,895,179	NHP	\$ 445,821	ODOT	\$ 4,341,000			\$ 4,341,000		
				20170	FFY2021	Construction	\$ 1,617,000	HSIP			\$ 1,617,000			\$ 1,617,000		
						Total FFY21-24			\$ 6,075,683		\$ 510,317		\$ 6,586,000	\$ -		\$ 6,586,000
Southern Oregon Seismic Slopes Stability	Perform seismic upgrades on 7 hillside slopes	n/a	Exempt (40 CFR § 93.126 Table 2) - safety - Projects that correct, improve, or eliminate a hazardous location or feature no new travel lanes	21452	FFY2019	Planning								\$ -		
				21452	FFY2019	Design	\$ 3,589,200	HB2017	\$ 410,800	ODOT	\$ 4,000,000			\$ 4,000,000		
				21452	FFY2020	Land Purchase	\$ 448,650	HB2017	\$ 51,350	ODOT	\$ 500,000			\$ 500,000		
				21452	FFY2020	Utility Relocate	\$ 44,865	HB2017	\$ 5,135	ODOT	\$ 50,000			\$ 50,000		
				21452	FFY2021	Construction	\$ 9,174,893	HB2017	\$ 1,050,107	ODOT	\$ 10,225,000			\$ 10,225,000		
						Other					\$ -			\$ -		
						Total FFY21-24			\$ 13,257,608		\$ 1,517,392		\$ 14,775,000	\$ -		\$ 14,775,000
I-5 & OR138E Variable Message & Curve Warning Signs	Install traffic cameras and message signs at intermittent locations to provide real-time communication with the public	n/a	Exempt (40 CFR § 93.126 Table 2) - Safety directional and informational signs	20166	FFY2019	Design	\$ 265,594	HSIP	\$ 22,406	ODOT	\$ 288,000			\$ 288,000		
				20166	FFY2019	Design	\$ 479,158	STP-FLX	\$ 54,842	ODOT	\$ 534,000			\$ 534,000		
				20166	FFY2019	Design	\$ 234,195	STP-FLX	\$ 26,805	ODOT	\$ 261,000			\$ 261,000		
				20166	FFY2021	Land Purchase	\$ 897	STP-FLX	\$ 103	ODOT	\$ 1,000			\$ 1,000		
				20166	FFY2020	Utility Relocate	\$ 27,666	STP-FLX	\$ 2,334	ODOT	\$ 30,000			\$ 30,000		
				20166	FFY2022	Construction	\$ 4,439,471	STP-FLX	\$ 374,529	ODOT	\$ 4,814,000			\$ 4,814,000		
				20166	FFY2022	Construction	\$ 2,121,362	HSIP	\$ 178,966	ODOT	\$ 2,300,328			\$ 2,300,328		
						Total FFY21-24			\$ 7,568,343		\$ 659,985		\$ 8,228,328	\$ -		\$ 8,228,328
				OR140: Exit 35 Blackwell Road	Add center turn lane, widen shoulders, add bike path	921	Carried over from 2018-21 conforming TIP. Exempt (40 CFR § 93.126 Table 2) - bicycle and pedestrian and shoulder improvements	18975	FFY2014	Design	\$ 192,937	STP-5K	\$ 22,083	ODOT	\$ 215,020	
18975	FFY2014	Design	\$ 168,923					STP-FLX	\$ 19,333	ODOT	\$ 188,256			\$ 188,256		
18975	FFY2014	Design	\$ 6,033					STATE-FLX	\$ 691	ODOT	\$ 6,724	\$ -		\$ 6,724		
18975	FFY2014	Design	\$ 755,527					STP-FLX	\$ 86,473	ODOT	\$ 842,000	\$ -		\$ 842,000		
18975	FFY2014	Design	\$ 179,460					ACPO	\$ 20,540	ODOT	\$ 200,000			\$ 200,000		
18975	FFY2019	Land Purchase	\$ 1,369,280					STP-FLX	\$ 156,720	ODOT	\$ 1,526,000			\$ 1,526,000		
18975	FFY2020	Utility Relocate	\$ 142,671					STP-FLX	\$ 16,329	ODOT	\$ 159,000			\$ 159,000		
18975	FFY2021	Construction	\$ 4,818,501					NHP FAST	\$ 551,499	ODOT	\$ 5,370,000			\$ 5,370,000		
18975	FFY2021	Construction	\$ 500,000					CMAQ (L400)	\$ 88,836	ODOT	\$ 588,836			\$ 588,836		
18975	FFY2021	Construction									\$ -	\$ 500,000	ODOT	\$ 500,000		
18975	FFY2020	Other	\$ 8,973					STP-FLX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000		
		Total FFY21-24							\$ 8,142,305		\$ 963,531		\$ 9,105,836	\$ 500,000		\$ 9,605,836
OR99: I-5 TO SCENIC AVE.	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane. Add Traffic Signal	926	Carried over from 2018-21 conforming TIP. Exempt (40 CFR § 93.126 Table 2) Exempt HSIP funding							Planning						
				20185	FFY2018	Design	\$ 373,000	HSIP			\$ 373,000			\$ 373,000		
				20185	FFY2020	Land Purchase	\$ 11,000	HSIP			\$ 11,000			\$ 11,000		
						Utility Relocate					\$ -			\$ -		
				20185	FFY2021	Construction	\$ 2,878,000	HSIP			\$ 2,878,000			\$ 2,878,000		
						Other	\$ -				\$ -			\$ -		
		Total FFY21-24			\$ 3,262,000		\$ -		\$ 3,262,000	\$ -		\$ 3,262,000				

Appendix B
2021 - 2024 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Oregon Department of Transportation (ODOT), continued														
OR140: Bear Creek - Table Rock Road	Grind out the existing pavement and replace with new asphalt	927	Exempt (40 CFR 93.126 Table 2) - Pavement resurfacing and/or rehabilitation			Planning					\$ -			\$ -
				20135	FFY2017	Design	\$ 331,104	STP-FLX	\$ 37,896	ODOT	\$ 369,000	\$ 400,000	HB2017	\$ 769,000
				20135	FFY2020	Land Purchase	\$ 38,584	STP-FLX	\$ 4,416	ODOT	\$ 43,000			\$ 43,000
				20135	FFY2020	Utility Relocate	\$ 22,433	STP-FLX	\$ 2,567	ODOT	\$ 25,000			\$ 25,000
				20135	FFY2021	Construction	\$ 4,517,517	STP-FLX	\$ 517,050	ODOT	\$ 5,034,567			\$ 5,034,567
						Other	\$ -				\$ -			\$ -
		Total FFY21-24			\$ 4,909,638		\$ 561,929		\$ 5,471,567	\$ 400,000		\$ 5,871,567		
I-5: ASHLAND - GOLD HILL	Repair or replace culverts, address scour and road embankment problems near culverts	928	Carried over from 2018-21 conforming TIP. Exempt (40 CFR § 93.126 Table 2)			Planning					\$ -			\$ -
				20133	FFY2019	Design	\$ 300,293	STP-FLX	\$ 34,370	ODOT	\$ 334,663			\$ 334,663
				20133	FFY2022	Land Purchase	\$ 9,222	NHP FAST	\$ 778	ODOT	\$ 10,000			\$ 10,000
						Utility Relocate			\$ -		\$ -			\$ -
				20133	FFY2022	Construction	\$ 4,001,878	NHP FAST	\$ 337,612	ODOT	\$ 4,339,490			\$ 4,339,490
						Other	\$ -				\$ -			\$ -
		Total FFY21-24			\$ 4,311,393		\$ 372,760		\$ 4,684,153	\$ -		\$ 4,684,153		
OR-99 COLEMAN CK. (PHOENIX)	Replace culvert, add sidewalk, bike lanes, pedestrian crossing, install signal prioritization on OR-99 Ashland to Central Point Transit system signal prioritization	931	Carried over from 2018-21 conforming TIP. Exempt (40 CFR § 93.127 Table 3).			Planning					\$ -			\$ -
				20162	FFY2017	Design	\$ 627,096	STP-FLX	\$ 71,774	ODOT	\$ 698,870	\$ 256,290	ACPO	\$ 955,160
				20162	FFY2020	Land Purchase	\$ 726,813	STP-FLX	\$ 83,187	ODOT	\$ 810,000			\$ 810,000
				20162	FFY2020	Utility Relocate	\$ 228,812	NHP	\$ 26,188	ODOT	\$ 255,000			\$ 255,000
				20162	FFY2021	Construction	\$ 2,666,764	STP-FLX	\$ 907,028	ODOT	\$ 3,573,792			\$ 3,573,792
				20162	FFY2019	Other	\$ 89,730	FIX-IT	\$ 10,270	ODOT	\$ 100,000			\$ 100,000
		Total FFY21-24			\$ 4,339,215		\$ 1,098,447		\$ 5,437,662	\$ 256,290		\$ 5,693,952		
OR66 over RR Bridge & E. Main St. over I-5 Bridge (Ashland)	Deck overlay, Bridge numbers 00406A and 08743	n/a	Exempt (40 CFR § 93.126 Table 2) - reconstructing bridges no new lanes			Planning					\$ -			\$ -
				21180	FY2019	Design	\$ 448,650	HB2017	\$ 51,350	ODOT	\$ 500,000			\$ 500,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
				21180	FY2021	Construction	\$ 2,691,900	HB2017	\$ 308,100	ODOT	\$ 3,000,000			\$ 3,000,000
						Other					\$ -			\$ -
		Total FFY21-24			\$ 3,140,550		\$ 359,450		\$ 3,500,000	\$ -		\$ 3,500,000		
OR99: Rogue Valley Intersection Improvements	Safety upgrades by removing and relocating signs and utility posts, geometry improvements by realigning the existing approach to create a perpendicular intersection and constructing a right turn lane	n/a	Exempt (40 CFR § 93.127 Table 3) - Changes in vertical and horizontal alignment and channelization			Planning					\$ -			\$ -
				21408	FFY2019	Design	\$ 276,660	STP-FLX	\$ 23,340	ODOT	\$ 300,000			\$ 300,000
				21408	FFY2020	Land Purchase	\$ 142,941	STP-FLX	\$ 12,059	ODOT	\$ 155,000			\$ 155,000
				21408	FFY2020	Utility Relocate	\$ 44,865	STP-FLX	\$ 5,135	ODOT	\$ 50,000			\$ 50,000
				21408	FFY2021	Construction	\$ 576,067	STP-FLX	\$ 65,933	ODOT	\$ 642,000			\$ 642,000
						Other					\$ -			\$ -
		Total FFY21-24			\$ 1,040,533		\$ 106,467		\$ 1,147,000	\$ -		\$ 1,147,000		
Subtotal ODOT Projects							\$ 72,329,587		\$ 7,760,491		\$ 80,090,078	\$ 8,104,290	\$ 88,194,368	

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2021 - 2024 TIP Project List

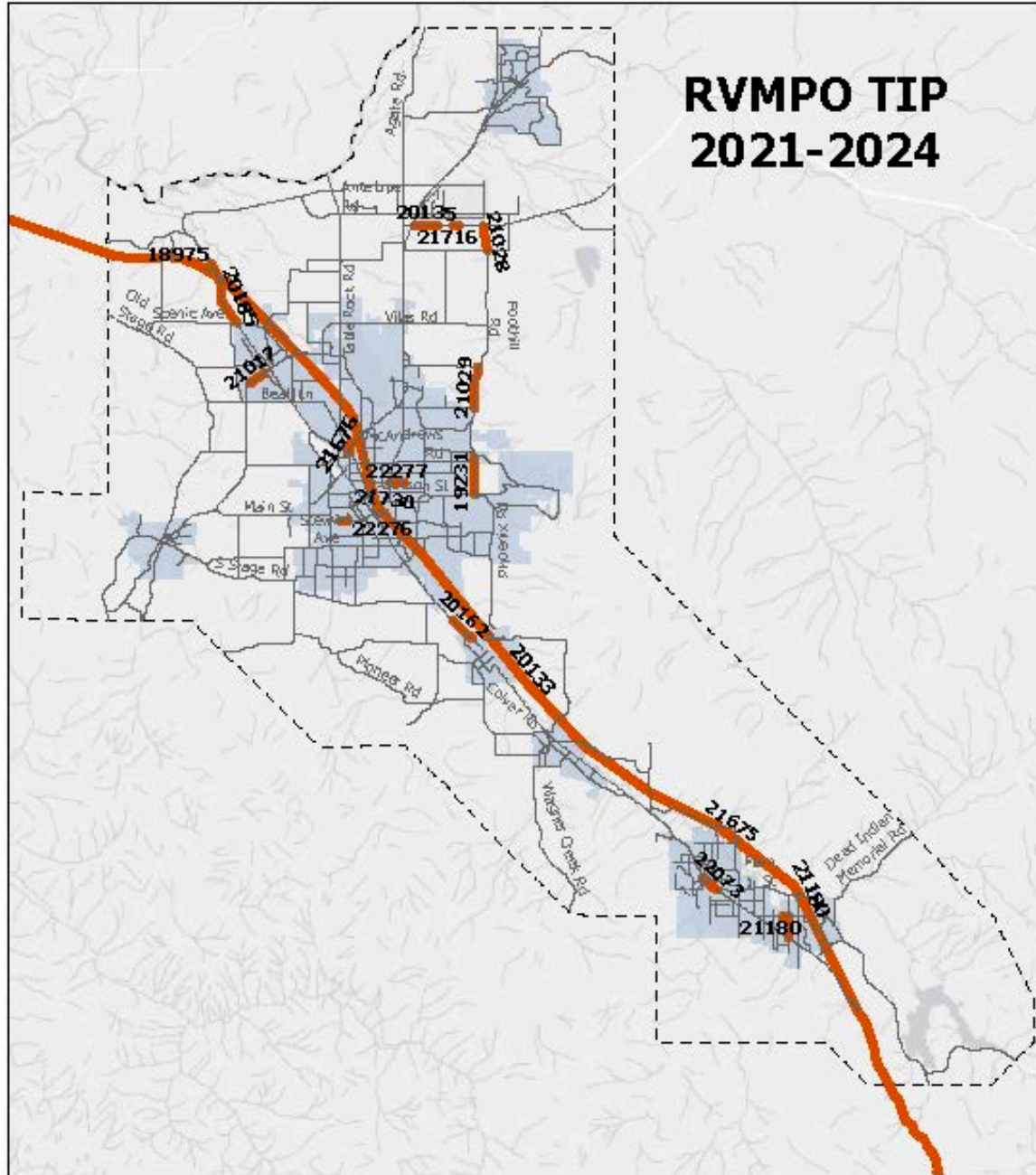
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Transportation District (RVTD)														
Oregon Transportation Network - RVTD FFY22		n/a	Exempt (Table 2) - Operating assistance to transit agencies	22025	FFY2022	Other	\$ 509,191	STBG FLEX	\$ 58,279	RVTD	\$ 567,470			\$ 567,470
Oregon Transportation Network - RVTD FFY23		n/a	Exempt (Table 2) - Operating assistance to transit agencies	22041	FFY2023	Other	\$ 509,191	STBG FLEX	\$ 58,279	RVTD	\$ 567,470			\$ 567,470
Oregon Transportation Network - RVTD FFY24		n/a	Exempt (Table 2) - Operating assistance to transit agencies	22054	FFY2024	Other	\$ 509,191	STBG FLEX	\$ 58,279	RVTD	\$ 567,470			\$ 567,470
Urban Operations Support and Preventive Maintenance		1087	Exempt (Table 2) - Operating assistance to transit agencies	21024	FFY2021	Other	\$ 2,900,000	FTA 5307	\$ 2,900,000	RVTD	\$ 5,800,000			\$ 5,800,000
Enhanced Mobility Program - RVTD FFY22		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21972	FFY2022	Other	\$ 320,591	FTA 5310	\$ 80,148	RVTD	\$ 400,739			\$ 400,739
Enhanced Mobility Program - RVTD FFY23		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21982	FFY2023	Other	\$ 327,000	FTA 5310	\$ 81,750	RVTD	\$ 408,750			\$ 408,750
Enhanced Mobility Program - RVTD FFY24		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21991	FFY2024	Other	\$ 334,000	FTA 5310	\$ 83,500	RVTD	\$ 417,500			\$ 417,500
Capitalization of Maintenance (MPO STP Transfer)		1095	Exempt (Table 2) - Rehabilitation of transit vehicles	21027	FFY2021	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Rehabilitation of transit vehicles		FFY2022	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Rehabilitation of transit vehicles		FFY2023	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
Capitalization of Maintenance (MPO STP Transfer)		n/a	Exempt (Table 2) - Rehabilitation of transit vehicles		FFY2024	Other	\$ 700,000	MPO STP	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
Transportation Demand Management Rideshare in 2022		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21695	FFY2022	Other	\$ 134,595	STBG FLEX	\$ 15,405	RVTD	\$ 150,000			\$ 150,000
Transportation Demand Management Rideshare in 2023		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21696	FFY2023	Other	\$ 134,595	STBG FLEX	\$ 15,405	RVTD	\$ 150,000			\$ 150,000
Transportation Demand Management Rideshare in 2024		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21696	FFY2024	Other	\$ 134,595	STBG FLEX	\$ 15,405	RVTD	\$ 150,000			\$ 150,000
TDM Rideshare Projects: Transportation Demand Management program operated by Rogue Valley Transportation District		1092	Exempt (Table 2) - Operating assistance to transit agencies	20052	FFY2021	Other	\$ 129,211	STP (L240)	\$ 14,789	RVTD	\$ 144,000			\$ 144,000
RVTD - 5339 Transit Signal Priority Technology & Equipment		1100	Exempt (Table 2) - Operating assistance to transit agencies	21366	FFY2020	Other	\$ 1,020,014	FTA 5339	\$ 680,030	RVTD	\$ 1,700,044			\$ 1,700,044
Rogue Valley Transit District Bus Replacement FFY19		n/a	Exempt (Table 2) - Operating assistance to transit agencies	21520	FFY2020	Other	\$ 177,665	5310	\$ 20,335	RVTD	\$ 198,000			\$ 198,000
Subtotal RVTD Projects							\$ 9,939,839		\$ 4,402,076		\$ 14,341,915			\$ 14,341,915

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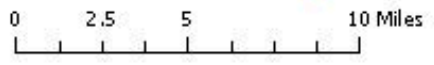
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Rogue Valley Council of Governments															
RVMPO Travel Survey FFY22		n/a	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC			Planning					\$ -			\$ -	
						Design					\$ -			\$ -	
						Land Purchase						\$ -			\$ -
						Construction						\$ -			\$ -
					FFY2022	Other	\$ 47,000	STBG (L)	\$ 5,379	RVMPO	\$ 52,379			\$ 52,379	
	Total FFY21-24		\$ 47,000		\$ 5,379		\$ 52,379	\$ -		\$ 52,379					
RVMPO Travel Survey FFY23		n/a	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC			Planning					\$ -			\$ -	
						Design					\$ -			\$ -	
						Land Purchase						\$ -		\$ -	
						Construction						\$ -		\$ -	
					FFY2023	Other	\$ 47,000	STBG (L)	\$ 5,379	RVMPO	\$ 52,379			\$ 52,379	
	Total FFY21-24		\$ 47,000		\$ 5,379		\$ 52,379	\$ -		\$ 52,379					
RVMPO Travel Survey FFY24		n/a	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC			Planning					\$ -			\$ -	
						Design					\$ -			\$ -	
						Land Purchase						\$ -		\$ -	
						Construction						\$ -		\$ -	
					FFY2024	Other	\$ 47,000	STBG (L)	\$ 5,379	RVMPO	\$ 52,379			\$ 52,379	
	Total FFY21-24		\$ 47,000		\$ 5,379		\$ 52,379	\$ -		\$ 52,379					
Rogue Valley MPO Planning SFY23	Support Transit Planning through RTP & TIP	n/a	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC	21845	FFY2022	Planning	\$ 104,479	FTA 5303	\$ 11,958	RVMPO	\$ 116,437			\$ 116,437	
						Design					\$ -			\$ -	
						Land Purchase						\$ -		\$ -	
						Construction						\$ -		\$ -	
						Other						\$ -		\$ -	
	Total FFY21-24		\$ 104,479		\$ 11,958		\$ 116,437	\$ -		\$ 116,437					
Rogue Valley MPO Planning SFY23	Planning and Reasearch	n/a	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC	21845	FFY2022	Planning	\$ 361,954	PL	\$ 41,427	ODOT	\$ 403,381			\$ 403,381	
						Design					\$ -			\$ -	
						Land Purchase						\$ -		\$ -	
						Construction						\$ -		\$ -	
						Other						\$ -		\$ -	
	Total FFY21-24		\$ 361,954		\$ 41,427		\$ 403,381	\$ -		\$ 403,381					
Rogue Valley MPO Planning SFY24	Support Transit Planning through RTP & TIP	n/a	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC	21855	FFY2023	Planning	\$ 106,725	FTA 5303	\$ 12,215	RVMPO	\$ 118,940			\$ 118,940	
						Design					\$ -			\$ -	
						Land Purchase						\$ -		\$ -	
						Construction						\$ -		\$ -	
						Other						\$ -		\$ -	
	Total FFY21-24		\$ 106,725		\$ 12,215		\$ 118,940	\$ -		\$ 118,940					
Rogue Valley MPO Planning SFY24	Planning and Reasearch	n/a	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC	21855	FFY2023	Planning	\$ 362,435	PL	\$ 41,482	ODOT	\$ 403,917			\$ 403,917	
						Design					\$ -			\$ -	
						Land Purchase						\$ -		\$ -	
						Construction						\$ -		\$ -	
						Other						\$ -		\$ -	
	Total FFY21-24		\$ 362,435		\$ 41,482		\$ 403,917	\$ -		\$ 403,917					

Appendix B
2021 - 2024 TIP Project List

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Rogue Valley Council of Governments (cont'd.)														
Rogue Valley MPO Planning SFY25	Support Transit Planning through RTP & TIP	n/a	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC	21866	FFY2024	Planning	\$ 108,976	FTA 5303	\$ 12,473	RVMPO	\$ 121,449			\$ 121,449
						Design					\$ -		\$ -	
						Land Purchase					\$ -		\$ -	
						Construction					\$ -		\$ -	
						Other					\$ -		\$ -	
						Total FFY21-24			\$ 108,976		\$ 12,473		\$ 121,449	\$ -
Rogue Valley MPO Planning SFY25	Planning and Reasearch	n/a	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC	21866	FFY2024	Planning	\$ 362,912	PL	\$ 41,537	ODOT	\$ 404,449			\$ 404,449
						Design					\$ -		\$ -	
						Land Purchase					\$ -		\$ -	
						Construction					\$ -		\$ -	
						Other					\$ -		\$ -	
						Total FFY21-24			\$ 362,912		\$ 41,537		\$ 404,449	\$ -
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1016	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				20611	FFY2020	Other	\$ 90,493	FTA 5303	\$10,357	RVMPO	\$ 100,850			
						Total FFY21-24	\$ 90,493		\$ 10,357		\$ 100,850		\$ 100,850	
RVMPO Planning (SFY 2021)	Planning and Reasearch	1017	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				20611	FFY2020	Other	\$ 278,946	PL	\$31,927	ODOT	\$ 310,873			
						Total FFY21-24	\$ 278,946		\$ 31,927		\$ 310,873		\$ 310,873	
RVMPO 5303 Funds	Support Transit Planning through RTP & TIP	1018	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				20612	FFY2021	Other	\$ 387,970	FTA 5303	\$44,405	RVMPO	\$ 432,375			
						Total FFY21-24	\$ 387,970		\$ 44,405		\$ 432,375		\$ 432,375	
RVMPO Planning (SFY 2022)	Planning and Reasearch	1019	Exempt (Table 2) fplanning activities pursuant to Title 23 and 49 USC			Planning					\$ -			
						Design					\$ -			
						Land Purchase					\$ -			
						Construction					\$ -			
				20612	FFY2021	Other	\$ 347,766	PL	\$39,803	ODOT	\$ 387,569			
						Total FFY21-24	\$ 347,766		\$ 39,803		\$ 387,569		\$ 387,569	
Subtotal RVCOG Projects							\$ 2,653,656	\$ 303,721	\$ 2,957,377		\$ 2,957,377			
Total RVMPO 2021-2024 RVMPO TIP Projects													\$ 142,956,455	



-  Streets
-  City Limits
-  TIP Projects
-  RVMPO Boundary



This map product is for planning purposes only and has not been created for, nor is suitable for, legal, engineering, or survey purposes.
Created: 05/2020 N.Hart-Binkley
Sources: RVMCOG, ODOT, Oregon GEO, ESRI

Appendix C

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 vehicles₁.
- 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 fleet¹.
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

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

Other

- Specific activities which do not involve or lead directly to construction, such as:
- Planning and technical studies.
- Grants for training and research programs.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions.
- Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
- Noise attenuation.
- Emergency or hardship advance land acquisitions (23 CFR 710.503).
- Acquisition of scenic easements.
- Plantings, landscaping, etc.
- Sign removal.
- Directional and informational signs.
- Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

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

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

Table 3—Projects Exempt From Regional Emissions Analyses

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

Appendix D

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 2021-2024 Transportation Improvement Program and the amendments to the 2042 Regional Transportation Plan (RTP). It includes Mail Tribune newspaper press releases and legal notices (newspaper of record for Jackson County, Medford, RVMPO and RVCOG) regarding various outreach activities and the legal notice for the public hearing held by the RVMPO Policy Committee on adoption of this conformity determination and the plan and program.

RVMPO Public Participation Plan

The RVMPO's Public Participation Plan was updated in 2018 and was followed in development of this conformity determination and the corresponding RTP and amended TIP. The Public Participation Plan describes activities and procedures to be followed in the course of developing these documents as well as desired outcomes. The activities described below conducted for this conformity determination are consistent with the Public Participation Plan, which is consistent with 23 CFR 450.316, metropolitan planning, interested parties participation and consultation. Detailed records of all activities described below are maintained in RVCOG offices, 155 N. 1st St., Central Point.

RVMPO Committee Meetings

Throughout development of the 2021-2024 TIP conformity determination, including project selection, three RVMPO standing committees meet regularly in publicly announced meetings. All meeting notices and background material are posted on the web, www.rvmppo.org.

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

All meeting materials and summary meeting minutes are posted on the RVMPO web site, www.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 2021-24 TIP began in the summer of 2019 when RVMPO member jurisdictions were asked to submit applications for funding utilizing STBG and CMAQ funds. Projects were reviewed and recommended to the RVMPO Policy Committee for inclusion into the 2021-24 TIP. On December 3, 2019 the Policy Committee met and heard presentations on the proposed projects and approved the recommended projects for inclusion into the 2021-24 TIP. 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 H.

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) and held a conference call with the IACG on the eligibility of specific projects for CMAQ funding and additional discussions (via ZOOM) on the exempt status of projects contained in the draft 2021-24 TIP.

Appendix E

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

Comments received from the Oregon Department of Transportation

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Medford														
10th Street Lane Reconfiguration (Medford)	Restripe 10th Street between Riverside Ave and Siskiyou Blvd to include bike lanes. Restripe 10th Street at Riverside Ave to move bike lanes from the curb between through and right turn lane	n/a	Exempt (40 CFR § 93.126 Table 2) Safety - shoulder improvements	21730	FFY2021	Planning	\$ 76,542	HSIP	\$ 6,457	Medford	\$ 82,999			\$ 82,999
				21730	FFY2021	Design	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000			\$ 5,000
				21730	FFY2021	Utility Relocate	\$ 4,611	HSIP	\$ 389	Medford	\$ 5,000			\$ 5,000
				21730	FFY2021	Construction	\$ 296,944	HSIP	\$ 25,051	Medford	\$ 321,995			\$ 321,995
Total FFY21-24							\$ 382,708		\$ 32,286		\$ 414,994	\$ -		\$ 414,994
Subtotal Talent Projects							\$ -		\$ -		\$ -	\$ -		\$ -
Jackson County														
Foothill Rd., Delta Waters to Dry Creek	Wden to add shoulders and turn lanes at intersections, minor alignment changes	858	Exempt (40 CFR § 93.126 Table 2) Air Quality - bicycle and pedestrian improvements	21029	FFY2021	Design	\$ 141,082	STBG (L)	\$ 16,147	County	\$ 157,229			\$ 157,229
				21029	FFY2021	Design	\$ 105,792	CMAQ (L400)	\$ 16,147	County	\$ 121,939			\$ 121,939
				21029	FFY2021	Purchase	\$ 134,595	STBG (L)	\$ 15,405	County	\$ 150,000			\$ 150,000
				21029	FFY2021	Purchase	\$ 105,791	CMAQ (L400)	\$ 15,405	County	\$ 121,196			\$ 121,196
				21029	FFY2021	Construction	\$ 979,975	STBG (L)	\$ 112,163	County	\$ 1,092,138	\$ 500,000	County	\$ 1,592,138
				21029	FFY2021	Construction	\$ 544,069	CMAQ (L400)	\$ 112,163	County	\$ 656,232	\$ 500,000	County	\$ 1,156,232
Total FFY21-24							\$ 2,011,304		\$ 287,430		\$ 2,298,734	\$ 1,000,000		\$ 3,298,734
Oregon Department of Transportation (ODOT)														
Oregon Department of Transportation (ODOT), continued														
OR140: Exit 35 Blackwell Road	Add center turn lane, widen shoulders, add bike path	921	Carried over from 2018-21 conforming TIP. Exempt (40 CFR § 93.126 Table 2)	18975	FFY2014	Design	\$ 192,937	STP-5K	\$ 22,083	ODOT	\$ 215,020			\$ 215,020
				18975	FFY2014	Design	\$ 168,923	STP-FLX	\$ 19,333	ODOT	\$ 188,256			\$ 188,256
				18975	FFY2014	Design	\$ 6,033	STATE-FLX	\$ 691	ODOT	\$ 6,724	\$ -		\$ 6,724
				18975	FFY2014	Design	\$ 755,527	STP-FLX	\$ 86,473	ODOT	\$ 842,000	\$ -		\$ 842,000
				18975	FFY2014	Design	\$ 179,460	ACPO	\$ 20,540	ODOT	\$ 200,000			\$ 200,000
				18975	FFY2014	Purchase	\$ 1,369,280	STP-FLX	\$ 156,720	ODOT	\$ 1,526,000			\$ 1,526,000
				18975	FFY2014	Relocate	\$ 142,671	STP-FLX	\$ 16,329	ODOT	\$ 159,000			\$ 159,000
				18975	FFY2014	Construction	\$ 4,818,501	NHP FAST	\$ 551,499	ODOT	\$ 5,370,000			\$ 5,370,000
				18975	FFY2014	Construction	\$ 500,000	CMAQ (L400)	\$ 88,836	ODOT	\$ 588,836			\$ 588,836
				18975	FFY2021	Construction					\$ -	\$ 500,000	ODOT	\$ 500,000
				18975	FFY2020	Other	\$ 8,973	STP-FLX	\$ 1,027	ODOT	\$ 10,000			\$ 10,000
Total FFY21-24							\$ 8,142,305		\$ 963,531		\$ 9,105,836	\$ 500,000		\$ 9,605,836
OR99: I-5 TO SCENIC AVE.	Convert 4-Lane Roadway to 3-Lane Roadway with Center Turn Lane, Add Traffic Signal	926	Carried over from 2018-21 conforming TIP. Exempt (40 CFR § 93.126 Table 2)	20185	FFY2018	Planning	\$ 373,000	HSIP			\$ -			\$ -
				20185	FFY2020	Design	\$ 373,000	HSIP			\$ 373,000			\$ 373,000
				20185	FFY2020	Land Purchase	\$ 11,000	HSIP			\$ 11,000			\$ 11,000
				20185	FFY2020	Utility Relocate					\$ -			\$ -
				20185	FFY2021	Construction	\$ 2,878,000	HSIP			\$ 2,878,000			\$ 2,878,000
Total FFY21-24							\$ 3,262,000		\$ -		\$ 3,262,000	\$ -		\$ 3,262,000
OR99: Rogue Valley Intersection Improvements	Safety upgrades by removing and relocating signs and utility posts, geometry improvements by realigning the existing approach to create a perpendicular intersection and constructing a right turn lane	n/a	Exempt (40 CFR § 93.127 Table 3) - Changes in vertical and horizontal alignment	21408	FFY2020	Design	\$ 276,660	STP-FLX	\$ 23,340	ODOT	\$ 300,000			\$ 300,000
				21408	FFY2020	Land Purchase	\$ 142,941	STP-FLX	\$ 12,059	ODOT	\$ 155,000			\$ 155,000
				21408	FFY2020	Utility Relocate	\$ 44,865	STP-FLX	\$ 5,135	ODOT	\$ 50,000			\$ 50,000
				21408	FFY2021	Construction	\$ 576,067	STP-FLX	\$ 65,933	ODOT	\$ 642,000			\$ 642,000
Total FFY21-24							\$ 1,040,533		\$ 106,467		\$ 1,147,000	\$ -		\$ 1,147,000
Subtotal ODOT Projects							\$ 72,329,587		\$ 7,760,491		\$ 80,090,078	\$ 8,104,290		\$ 88,194,368

Comments Received During Comment Period

The RVMPO held a formal 30-day public comment period August 28, 2020 to September 29, 2020, and a public hearing on September 29, 2020. 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.

Public Comments

None received



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