



# **Air Quality Conformity Determination**

**For the RVMPO  
2024-2027  
Transportation  
Improvement  
Program**

May 23, 2023



**ROGUE VALLEY**  
METROPOLITAN PLANNING ORGANIZATION

Staffed by the  
Rogue Valley Council of Governments  
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**Resolution Number 2023 – 03**  
**Rogue Valley Metropolitan Planning Organization - Policy Committee**  
**Adoption of Air Quality Conformity Determination for the RVMPO 2024-2027 Transportation Improvement Program**

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

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

**Whereas**, a project identification and selection process was carried out through the development of the 2024-2027 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 2024-2027 TIP has 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; and

**Whereas**, the improvements contained in the 2024-2027 TIP demonstrate fiscal constraint;

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

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 23rd day of May 2023.

  
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Jerry Marmon,  
MPO Policy Committee Chair

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# Synopsis

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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) 2024-2027 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 (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 projects in the 2024-27 Transportation Improvement Program within the Medford Urban Growth Boundary (UGB) were reviewed under the interagency consultation process and were deemed exempt. Therefore, the RVMPO is relying on the previous emissions analysis (per 40 CFR 93.122(g)(2)(i)).

## Purpose

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 October 28, 2021 and the previous TIP on October 30, 2020. 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**— 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.

**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 (see Table 4, page 12) 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. Previous analysis performed on the 2021-45 RTP found



# Synopsis

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that through the horizon of the RTP (2045) and the TIP (2027), and in intervening years, PM<sub>10</sub> 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 2024-2027 TIP will go into effect, as will any necessary amendments to the 2021-2045 RTP.

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

This report shows that with the implementation of the 2024-2027 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, 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 from continuing to meet air quality requirements.

The report also describes the finding that the 2024-2027 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.

# 1.0 Overview

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This document is prepared by the Rogue Valley Metropolitan Planning Organization to demonstrate conformity of the 2024-2027 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 and its 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 2045 plan on October 28, 2021 (notification in Appendix A) and the 2021-24 TIP on October 30, 2020 (notification in Appendix A). A new conformity determination is necessary for adoption of the 2024-27 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 (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 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 (PM<sub>10</sub>). See Figure 2 on page 6 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.

### **Carbon Monoxide (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).

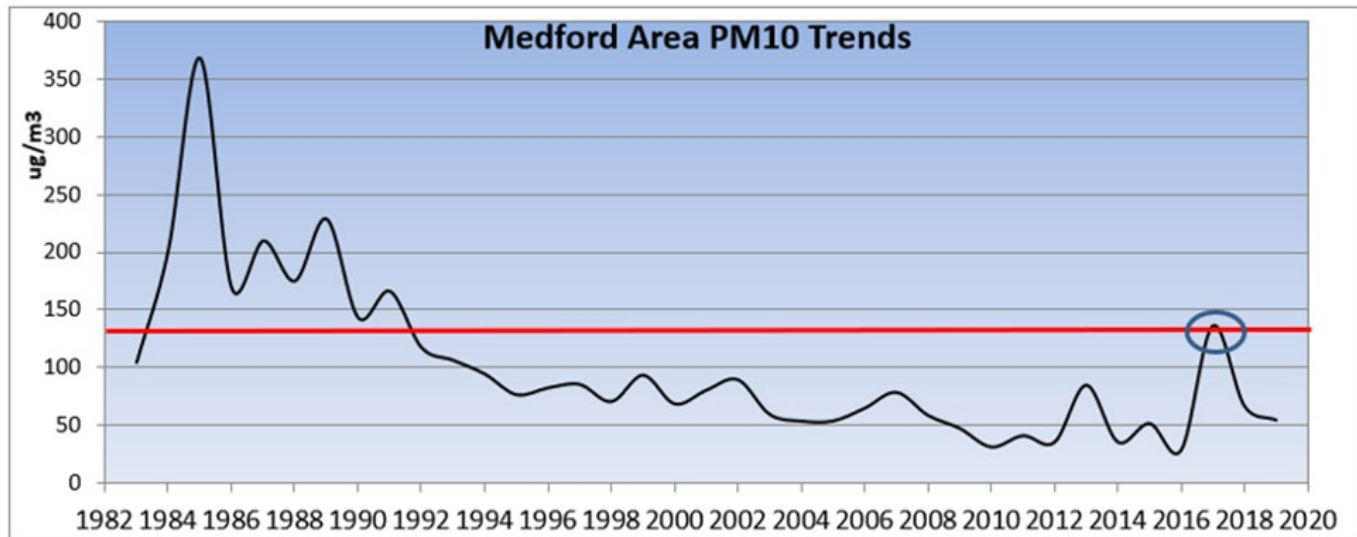
*However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply. This TIP conformity determination meets all applicable requirements under the conformity rule as described below.*

## Particulate Matter (PM<sub>10</sub>)

EPA approved the PM<sub>10</sub> maintenance plan for the Medford-Ashland AQMA effective Aug. 18, 2006. The plan establishes an annual transportation emissions budget for PM<sub>10</sub> (Table 4, page 12). The Medford-Ashland PM<sub>10</sub> AQMA is shown in Figure 2 on page 6.

There have been no violations of the NAAQS for PM<sub>10</sub> since 1993 with the exception of during 2017 due to wildfire smoke. As with CO conformity, demonstration of PM<sub>10</sub> conformity relies on compliance with federal and state conformity regulations.

**Figure 1: PM<sub>10</sub> Trends for Medford UGB**



### 1.4 Purpose of this Determination

The RVMPO 2024-2027 TIP is 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 2024-2027 TIP comply with the SIP as required by the Clean Air Act Amendments of 1990, codified in federal statute under 40 CFR Part 93, as amended 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).

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

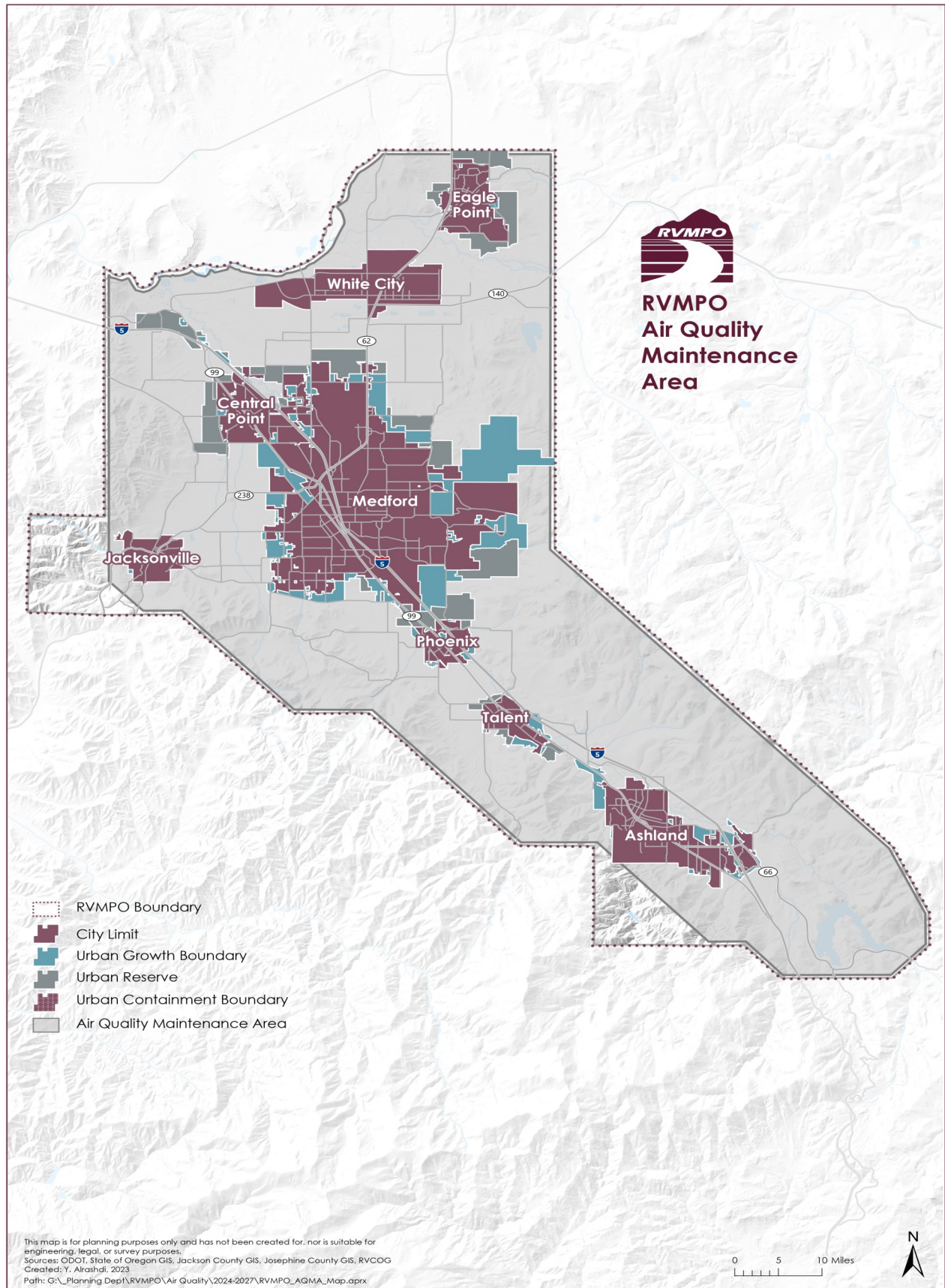


those documents. RVCOG provides staffing to the RVMPO to fulfill RVMPO obligations. RVCOG provides opportunities for public participation in all RVMPO functions, prepares plans and programs, air quality conformity analysis and documents, and partners with ODOT's Transportation Planning and Analysis Unit (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 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 the various RVMPO geographic areas and interest areas (transit, minority, and low-income communities). Committees meet monthly to review and make recommendations to 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.

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**Figure 2: RVMPO & AQMA Boundaries**



## 2.0 Demonstration of Conformity

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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 October 18, 2021 for the RTP and October 30, 2020 for the TIP (see Appendix A). 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 on February 6, 2023 by holding a discussion regarding the proposed CMAQ projects for the TIP. An additional meeting was held with USEPA on ZOOM on February 28 to discuss Air Quality Conformity Determinations.

Opportunities for public review and comment began on March 1st 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](http://www.rvmppo.org). The draft AQCD was taken to the Technical Advisory Committee on April 12, 2023 and to the Public Advisory Council on April 18th, and to the Policy Committee on April 25th for review and comment. Other opportunities included advertised public meetings of RVMPO committees. The formal public comment period was from March 1 through to May 23, 2023 and included the public hearing held during RVMPO Policy Committee meeting at its May 23rd meeting. All meetings and hearings were held in a hybrid format whereby interested parties could attend either in person or on ZOOM.

The 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

2025, 2026 and 2027 projects. The process concluded with a Policy Committee public hearing and adoption of the 2024-27 TIP in **May of 2023**.

**Table 1: Interagency Consultation Group Roster**

<u>Agency</u>	<u>Contact</u>	<u>Phone</u>	<u>Email</u>
<u>FHWA</u>	Jasmine Harris	503.316.2561	<a href="mailto:jasmine.harris@dot.gov">jasmine.harris@dot.gov</a>
	Benjamin Haines	503.316.2555	<a href="mailto:benjamin.haines@dot.gov">benjamin.haines@dot.gov</a>
<u>FTA</u>	Ned Conroy		<a href="mailto:ned.conroy@dot.gov">ned.conroy@dot.gov</a>
<u>USEPA</u>	Karl Pepple	206.553.1778	<a href="mailto:pepple.karl@epa.gov">pepple.karl@epa.gov</a>
	Claudia Vaupel		<a href="mailto:vaupel.claudia@epa.gov">vaupel.claudia@epa.gov</a>
<u>ODEQ</u>	Karen Williams	503.229.5519	<a href="mailto:karen.williams@deq.oregon.gov">karen.williams@deq.oregon.gov</a>
<u>ODOT</u>	Natalie Liljenwall	503.986.3456	<a href="mailto:natalie.liljenwall@state.or.us">natalie.liljenwall@state.or.us</a>
	Mike Baker	541.957.3658	<a href="mailto:michael.baker@odot.state.or.us">michael.baker@odot.state.or.us</a>
	Ian Horlacher	541.774.6399	<a href="mailto:ian.k.horlacher@odot.state.or.us">ian.k.horlacher@odot.state.or.us</a>

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

<b>Date</b>	<b>Inter-Agency Consultation</b>		<b>Action</b>
		<b>Contact(s)</b>	
2/6/2023		Inter-agency Group less USEPA	Agreement with Exempt status of projects
2/28/2023		USEPA	Agreement with Exempt status of projects
3/1/2023		Public/Media	Posting of Project Listing on website and Virtual Open House
4/12/2023		RVMPO TAC	Review Draft AQCD/TIP
4/18/2023		RVMPO PAC	Review Draft AQCD/TIP
4/25/2023		RVMPO Policy	Review Draft AQCD/TIP
5/23/2023		RVMPO Policy/Public Hearing	Adoption of AQCD and 2024-27 TIP

## Content of Transportation Plans

40 CFR 93.106

The 2021-2045 RTP contains updated forecasts for employment, population and land use projections. All assumptions are based on the acknowledged comprehensive plans of RVMPO



member jurisdictions, including the region's very-long-range (50+ years) Regional Problem Solving Plan, which identifies areas of urban expansion beyond existing Comprehensive Plans. Land use designations in these plans were assumed to be in place through the forecast period. However, under OAR 660-012-0016(1), adoption of a regional transportation plan by an MPO is not a land use decision under Oregon law. Additionally, an air quality determination does not trigger a need for a finding that the RTP is consistent with comprehensive plans.

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 (2017-24), medium (2025-34) and long (2035-45). 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 and consistent with metropolitan planning regulations (23 CFR Part 450) in order to be found in conformity. Table 3 below provides a summary of the TIP financial analyses and demonstrates financial constraint. Appendix B, page 17, contains the lists of 2024-27 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,

**Table 3: Fiscal Constraint**

<b>Description</b>	<b>FFY 2024-2027 TIP</b>
Total Expenditures	\$167,892,903
Total Revenue	\$167,892,903
Difference Between Revenues & Expenditures	\$0

## **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) 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, page 18). The last full conformity utilizing the emissions model was for the 2021-45 RTP.



## **Latest Planning Assumptions**

40 CFR 93.110

The existing 2021-45 RTP was developed utilizing the most recent planning assumptions in force at the time the conformity analysis was undertaken in 2021. The 2021-45 RTP as well as the 2021-24 Transportation Improvement Program were found to meet Air Quality Conformity requirements. These same assumptions hold true for the 2024-27 Transportation Improvement Program. A new update to the Regional Transportation Plan will be adopted in September of 2025 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 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 also 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 transit route. With the expansion, RVTD improved access by including an additional 14% of those in 100% poverty, 12% of LEP populations, and 8% of minority populations within 1/4 mile of transit. 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.

## **Currently Conforming Transportation Plan and TIP**

40 CFR 93.114

The current 2021-45 RTP was adopted on September 28, 2021 and found to be in conformity on October 28, 2021. The previous 2021-24 TIP was found to be in conformity on October 30, 2020. The current 2024-27 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 2021-24 TIP.

### ***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. Regional emissions analysis for CO is not required due to LMP status.

### ***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 in Figure 2, page 6. The budget is shown in Table 4 below.

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**Table 4: Particulates Budget for Medford AQMA**

<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 2021-2045 RTP and 2024-2027 TIP were reviewed by the Interagency Consultation Group.

As for the FFY 2024-2027 TIP, projects are either federally exempt and/or 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 2024-2027 TIP will result in no increase in CO and PM<sub>10</sub> emissions over the previously adopted 2021-45 RTP and 2021-2024 TIP. Therefore, the TIP 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: Federal Approvals of Air Quality Conformity Determinations for 2021-24 TIP and 2021-45 RTP



### U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration  
Oregon Division  
530 Center Street, Suite 420  
Salem, Oregon 97301  
503-399-5749

Federal Transit Administration  
Region 10  
915 Second Avenue, Room 3142  
Seattle, Washington 98174-1002  
206-220-7954

October 30, 2020

Reply to: HDA-OR/  
FTA-TRO-10  
File Code:  
724.490

Mr. Karl D. Welzenbach  
Planning Program Manager  
Rogue Valley Metropolitan Planning Organization  
155 N. 1st St., P.O. Box 3275  
Central Point, OR 97502

Subject: Air Quality Conformity Determination for the RVMPO 2021-2024 Metropolitan Transportation Improvement Program (MTIP)

Dear Mr. Welzenbach:

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

The United States Environmental Protection Agency (EPA) approved a second 10-year limited maintenance plan (LMP) for the Medford area for carbon monoxide (CO), effective September 19, 2016 (81 FR 47029). Also, EPA approved the PM10 maintenance plan, effective August 18, 2006 (71 FR 35163). With the approved CO LMP, the Rogue Valley Metropolitan Planning Organization (RVMPO) is no longer required to complete regional emissions analysis for the Medford area for CO, however, emissions analysis is required for the Medford – Ashland area for PM10. All other transportation conformity requirements still apply to both pollutants (40 CFR 93.109(b)).

FHWA and FTA have completed a review of the RVMPO conformity determination for the 2021-2024 MTIP, adopted by the RVMPO Policy Committee on September 29, 2020. Based on our review of the RVMPO conformity determination and documentation e-mailed on August 28, 2020 and September 29, 2020, we find that the 2021-2024 MTIP conforms to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP. This federal conformity

determination was made after interagency consultation with EPA Region 10, Oregon Department of Environmental Quality, and Oregon Department of Transportation, pursuant to the Transportation Conformity Rule.

If you have any questions, please contact Ms. Rachael Tupica of FHWA at (503) 316-2549 or Mr. Jeremy Borrego of FTA at (206) 220-7956.

Sincerely,

**PHILLIP A  
DITZLER** Digitally signed by  
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Date: 2020.11.04  
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Phillip A. Ditzler  
Division Administrator  
Federal Highway Administration

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GEHRKE** Digitally signed by  
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Date: 2020.11.03  
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Linda M. Gehrke  
Regional Administrator  
Federal Transit Administration

cc:

FTA	Jeremy Borrego, Transportation Program Specialist Ned Conroy, Community Planner
EPA	Karl Pepple, Environmental Protection Specialist Adam Clark, Environmental Protection Specialist
ODEQ	Rachel Sakata, Senior Air Quality Planner
ODOT	Natalie Liljenwal, Environmental Engineer Mike Baker, Region 3 Planning Manager Ian Horlacher, Senior Transportation Planner Erik Havig, Planning Section Manager Alice Bibler, Program & Funding Service Manager Jeff Flowers, Statewide Investment Management Section Manager Marsha Hoskins, Public Transit Manager
MRMPO	Ryan MacLaren, Senior Transportation Planner





## U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration  
Oregon Division  
530 Center Street, Suite 420  
Salem, Oregon 97301  
503-399-5749

Federal Transit Administration  
Region 10  
915 Second Avenue, Room 3142  
Seattle, Washington 98174-1002  
206-220-7954

October 28, 2021

Reply to: HDA-OR/  
FTA-TRO-10  
File Code:  
724.490

Mr. Karl D. Welzenbach  
Planning Program Manager  
Rogue Valley Metropolitan Planning Organization (RVMPO)  
155 N. 1st St., P.O. Box 3275  
Central Point, OR 97502

Subject: Air Quality Conformity Determination (AQCD) for the RVMPO 2021-2045 Regional Transportation Plan (RTP)

Dear Mr. Welzenbach:

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

The United States Environmental Protection Agency (EPA) approved a second 10-year limited maintenance plan (LMP) for the Medford area for carbon monoxide (CO), effective September 19, 2016 (81 FR 47029). Also, EPA approved the PM10 maintenance plan, effective August 18, 2006 (71 FR 35163). With the approved CO LMP, the Rogue Valley Metropolitan Planning Organization (RVMPO) is no longer required to complete regional emissions analysis for the Medford area for CO. However, regional emissions analysis is required for the Medford – Ashland area for PM10. All other transportation conformity requirements still apply to both pollutants (40 CFR 93.109(b)).

As required in 40 CFR 93.104(b)(1), the RVMPO demonstrated air quality conformity for the 2021-2045 Regional Transportation Plan (RTP). The RTP and associated AQCD documentation was adopted by the RVMPO Policy Committee on September 28, 2021, by resolutions 2021-03 and 2021-04.

This letter constitutes the joint FHWA and FTA air quality conformity determination for the 2021-2045 RTP. The conformity analysis provided by RVMPO indicated that the air quality conformity requirements have been met. Based on our review of the RVMPO conformity determination, analysis, and documentation e-mailed on September 30, 2021, we find that the 2021-2045 RTP conforms to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP. This federal conformity determination was made after interagency consultation with EPA Region 10, Oregon Department of Environmental Quality, and the Oregon Department of Transportation, pursuant to the Transportation Conformity Rule.

If you have any questions, please contact Ms. Jasmine Harris of FHWA at (503) 316-2561 or Mr. Jeremy Borrego of FTA at (206) 220-7956.

Sincerely,

PHILLIP A  
DITZLER

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PHILLIP A DITZLER  
Date: 2021.10.28  
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Phillip A. Ditzler  
Division Administrator  
Federal Highway Administration

LINDA M  
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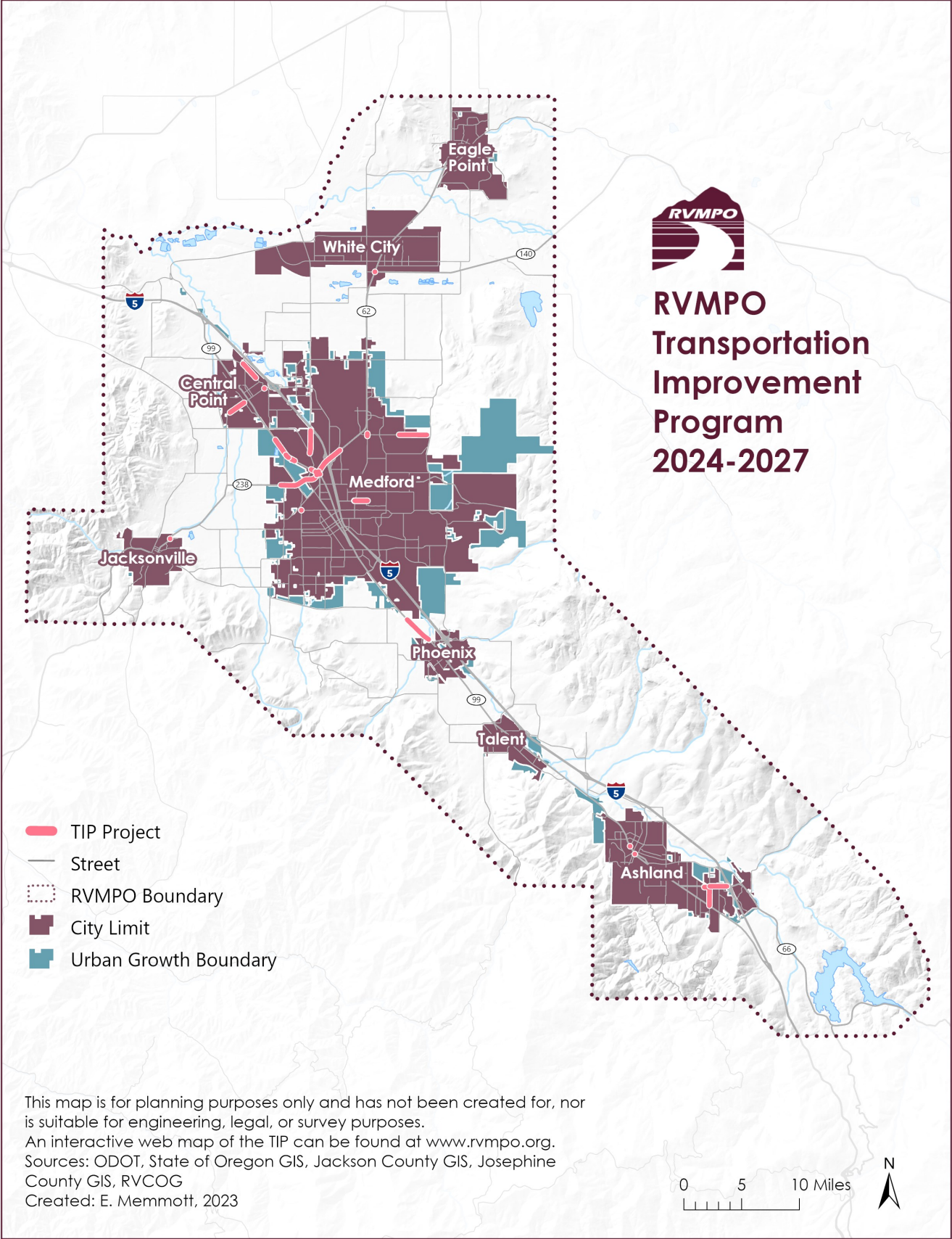
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Linda M. Gehrke  
Regional Administrator  
Federal Transit Administration

cc:

EPA	Karl Pepple, Environmental Protection Specialist Adam Clark, Environmental Protection Specialist
ODEQ	Morgan Schafer, Air Quality Specialist Karen Williams, Air Quality Specialist
ODOT	Natalie Liljenwal, Environmental Engineer Mike Baker, Region 3 Planning Manager Ian Horlacher, Senior Transportation Planner Erik Havig, Planning Section Manager Alice Bibler, Program & Funding Service Manager Jeff Flowers, Statewide Investment Management Section Manager Marsha Hoskins, Public Transit Manager
RVMPO	Ryan MacLaren, Senior Transportation Planner

Appendix B: 2024-2027 Transportation Improvement Program Projects





Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

Ashland												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
Clay St.: Faith Ave. to Siskiyou Blvd.	n/a			Planning					\$ -			\$ -
		22278	FFY2023	Design	\$ 1,400,874	CMAQ/STBG	\$ 160,337	Ashland	\$ 1,561,211			\$ 1,561,211
		22278	FFY2023	Land Purchase	\$ 1,081,247	CMAQ/STBG	\$ 123,753	Ashland	\$ 1,205,000			\$ 1,205,000
		22278	FFY2026	Utility Relocate	\$ 44,865	CMAQ	\$ 5,135	Ashland	\$ 50,000			\$ 50,000
		22278	FFY2024	Construction	\$ 3,935,076	CMAQ/STBG	\$ 450,387	Ashland	\$ 4,385,463			\$ 4,385,463
				Other	\$ 89,730	STBG	\$ 10,270	Ashland	\$ 100,000			\$ 100,000
Total FFY24-27					\$ 6,551,792		\$ 749,882		\$ 7,301,674		\$ 7,301,674	
Air Quality Status: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian improvements)												
Description: Bike and pedestrian facilities with curb, gutter, sidewalk and underground drainage. Sidewalk connection with Ashland St.												
Subtotal Ashland Projects					\$ 6,551,792		\$ 749,882		\$ 7,301,674	\$ -		\$ 7,301,674
Central Point												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
10th St. Bike and Pedestrian Improvements	n/a			Planning					\$ -			\$ -
		23301	FFY2026	Design	\$ 560,260	STBG (L)	\$ 69,246	Central Point	\$ 629,506			\$ 629,506
		23301	FFY2026	Land Purchase	\$ 469,920	STBG (L)	\$ 58,080	Central Point	\$ 528,000			\$ 528,000
		23301	FFY2027	Construction	\$ 2,923,458	STBG (L)	\$ 334,603	Central Point	\$ 3,258,061			\$ 3,258,061
		23301	FFY2027	Construction	\$ 44,402	CMAQ (L400)	\$ 32,211	Central Point	\$ 76,613			\$ 76,613
				Other					\$ -			\$ -
Total FFY24-27					\$ 3,998,040		\$ 494,140		\$ 4,492,180		\$ 4,492,180	
Air Quality Status: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian improvements)												
Description: Multi-use path, water quality structures												
West Pine St. Reconstruction: Glenn Way to Brandon Ave	CP-003			Planning								
		21017	FFY2022	Design	\$ 517,385	CMAQ (L400)	\$ 344,923	Central Point	\$ 862,308			\$ 862,308
		21017	FFY2022	Land Purchase			\$ 50,000	Central Point	\$ 50,000			\$ 50,000
		21017	FFY2024	Construction	\$ 1,468,244	CMAQ (L400)	\$ 1,502,823	Central Point	\$ 2,971,067			\$ 2,971,067
		21017	FFY2024	Construction	\$ 1,000,000	STBG (L)	\$ -	Central Point	\$ 1,000,000			\$ 1,000,000
		21017	FFY2023	Other	\$ 187,462	STBG (L)	\$ -	Central Point	\$ 187,462			\$ 187,462
Total FFY21-24					\$ 3,173,091		\$ 1,897,746		\$ 5,070,837		\$ 5,070,837	
Air Quality Status: Carried over from 2018-21 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Safety (Projects that correct, improve, or eliminate a hazardous location or feature), Air Quality (Bicycle and pedestrian improvements)												
Description: Widen W. Pine St between Glenn Way and Brandon Ave; add sidewalks, curb and gutter, & bike lanes; 2 paved travel lanes and 1 continuous left turn lane. Drainage will also be installed/upgraded												
Subtotal Central Point Projects					\$ 7,171,131		\$ 2,391,886		\$ 9,563,017	\$ -		\$ 9,563,017

Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

Eagle Point												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
No Projects				Planning								
				Design								
				Land Purchase								
				Utility Relocate								
				Construction								
				Other								
Total FFY24-27												
Subtotal Eagle Point Projects					\$	-	\$	-	\$	-	\$	-
Jacksonville												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
No Projects				Planning								
				Design								
				Land Purchase								
				Utility Relocate								
				Construction								
				Other								
Total FFY24-27												
Subtotal Eagle Point Projects					\$	-	\$	-	\$	-	\$	-



Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

Medford												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
Delta Waters: Waterford Ct. to Colonial Ave.	n/a			Planning					\$ -			\$ -
		23302	FFY2025	Design	\$ 471,083	CMAQ (L400)	\$ 53,918	Medford	\$ 525,000			\$ 525,000
		23302	FFY2026	Land Purchase	\$ 157,028	CMAQ (L400)	\$ 17,973	Medford	\$ 175,000			\$ 175,000
				Utility Relocate					\$ -			\$ -
		23302	FFY2027	Construction	\$ 1,166,490	CMAQ (L400)	\$ 133,510	Medford	\$ 1,300,000			\$ 1,300,000
				Other					\$ -			\$ -
		Total FFY24-27			\$ 1,794,600		\$ 205,400		\$ 2,000,000		\$ 2,000,000	
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Safety (Widening narrow pavements with no additional travel lanes), Air Quality (Bicycle and pedestrian facilities)											
<b>Description:</b>	Improve to Major Collector standards. 900' of road widening. Sidewalk infill. Restriping. Complete bike/ped facilities.											
Table Rock Rd.: Merriman to I-5	MED-015			Planning					\$ -			\$ -
		23303	FFY2025	Design	\$ 1,585,012	STBG (L)	\$ 205,400	Medford	\$ 1,790,412			\$ 1,790,412
		23303	FFY2026	Land Purchase	\$ 1,106,888	CMAQ (L400)	\$ 102,700	Medford	\$ 1,209,588			\$ 1,209,588
				Utility Relocate					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
		Total FFY24-27			\$ 2,691,900		\$ 308,100		\$ 3,000,000		\$ 3,000,000	
<b>Air Quality Status:</b>	Exempt: 40 CFR 93.126, Table 2 - Safety (Widening narrow pavements with no additional travel lanes), Air Quality (Bicycle and pedestrian facilities)											
<b>Description:</b>	Improve to Minor Arterial standards. Sidewalks, separated bike lanes, center turn lane, street lights											
Crater Lake Ave Signal Improvements (Medford)	n/a			Planning								\$ -
		21728	FFY2023	Design	\$ 364,790	HSIP - II/IA	\$ 40,532	Medford	\$ 405,322			\$ 405,322
		21728	FFY2024	Land Purchase	\$ 4,500	HSIP - II/IA	\$ 5,000	Medford	\$ 9,500			\$ 9,500
		21728	FFY2024	Utility Relocate	\$ 4,500	HSIP - II/IA	\$ 5,000	Medford	\$ 9,500			\$ 9,500
		21728	FFY2024	Construction	\$ 1,450,158	HSIP - II/IA	\$ 161,128	Medford	\$ 1,611,286			\$ 1,611,286
				Other					\$ -			\$ -
		Total FFY21-24			\$ 1,823,948		\$ 211,660		\$ 2,035,608		\$ 2,035,608	
<b>Air Quality Status:</b>	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 3 - Intersection signalization projects at individual intersections											
<b>Description:</b>	Install retroreflective backplates at 8 signalized intersections. Install flashing lights at the intersections of Minnesota Ave, Grand Ave, and Bradbury St with a ped refuge island at Bradbury. Replace the signal at Brookhurst St to include east/west left turn pockets, replace all permissive left turn phasing and relocate a refuge island; modify											
Stevens Street Improvements Project - Crater Lake Ave to Wabash	n/a			Planning								
		22277	FFY2023	Design	\$ 283,334	STBG (L)	\$ 32,429	Medford	\$ 315,763			\$ 315,763
		22277	FFY2023	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	FFY2023	Other	\$ 76,000	STBG (L)	\$ 8,699	Medford	\$ 84,699			\$ 84,699
		Total FFY24-27			\$ 2,107,167		\$ 241,175		\$ 2,348,342	\$ 358,825	\$ 2,707,167	
<b>Air Quality Status:</b>	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)											
<b>Description:</b>	Design and construct bike and pedestrian facilities to improve pedestrian safety.											
Subtotal Medford Projects					\$ 8,417,615		\$ 966,335		\$ 9,383,950	\$ 358,825		\$ 9,742,775

Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

Phoenix													
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
					\$	Source	\$	Source		\$	Source		
No Projects				Planning									
				Design									
				Land Purchase									
				Utility Relocate									
				Construction									
				Other									
Total   FFY24-27													
Subtotal Phoenix Projects						\$	-	\$	-	\$	-	\$	-
Talent													
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
					\$	Source	\$	Source		\$	Source		
No Projects				Planning									
				Design									
				Land Purchase									
				Utility Relocate									
				Construction									
				Other									
Total   FFY24-27													
Subtotal Talent Projects						\$	-	\$	-	\$	-	\$	-
Jackson County													
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
					\$	Source	\$	Source		\$	Source		
No Projects				Planning									
				Design					\$	-		\$	-
				Land Purchase					\$	-		\$	-
				Utility Relocate					\$	-		\$	-
				Construction					\$	-		\$	-
				Other					\$	-		\$	-
Total   FFY24-27						\$	-	\$	-	\$	-	\$	-
Air Quality Status:		Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)											
Description:		Install bike and pedestrian facilities with curb, gutter, sidewalk and drainage to facilitate the addition of the bike and pedestrian facilities.											
Subtotal Jackson County Projects						\$	-	\$	-	\$	-	\$	-

# Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

Oregon Department of Transportation (ODOT)														
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
					\$	Source	\$	Source	Match	\$	Source			
OR99: Glenwood - Coleman Creek	n/a			Planning	\$	-	\$	-	\$	-		\$		
		22384	FY2024	Design	\$	897,300	FIX-IT R3	\$	102,700	ODOT	\$	1,000,000	\$	1,000,000
		22384	FY2024	Land Purchase	\$	5,747,207	FIX-IT R3	\$	752,793	ODOT	\$	6,500,000	\$	6,500,000
		22384	FY2024	Utility Relocate	\$	1,525,410	FIX-IT R3	\$	174,590	ODOT	\$	1,700,000	\$	1,700,000
		22384	FY2024	Construction	\$	3,207,460		\$	4,867,108	ODOT	\$	8,074,568	\$	8,074,568
		22384	FY2025	Other	\$	269,190	FIX-IT R3	\$	30,810	ODOT	\$	300,000	\$	300,000
Total FFY24-27					\$ 11,646,567		\$ 5,928,001				\$ 17,574,568			
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)													
Description:	Design for future project to widen the road, add sidewalks, bike lanes, pedestrian crossings and transit locations to improve safety to the traveling public.													
Rogue Valley Rural Intersection Improvements	n/a			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			
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Safety (Traffic control devices and operating assistance other than signalization projects, Construction or renovation of power, signal, and communications systems)													
Description:	Install safety signs at various intersection approaches in the rural Rogue Valley.Install flashing lights at the intersections.													
OR99/OR238/OR62: Big X Intersection (Medford)	n/a			Planning								\$		
		21676	FFY2020	Design	\$	1,188,619	NHP FAST	\$	135,817	ODOT	\$	1,324,436	\$	1,324,436
		21676	FFY2022	Land Purchase	\$	650,543	NHP FAST	\$	74,457	ODOT	\$	725,000	\$	725,000
		21676	FFY2024	Utility Relocate	\$	53,838	NHP FAST	\$	6,162	ODOT	\$	60,000	\$	60,000
		21676	FFY2024	Construction	\$	8,865,043	NHP FAST	\$	3,244,693	ODOT	\$	12,109,736	\$	12,109,736
				Other							\$	-	\$	-
Total FFY21-24					\$ 10,758,043		\$ 3,461,129		\$ 14,219,172		\$ 14,219,172			
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Air Quality (Bicycle and pedestrian facilities)													
Description:	Remove existing pavement and replace. Replace ADA ramps and improve bike and ped connections through the intersection.													
OR99: Rogue Valley Intersection Improvements	n/a			Planning								\$		
		21408	FFY2019	Design	\$	276,660	STP-FLX	\$	23,340	ODOT	\$	300,000	\$	300,000
		21408	FFY2022	Land Purchase	\$	244,383	STP-FLX	\$	20,617	ODOT	\$	265,000	\$	265,000
		21408	FFY2024	Utility Relocate	\$	44,865	STP-FLX	\$	5,135	ODOT	\$	50,000	\$	50,000
		21408	FFY2024	Construction	\$	721,775	STP-FLX	\$	78,225	ODOT	\$	800,000	\$	800,000
				Other							\$	-	\$	-
Total FFY21-24					\$ 1,287,683		\$ 127,317		\$ 1,415,000		\$ 1,415,000			
Air Quality Status:	Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 2 - Safety (Projects that correct or eliminate a hazard). 40 CFR 93.127, Table 3 - Changes in vertical and horizontal alignment													
Description:	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													

## Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

[illegible]

## Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

Region 3 Rural Intersection Safety Improvements	n/a	23053	2024	Planning Design	\$ 389,977	Y530	\$ 43,331	ODOT	\$ 433,308	\$ -	\$ -	\$ -
				Land Purchase			\$ -	ODOT	\$ -	\$ -	\$ -	
				Utility Relocate			\$ -	ODOT	\$ -	\$ -	\$ -	
		23053	2025	Construction	\$ 2,418,012	Y530	\$ 268,668	ODOT	\$ 2,686,680	\$ 2,686,680	\$ -	
				Construction					\$ -	\$ -	\$ -	
		Total FFY24-27			\$ 2,807,989		\$ 311,999		\$ 3,119,988		\$ 3,119,988	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Traffic control devices and operating assistance other than signalization projects), Other (Directional and informational signs)											
Description:	This project will install Advanced Intersection warning signs, Stop Ahead warning signs, and Street Name signs (as applicable) at 337 separate rural intersections throughout Region 3. The project will also modify the existing overhead flashing beacons at eight separate locations by removing the overhead flasher and installing actuated beacons on ground mounted advanced intersection warning signs.											
OR140 (Leigh Way) @ OR62 Right Turn Lane	n/a	22999	2024	Planning Design	\$ 258,838	Y240	\$ 29,625	ODOT	\$ 288,463	\$ -	\$ -	\$ -
		22999	2025	Land Purchase	\$ 183,168	Y240	\$ 20,964	ODOT	\$ 204,132	\$ 204,132	\$ -	
		22999	2026	Utility Relocate	\$ 58,526	Y240	\$ 6,699	ODOT	\$ 65,225	\$ 65,225	\$ -	
		22999	2026	Construction	\$ 1,302,798	Y240	\$ 149,111	ODOT	\$ 1,451,909	\$ 1,451,909	\$ -	
				Other					\$ -	\$ -	\$ -	
		Total FFY24-27			\$ 1,803,330		\$ 206,399		\$ 2,009,729		\$ 2,009,729	
Air Quality Status:	Exempt: 40 CFR 93.127, Table 3 - Changes in vertical and horizontal alignment											
Description:	Add dedicated right turn lane from Leigh Way (OR140) to westbound Hwy 62											
OR99 (Main St) at Laurel Ave (Ashland)	n/a	23022	2025	Planning Design	\$ 340,168	Y001	\$ 38,934	ODOT	\$ 379,102	\$ -	\$ -	\$ -
		23022	2026	Land Purchase	\$ 90,131	Y001	\$ 10,316	ODOT	\$ 100,447	\$ 100,447	\$ -	
		23022	2027	Utility Relocate	\$ 60,330	Y001	\$ 6,905	ODOT	\$ 67,235	\$ 67,235	\$ -	
		23022	2027	Construction	\$ 1,289,854	Y001	\$ 147,630	ODOT	\$ 1,437,484	\$ 1,437,484	\$ -	
				Other					\$ -	\$ -	\$ -	
		Total FFY24-27			\$ 1,780,483		\$ 203,785		\$ 1,984,268		\$ 1,984,268	
Air Quality Status:	Exempt: 40 CFR 93.127, Table 3 - Intersection signalization projects at individual intersections											
Description:	Upgrade signal and all components to current standards											
OR66: Railroad Br. - SB Exit 14	n/a	21184	2021	Planning Design	\$ 139,883	Y001	\$ 16,010	ODOT	\$ 155,893	\$ 250,000	\$ -	\$ 250,000
		21184	2024	Land Purchase			\$ -		\$ -	\$ -	\$ -	
		21184	2024	Utility Relocate	\$ 33,043	Y001	\$ 3,782	ODOT	\$ 36,825	\$ 36,825	\$ -	
		21184	2025	Construction	\$ 1,217,325	Y001	\$ 139,328	ODOT	\$ 1,356,653	\$ 1,356,653	\$ -	
				Other					\$ -	\$ -	\$ -	
		Total FFY24-27			\$ 1,390,251		\$ 159,120		\$ 1,549,371	\$ 250,000	\$ 1,799,371	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Safety (Pavement resurfacing and/or rehabilitation)											
Description:	Single-lift Inlay											



## Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

[illegible]

## Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

OR99 at Water St Signal (Ashland)	n/a		Planning	\$ -		\$ -		\$ -		\$ -		
		22428	2022	Design	\$ 150,000	HSIP		\$ 150,000		\$ 150,000		
		22428	2023	Land Purchase	\$ 18,444	STBG - IIJA	\$ 1,556	ODOT	\$ 20,000	\$ 20,000		
				Utility Relocate				\$ -		\$ -		
		22428	2024	Construction	\$ 719,316	STBG - IIJA	\$ 60,684	ODOT	\$ 780,000	\$ 780,000		
			Other				\$ -		\$ -			
		Total FFY24-27		\$ 887,760		\$ 62,240		\$ 950,000		\$ 950,000		
<b>Air Quality Status:</b>		Carried over from 2021-24 conforming TIP: Exempt: 40 CFR 93.126, Table 3 - Intersection signalization projects at individual intersections										
<b>Description:</b>		Install a new traffic signal at the intersection of N Main St (OR99) & Water St to enhance pedestrian safety and reduce the frequency and probability of pedestrian crashes at this intersection by providing protected crossing opportunities for bike and pedestrian traffic.										
OR66/OR273: Barrier Upgrades	n/a		Planning					\$ -			\$	
		23094	2024	Design	\$ 1,070,380	HSIP		\$ 1,070,380		\$ 1,070,380	\$ 1,070,380	
				Land Purchase			\$ -		\$ -		\$ -	
		23094	2026	Utility Relocate	\$ 78,270	HSIP		\$ 78,270		\$ 78,270	\$ 78,270	
		23094	2027	Construction	\$ 5,557,645	HSIP		\$ 5,557,645		\$ 5,557,645	\$ 5,557,645	
			Other				\$ -		\$ -	\$ -		
		Total FFY24-27		\$ 6,706,295		\$ -		\$ 6,706,295		\$ 6,706,295		
<b>Air Quality Status:</b>		Exempt: 40 CFR 93.126, Table 2 - Safety (Guardrails, median barriers, crash cushions)										
<b>Description:</b>		Replace the barrier on Green Springs and Siskiyou highways and connect barriers at bridge ends to improve safety on the roadway for the traveling public.										
Subtotal ODOT Projects				\$ 62,649,325		\$ 13,316,147		\$ 77,745,955		\$ 77,995,955		

Rogue Valley Transportation District (RVTD)									
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total All Sources
					\$	Source	\$	Source	
RVTD-Transit operations (5307) FY2024	n/a	22685	FFY2024	Other	\$ 3,500,000	FTA 5307	\$ 3,500,000	RVTD	\$ 7,000,000
<b>Air Quality Status:</b> Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies									
Oregon Transportation Network - RVTD FY24	n/a	22054	FFY2024	Other	\$ 509,191	STBG FLEX	\$ 58,279	RVTD	\$ 567,470
<b>Air Quality Status:</b> Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies									
Enhanced Mobility Program - RVTD FY24	n/a	21991	FFY2024	Other	\$ 334,000	FTA 5310	\$ 83,500	RVTD	\$ 417,500
<b>Air Quality Status:</b> Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies									

## Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

Enhanced Mobility Program - RVTD FY25	n/a	22959	FFY2025	Other	\$	445,538	FTA 5310	\$	111,385	RVTD	\$	556,923	\$	556,923
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies													
Enhanced Mobility Program - RVTD FY26	n/a	22971	FFY2026	Other	\$	464,670	FTA 5310	\$	116,168	RVTD	\$	580,838	\$	580,838
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies													
Enhanced Mobility Program - RVTD FY27	n/a	22984	FFY2027	Other	\$	485,536	FTA 5310	\$	121,384	RVTD	\$	606,920	\$	606,920
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies													
Capitalization of Maintenance (MPO STP Transfer)	n/a	22288	FFY2024	Other	\$	700,000	MPO STP	\$	80,118	RVTD	\$	780,118	\$	780,118
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Rehabilitation of transit vehicles													
Capitalization of Maintenance (MPO STP Transfer)	n/a	23346	FFY2025	Other	\$	700,000	MPO STP	\$	80,118	RVTD	\$	780,118	\$	780,118
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Rehabilitation of transit vehicles													
Capitalization of Maintenance (MPO STP Transfer)	n/a	23347	FFY2026	Other	\$	700,000	MPO STP	\$	80,118	RVTD	\$	780,118	\$	780,118
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Rehabilitation of transit vehicles													
Capitalization of Maintenance (MPO STP Transfer)	n/a	23348	FFY2027	Other	\$	700,000	MPO STP	\$	80,118	RVTD	\$	780,118	\$	780,118
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Rehabilitation of transit vehicles													
Enhanced Mobility E&D (5310) - RVTD FY25	n/a	23004	FFY2025	Other	\$	677,225	FTA 5310	\$	77,511	RVTD	\$	754,736	\$	754,736
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies													
Enhanced Mobility E&D (5310) - RVTD FY26	n/a	23021	FFY2026	Other	\$	677,225	FTA 5310	\$	77,511	RVTD	\$	754,736	\$	754,736
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies													

## Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

Enhanced Mobility E&D (5310) - RVTD FY27	n/a	23035	FFY2027	Other	\$	677,225	FTA 5310	\$	77,511	RVTD	\$	754,736	\$	754,736		
Air Quality Status: Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies																
Transportation Demand Management Rideshare in 2024	n/a	21697	FFY2024	Other	\$	134,595	STBG FLEX	\$	15,405	RVTD	\$	150,000	\$	150,000		
Air Quality Status: Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies																
Urban Operations Support and Preventive Maintenance	n/a	23349	FFY2025	Other	\$	3,900,000	FTA 5307	\$	3,900,000	RVTD	\$	7,800,000	\$	7,800,000		
Air Quality Status: Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies																
Urban Operations Support and Preventive Maintenance	n/a	23350	FFY2026	Other	\$	4,000,000	FTA 5307	\$	4,000,000	RVTD	\$	8,000,000	\$	8,000,000		
Air Quality Status: Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies																
Urban Operations Support and Preventive Maintenance	n/a	23351	FFY2027	Other	\$	4,250,000	FTA 5307	\$	4,250,000	RVTD	\$	8,500,000	\$	8,500,000		
Air Quality Status: Exempt: 40 CFR 93.126, Table 2 - Operating assistance to transit agencies																
2021 Transportation Facility and Parking Structure (RVTD-5339)	n/a	22687	2023	Planning	\$	-		\$	-		\$	-		\$	-	
				Design	\$	1,040,000	5339	\$	260,000	Local	\$	1,300,000		\$	1,300,000	
				Land Purchase	\$	-		\$	-		\$	-		\$	-	
				Utility Relocate	\$	-		\$	-		\$	-		\$	-	
		22687	2024	Construction	\$	11,512,523	5339	\$	2,878,131	Local	\$	14,390,654		\$	14,390,654	
Total FFY21-24																
Exempt: 40 CFR 93.126, Table 2 - Mass Transit, Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771																
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Mass Transit, Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771															
Description:	Design and construct a transportation facility and parking structure located at RVTD's main operations headquarters. The transportation facility includes approx. 10,000 sq ft building with offices, driver breakroom, lockers, and training room. The project also includes															
Subtotal RVTD Projects						\$	47,960,251		\$	19,485,388		\$	39,564,332		\$	55,254,985

# Appendix B: 2024-2027 Transportation Improvement Program Projects, continued

Rogue Valley Council of Governments												
Project Name	RTP Project Number	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
					\$	Source	\$	Source		\$	Source	
Rogue Valley MPO Planning SFY25	n/a	21866	FFY2024	Planning	\$ 362,912	PL	\$ 41,537	ODOT	\$ 404,449			\$ 404,449
		21866	FFY2024	Planning	\$ 108,976	FTA 5303	\$ 12,473	RVMPO	\$ 121,449			\$ 121,449
				Design					\$ -			\$ -
				Land Purchase					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
		Total FFY21-24					\$ 471,888		\$ 54,010		\$ 525,898	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Planning and technical studies											
Description:	Planning and Research, Support Transit Planning through RTP & TIP											
Rogue Valley MPO Planning SFY26	n/a	22908	FFY2025	Planning	\$ 526,851	PL	\$ 60,300	ODOT	\$ 587,151			\$ 587,151
		22908	FFY2025	Planning	\$ 198,246	FTA 5303	\$ 22,690	RVMPO	\$ 220,936			\$ 220,936
				Design					\$ -			\$ -
				Land Purchase					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
		Total FFY24-27					\$ 725,097		\$ 82,990		\$ 808,087	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Planning and technical studies											
Description:	Planning and Research, Support Transit Planning through RTP & TIP											
Rogue Valley MPO Planning SFY27	n/a	22911	FFY2026	Planning	\$ 528,019	PL	\$ 60,434	ODOT	\$ 588,453			\$ 588,453
		22911	FFY2026	Planning	\$ 207,249	FTA 5303	\$ 23,721	RVMPO	\$ 230,970			\$ 230,970
				Design					\$ -			\$ -
				Land Purchase					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
		Total FFY24-27					\$ 735,268		\$ 84,155		\$ 819,423	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Planning and technical studies											
Description:	Planning and Research, Support Transit Planning through RTP & TIP											
Rogue Valley MPO Planning SFY28	n/a	22912	FFY2027	Planning	\$ 529,197	PL	\$ 60,568	ODOT	\$ 589,765			\$ 589,765
		22912	FFY2027	Planning	\$ 216,578	FTA 5303	\$ 24,788	RVMPO	\$ 241,366			\$ 241,366
				Design					\$ -			\$ -
				Land Purchase					\$ -			\$ -
				Construction					\$ -			\$ -
				Other					\$ -			\$ -
		Total FFY24-27					\$ 745,775		\$ 85,356		\$ 831,131	
Air Quality Status:	Exempt: 40 CFR 93.126, Table 2 - Planning and technical studies											
Description:	Planning and Research, Support Transit Planning through RTP & TIP											
Subtotal RVCOG Projects					\$ 2,678,028		\$ 306,511		\$ 2,984,539	\$ -		\$ 2,984,539
Total RVMPO 2024-2027 RVMPO TIP Projects												\$162,842,945



## Appendix C: Exempt Projects Under 40 CFR 93.126 and 93.127

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### 93.126 Exempt Projects

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed below 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 below is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, 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.

#### **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)

##### **Air Quality**

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

## Appendix C: Exempt Projects Under 40 CFR 93-126 and 93-127

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### 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: 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 below 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 type listed below 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 below is not exempt from regional emissions analysis if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, 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.

#### **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

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### Overview

This section provides additional detail about how both the general public and key agencies participated in the development of this conformity determination, the 2024-2027 Transportation Improvement Program (TIP), 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 (PPP) was updated in 2022 and was followed in the development of this conformity determination and the corresponding RTP and TIP. The PPP describes activities and procedures to be followed in the course of developing these documents as well as desired outcomes. The activities conducted for this conformity determination, described below, are consistent with the PPP, 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 the development of the 2024-2027 TIP conformity determination, the three RVMPO standing committees met regularly in publicly announced meetings. All meeting notices and background material were posted on the web, [www.rvmppo.org](http://www.rvmppo.org).

- 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 (RVTD) and ODOT.
- RVMPO Technical Advisory Committee, the standing committee for consultation on air quality, consistent with OAR 340-252-0060, met monthly with all meetings announced to news media and about 90 interested parties. Membership includes staff from all member jurisdictions, FHWA, Oregon DEQ, ODOT, and the Department of Land Conservation and Development.
- 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.

All meeting materials and summary 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 2024-2027 TIP began in the summer of 2022 when RVMPO member jurisdictions were asked to submit applications for access to STBG and CMAQ funds. Projects were reviewed by the two advisory committees and recommended to the RVMPO Policy Committee for inclusion into the 2024-2027 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 2024-2027 TIP. Projects selected to receive regional funds are evaluated on several factors including impacts on air quality. All comments received specific to this document are summarized with RVMPO responses in Appendix E on page 21.

## Appendix D: Description of Public and Agency Participation

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### 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 on page 7. 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 2024-2027 TIP.

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## Appendix E: Public and Agency Comments and Responses

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### Public Comments Received

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 D on page 19. Record of all activities during comment period are on file at RVCOG, 155 N 1st St., Central Point, OR.

### Public Comments

***None received***

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**Rogue Valley**  
Metropolitan Planning  
Organization  
2023