
PRESENTATION AND DISCUSSION OF DRAFT RTP AND AQCD

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REQUIREMENTS PLACE ON RVMPO

- Regional Transportation Plan – to be updated every four years
- Air Quality Conformity Determination – concurrent with development of RTP

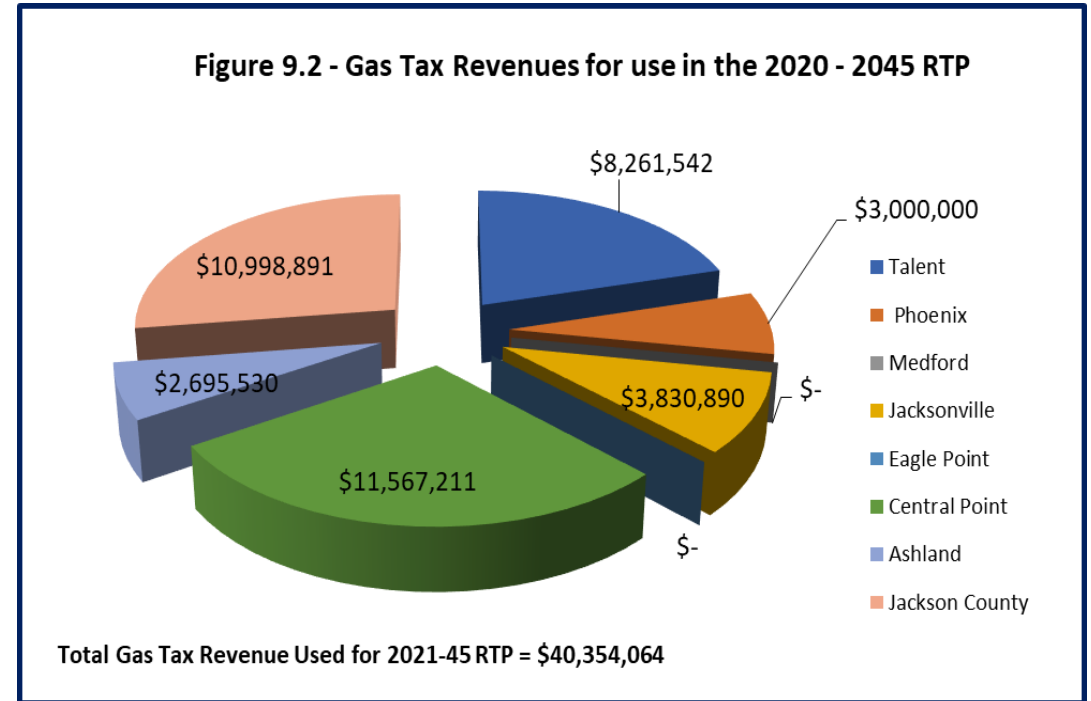
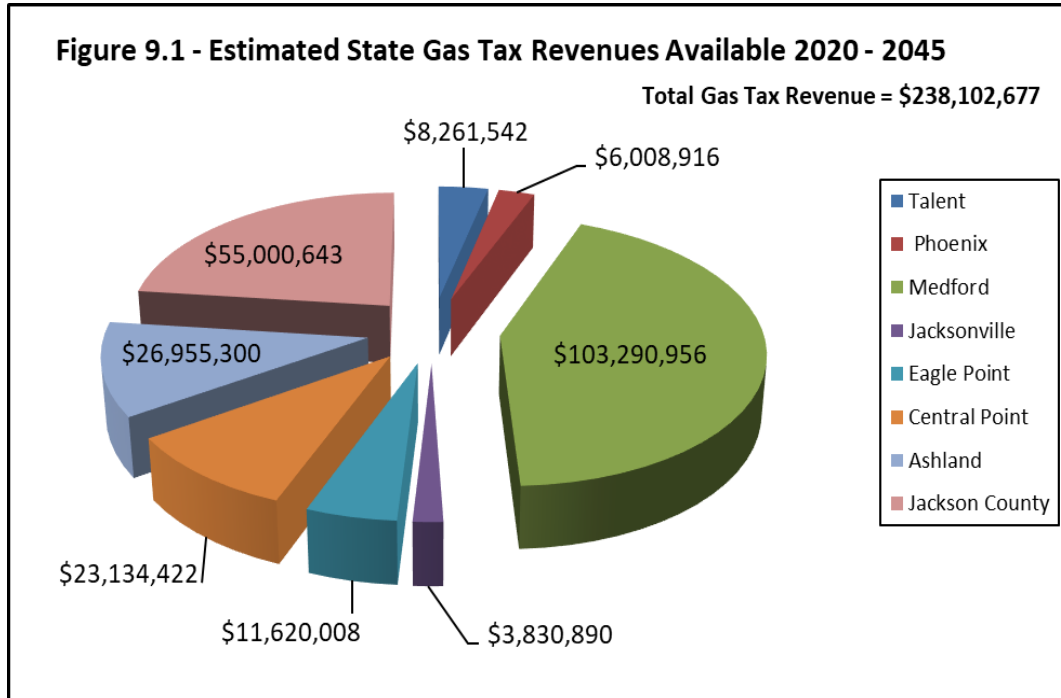
2021-2045 Regional Transportation Plan

- Ongoing for the last 18 months
- Cooperative effort with local governments and ODOT
- Developed funding scenario based on data provide by ODOT and by each of the jurisdictions
- Developed list of projects to be implemented over the 25-year period of the plan

REGIONAL TRANSPORTATION PLAN

- Staff worked with the staff of local governments over the period of a year to verify local land-use information
- This data was then entered into the traffic model along with recent population and employment projections
- New Traffic Model called the Southern Oregon Activity Based Model – encompasses both of the Rogue Valley's MPOs

Revenues – Gas Tax



TOTAL REVENUES

Figure 9.3 - Primary Funding Available For 2021-45 RTP

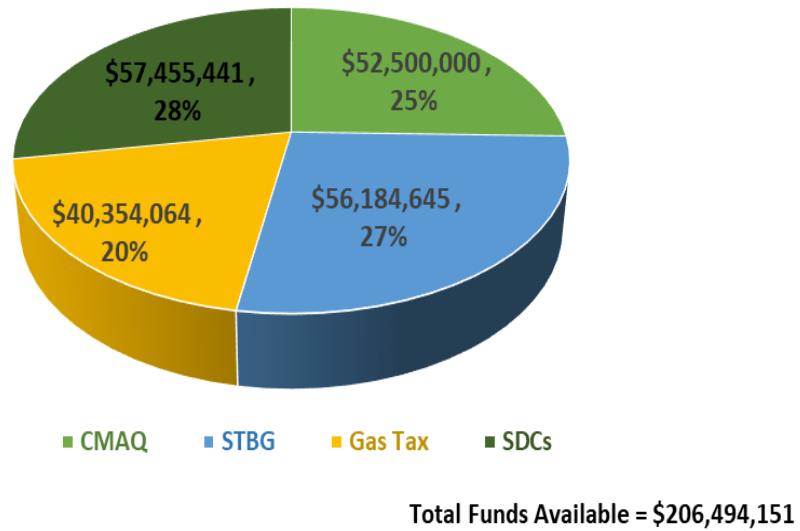
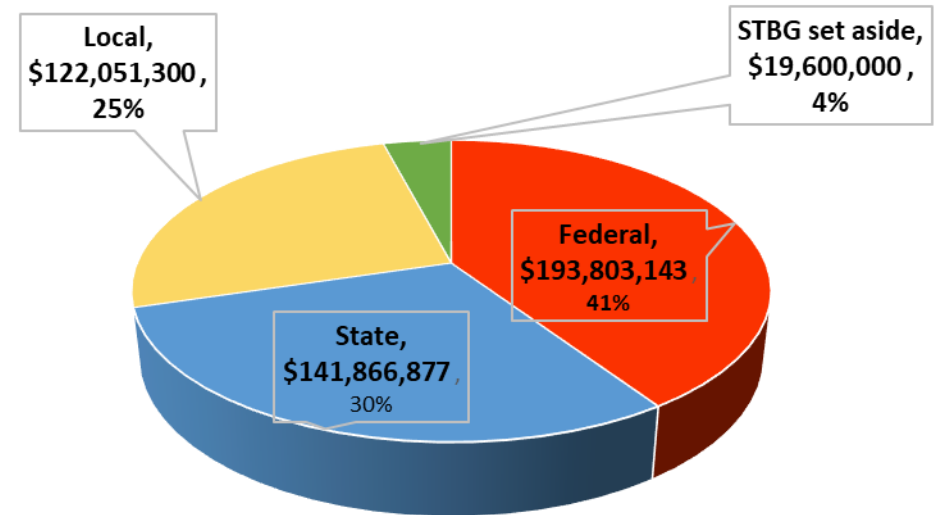


Figure 9.4 - RVTD Revenues through 2045



	State Gas Tax	SDCs	Other Local Sources	Anticipated Grants*	Totals
Ashland	\$ 2,695,530	\$ 3,100,000	\$ -	\$ 8,500,000	\$ 5,795,530
Central Point	\$ 11,567,211	\$ 4,000,000	\$ -	\$ -	\$ 15,567,211
Eagle Point	\$ 10,460,000	\$ 5,187,200	\$ 5,925,000	\$ 3,750,000	\$ 25,322,200
Jacksonville	\$ 3,830,890	\$ -	\$ -	\$ -	\$ 3,830,890
Jackson County	\$ 30,933,995	\$ 10,000,000	\$ -	\$ 22,000,000	\$ 62,933,995
Medford**	\$ 107,190,343				\$ 107,190,343
Phoenix	\$ 3,000,000	\$ 168,241	\$ 1,130,500	\$ -	\$ 4,298,741
Talent	\$ 8,261,542	\$ 4,000,000	\$ -	\$ -	\$ 12,261,542
STBG					\$ 56,184,645
CMAQ					\$ 52,500,000
COVID Relief					\$ 2,500,000
Total					\$348,385,097
<i>*Anticipated Grants include STBG and CMAQ funds through the MPO as well as state and other federal grant programs</i>					
<i>** The city of Medford provided there revenues in a somewhat different format</i>					

Jurisdiction	Time Frame	Estimated Project Costs
Ashland	Short	\$ 1,616,648
	Medium	\$ -
	Long	\$ 11,701,586
Central Point	Short	\$ 5,499,000
	Medium	\$ 1,124,121
	Long	\$ 5,038,488
Eagle Point	Short	\$ 1,263,423
	Medium	\$ 3,250,000
	Long	\$ 10,925,000
Jacksonville	Short	\$ -
	Medium	\$ -
	Long	\$ -
Jackson Co.	Short	\$ 19,828,000
	Medium	\$ 18,000,000
	Long	\$ 39,500,000
Medford	Short	\$ 59,435,000
	Medium	\$ 21,564,000
	Long	\$ 21,040,000
Phoenix	Short	\$ -
	Medium	\$ 2,999,500
	Long	\$ 770,000
Talent	Short	\$ 1,400,000
	Medium	\$ 5,040,000
	Long	\$ 8,730,000
TOTAL PROJECT COSTS		\$ 238,724,766

RTP Inter-active Map

- Below is a link to our interactive webpage for the draft RTP:

<https://rvmpo-regional-transportation-plan-2021-update-rvcog.hub.arcgis.com/>

AIR QUALITY CONFORMITY DETERMINATION

- For each plan that the MPO develops we are required to show that the projects included in that plan will not violate the Air Quality Budget as included in the State Implementation Plan (SIP)
- The Rogue Valley MPO is in a “maintenance period” for two pollutants: Carbon Monoxide (CO) and Particulate Matter of less than 10 μ in size (PM₁₀)
- For CO we are in a limited maintenance plan which does NOT require Air Quality Conformity Determinations

AQCD FOR PARTICULATE MATTER

- There were four analysis years for air quality modeling which came directly from the RTP: 2017 (base year), 2025 (short term), 2035 (mid-term), and 2045 (horizon year)
- There were two scenarios: with transit and without transit

Resulting Emissions for PM₁₀ By Model Year

Table 20: Comparison of Total Motor Vehicle PM₁₀ Emissions to Applicable Emission Budgets (tons/year)				
	2017	2025	2035	2045
With Transit PM₁₀ Total Emissions	1,401	1,482	1,616	1,758
Exhaust, Brakewear, Tirewear	135	109	106	112
Paved Road Dust	801	859	933	1,006
Unpaved Road Dust	465	514	577	639
Without Transit PM₁₀ Total Emissions	1,413	1,497	1,634	1,786
Exhaust, Brakewear, Tirewear	137	111	107	115
Paved Road Dust	811	872	950	1,031
Unpaved Road Dust	465	514	577	639
PM₁₀ Vehicle Emission Budget	3,754	3,754	3,754	3,754
% of Emission Budget, With Transit	37.3%	39.5%	43.0%	46.8%
% of Emission Budget, Without Transit	37.6%	39.9%	43.5%	47.6%