



**Date: Tuesday, May 21, 2024**

**Time: 5:30 p.m.**

**Join In-Person**

**Location:** Lewis Conference Room  
 RVCOG, 155 N 1<sup>st</sup> Street,  
 Central Point

**Transit:** Served by RVTD Route #40

**Contact:** RVCOG: 541-423-1375

**Website:** [www.rvmppo.org](http://www.rvmppo.org)

**Or via Zoom**

**Meeting ID:** 874 6544 1555

**Phone #:** +1 669 900 6833

**Zoom Link:**  
<https://us06web.zoom.us/j/87465441555>

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. 48 HOURS ADVANCE NOTICE IS PREFERABLE, AND WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS

**1. Call to Order / Introductions / Review Agenda**

**Chair**

**Consent Agenda**

**2. Review / Approve Minutes**

**Chair**

Attachment: [#1 RVMPO PAC Meeting Draft Minutes 04/16/2024](#)

**Action Items**

**3. RTP Goals and Policies**

**Dan Moore**

**Background:** The RVMPO is updating the 2025-2050 Regional Transportation Plan (RTP) scheduled for adoption in September 2025. The Goals, Policies, Potential Actions and Performance Indicators chapter is the first part of the RTP to be reviewed and updated as necessary.

**Attachment:** [#2 Draft Goals and Policies](#)

**Action Requested:** *Review and recommendation of approval of the 2024-2025 UPWP*

**Discussion Items**

**4. Greenhouse Gas Performance Measure**

**Ryan MacLaren**

**Background:** Update on the status of the Federal GHG Performance Measure (PM) that the RVMPO anticipated adopting this year to comply with USDOT Performance Measures requirements.

**Attachment:** [#3 PAC Memo](#)



**5. Ride the Rogue**

**Ryan MacLaren**

Background: Every year the Rogue River Greenway Foundation (an organization dedicated to the development and promotion of multi-use walking and bicycle trails to promote healthy lifestyles for children, adults, and seniors) hosts a “Ride the Rogue” event. The foundation is hosting yet another event this year and staff propose that the RVMPO become a sponsor of the event since it promotes some of the very same priorities that this MPO holds dear. The Gold Level Sponsor is @2,500.

Link: [Ride the Rogue Website](#)

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**6. Truck Parking**

**Mike Montero**

Background: Discussion item requested by Chair Mike Montero.

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**7. Public Comment**

**Chair**

**Regular Updates**

**8. RVMPO Update**

**Ryan MacLaren**

**9. Other Business / Local Business**

**Chair**

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects

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**10. Adjournment**

**Chair**

Scheduled Meetings		
RVMPO TAC	June 12, 2024	1:30 p.m.
RVMPO PAC	June 18, 2024	5:30 p.m.
RVMPO Policy Meeting	May 28, 2024	2:00 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



**SUMMARY MINUTES**  
**Rogue Valley Metropolitan Planning Organization**  
 Public Advisory Council

**Date: Tuesday, April 16, 2024**

Voting Members	Organization	Phone Number
Mary Wooding	Ashland	482-1066
Larry Martin	Central Point	941-6788
Ron Holthusen	Jacksonville	944-5040
Christine Gleason	Medford	719-645-3458
Special Interest	Organization	Phone Number
Edgar Hee	Bicycle/Pedestrian	734-4872
Mike Montero, Chair	Freight	779-0771
Michael Polich	Public Health	608-3802
Non-Voting Member	Organization	Phone Number
Ian Horlacher	ODOT	423-1362
Staff	Organization	Phone Number
Karl Welzenbach	RVCOG	423-1360
Kelsey Sharp	RVCOG	423-1375
Interested Parties	Organization	

**RVMPO PAC Minutes – Tuesday, April 16, 2024**

[Agenda Packet](#)

[Meeting Audio](#)

**1. Call to Order at 5:30 / Introductions / Review Agenda 00:00 – 06:08**

Quorum: 6 Total Members

**2. Review / Approve Minutes 06:08 – 07:01**

- 06:48** Michael Polich moved to approve the March 19, 2024, RVMPO PAC Meeting Minutes as amended. Seconded by Ron Holthusen.  
 No further discussion.  
 Motion passed unanimously by voice vote.



## Action Items

### 3. Amendments to the 2024-2027 Transportation Improvement Program 02:23 – 14:03

- 12:10** Mary Wooding moved to recommend approval of the amendment to the 2024-2027 TIP as presented. Seconded by Larry Martin.  
Discussion on effects of inflation on project prices.  
Motion passed unanimously by voice vote.

### 4. Title VI and Environmental Justice Update 14:03 – 25:22

- 24:53** Ron Holthusen moved to recommend approval of the Title VI and EJ update plan as presented. Seconded by Christine Gleason.  
No further discussion.  
Motion passed unanimously by voice vote.

### 5. 2024-2025 Unified Planning Work Program 25:22 – 27:42

- 27:10** Ron Holthusen moved to recommend approval of the UPWP as presented. Seconded by Mary Wooding.  
No further discussion.  
Motion passed unanimously by voice vote.

## Discussion Items

### 6. Impacts of the new Fund Exchange Requirement 27:42 – 52:47

### 7. Public Comment 52:47 – 52:58

*No public comments provided.*

## Regular Updates

### 8. MPO Planning Update 52:58 – 01:00:54

*Provided by Ryan MacLaren regarding staffing updates, the Public Participation Plan, and the Regional Transportation Plan.*

### 9. Other Business / Local Business 01:00:54 – 01:01:09



**10. Adjournment**

6:31 p.m.

Scheduled Meetings		
RVMPO TAC	May 8, 2024	1:30 p.m.
RVMPO PAC	May 21, 2024	5:30 p.m.
RVMPO Policy Meeting	April 23, 2024	2:00 p.m.

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**Rogue Valley  
Metropolitan Planning Organization**

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**Regional Transportation Planning**

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

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**DATE:** May 14, 2024  
**TO:** Public Advisory Council (PAC)  
**FROM:** Dan Moore, Senior Transportation Planner  
**SUBJECT:** 2025-2050 Regional Transportation Plan Draft Goals, Policies, Potential Actions and Performance Indicators

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The RVMPO is updating the 2025-2050 Regional Transportation Plan (RTP) scheduled for adoption in September 2025. The Goals, Policies, Potential Actions and Performance Indicators chapter is the first part of the RTP to be reviewed and updated as necessary.

This memo includes the current 2021-45 RTP goals, policies, potential actions, and performance indicators. Proposed changes or additions (in red ink and italicized) are deemed necessary for consistency with current local, state, and federal transportation planning policies.

The examination of the goals and policies included review of the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL) and the 2023 Oregon Transportation Plan (OTP). Furthermore, Transportation System Plans (TSPs) for the following jurisdictions were reviewed to determine if updates were needed to reflect current regional values:

Ashland	Central Point
Talent	Eagle Point
Phoenix	Jackson County
Medford	White City
Jacksonville	

After review, staff determined that the proposed 2025-2050 RTP goals and policies (with revisions) reflect regional values consistent with local TSP, state, and federal transportation planning goals and policies. The schedule for review and adoption is below.

- May 8<sup>th</sup> TAC meeting: Staff report. Review and comment.
- May 21<sup>st</sup> PAC meeting: Staff will present the TAC's input and request the PAC's comments.
- May 28<sup>th</sup> Policy Committee meeting: Staff report on the TAC and PAC feedback.
- May 29<sup>th</sup>: Based on committee input, staff will update the draft goals, policies, potential actions, and performance indicators as necessary for a final review in June.
- June 12<sup>th</sup> TAC meeting: Final comments and a recommendation to the Policy Committee.
- June 18<sup>th</sup> PAC meeting: Final comments and a recommendation to the Policy Committee.
- June 25<sup>th</sup> Policy Committee meeting: Final approval.

**Do the draft goals (Table 1 below) adequately address the ten planning factors (Table 2 below) identified in the IJJA (BIL)?**

The current RVMPO goals are as follows:

Table 1 – Current RVMPO RTP Goals	
Number	
1	Design, develop, and support a balanced multi-modal transportation system which will address existing and future needs.
2	Develop, optimize, and coordinate current procedures for the Safety and Security of the Transportation System.
3	Identify and utilize transportation investments to foster compact, livable, and unique communities.
4	Develop a plan that can be funded and reflects responsible stewardship of public funds.
5	Identify, plan, and develop transportation infrastructure which maximizes the efficient use for all users and modes.
6	Identify, develop, and support diverse strategies to lessen dependence upon single-occupant vehicles.
7	Develop, coordinate, and administer an open and balanced process for planning and developing the regional transportation system.
8	Evaluate and support regional transportation investments to foster economic opportunities locally and regionally.

The IJJA (BIL) is the current national transportation law that provides the guiding principles for transportation decision-making in metropolitan areas throughout the United States. The IJJA (BIL) sets forth 10 planning factors to guide transportation decisions. These are as follows:

Table 2 – IJJA (BIL) Planning Factors	
Number	
1	Support the <b>economic vitality</b> of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the <b>safety</b> of the transportation system for motorized and nonmotorized users.
3	Increase the <b>security</b> of the transportation system for motorized and nonmotorized users.
4	Increase <b>accessibility and mobility</b> of people and freight.
5	Protect and <b>enhance the environment</b> , promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6	Enhance the <b>integration and connectivity</b> of the transportation system, across and between modes, for people and freight.

7	Promote efficient <b>system management</b> and operation.
8	Emphasize the <b>preservation</b> of the existing transportation system.
9	Improve the <b>resiliency and reliability</b> of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10	Enhance <b>travel and tourism</b> .

The table below correlates the plan goals with the IJJA (BIL) planning factors. The following provides a summary of how the RTP goals address the ten federal planning factors.

<b>Table 3 – IJJA (BIL) Planning Factor Correlation</b>		<b>Correlates with RTP Goal number</b>
<b>1. Economic Vitality</b> - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.		2, 8
<b>2. Safety</b> - Increase the safety of the transportation system for motorized and nonmotorized users.		2
<b>3. Security</b> - Increase the security of the transportation system for motorized and nonmotorized users.		2
<b>4. Mobility / Accessibility</b> - Increase accessibility and mobility of people and freight.		1, 6
<b>5. Environment</b> - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.		3
<b>6. Connectivity</b> - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.		1, 8
<b>7. System Management</b> - Promote efficient system management and operation.		5, 6
<b>8. Preservation</b> - Emphasize the preservation of the existing transportation system.		4
<b>9. Resiliency</b> - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.		3
<b>10. Tourism</b> - Enhance travel and tourism.		6, 8

### Conclusion

The draft goals adequately address the ten IJJA (BIL) planning factors. Review by the TAC, the Public Advisory Council (PAC) and the RVMPO Policy Committee needs to occur prior to adoption of the plan.



The following pages include the proposed goals, policies, actions and performance indicators with some new policies supporting new housing coordination policies included in the Bipartisan Infrastructure Law enacted in 2021.

## GOALS, POLICIES, POTENTIAL ACTIONS & PERFORMANCE INDICATORS

The goals and policies for the plan are listed below, along with the potential actions and performance indicators. The number of policies varies among the goals. Likewise, the number of potential actions also varies. And not every policy has a corresponding performance indicator. The number of policies, actions, or indicators (or, in some cases the absence of potential actions and indicators) is not a reflection of the importance or significance of a particular goal.

### **GOAL 1**

***Design, develop, and support a balanced multi-modal transportation system which will address existing and future needs.***

#### POLICIES

- 1-1 Improve the accessibility, connectivity, efficiency, and viability of the transportation system for all modes and users.
- 1-2 Utilize design standards, landscaping and other amenities as transportation facilities are developed in the urban areas to encourage transit, pedestrian, and bicycle users.
- 1-3 Develop a user-friendly and comprehensive multi-modal transportation system by using the MPO structure as a forum.
- 1-4 Support multi-modal and public transportation options by encouraging land use design standards and funding opportunities.
- 1-5 Establish Long-Term Potential (LTP) corridor areas through the RVMPO where planning for future road connections beyond the planning horizon is apparent.

#### POTENTIAL ACTION

- ❖ Design projects with space reserved for current and future multi-modal transportation infrastructure connections.

#### PERFORMANCE INDICATORS

- ✓ Increase the proportion of regional corridors serving no less than three modes.
- ✓ Continuing developed use of "streetscapes," such as benches, planters, and traffic calming.
- ✓ Growth in transit, pedestrian, and bicycle use.
- ✓ Improved quality and safety of multi-use paths
- ✓ Improved conditions for the safety and mobility of freight routes.

### **GOAL 2**

***Develop, optimize, and coordinate current procedures for the Safety and Security of the Transportation System.***

## POLICIES

- 2-1 Coordinate with Federal, State, and local agencies to promote traffic safety education and awareness.
- 2-2 Catalogue and rank crash-prone areas, placing a higher priority on transportation investments correcting safety deficiencies for all modes of transportation.
- 2-3 Coordinate with incident-response agencies to design and operate a transportation system supporting timely and safe incident response.
- 2-4 Reduce vulnerability to the public, goods movement, and critical transportation infrastructure to crime, incidents, and natural hazards.
- 2-5 Plan, manage and support development of alternate transportation routes in response to regional incident needs.

## POTENTIAL ACTIONS

- ❖ Work together with local, state, and regional providers to maintain coordinated regional emergency and incident response plans.
- ❖ Examine all modes of transportation for security deficiencies. Recommendations for improvements are developed and implemented.

## PERFORMANCE INDICATORS

- ✓ Measured reduction in the number and severity of injury and fatal crashes.
- ✓ Measured reduction in the number of non-injury and property damage crashes.
- ✓ Increase in safety education.
- ✓ Incorporate crash history/safety concerns in project evaluation.

## **GOAL 3**

***Identify and utilize transportation investments to foster compact, livable, and unique communities.***

## POLICIES

- 3-1 Recognize and encourage the connection between transportation efficiency and varying land use types, mixes, and densities.
- 3-2 Plan and support street and pathway connectivity, including off-road corridors for non-motorized users.
- 3-3 Identify, plan and support environmentally sensitive and healthy regional transportation options.
- 3-4 Identify and support funding regional transportation projects which will promote and benefit healthier communities.
- 3-5 Identify and study potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate, Federal, State, and local agencies.
- 3-6 Identify and consider incorporating into design and planning areas that represent features of historical value and community identity.

- 3-7 Identify and support regional strategies which will encourage more efficient use of existing parking facilities.
- 3-8 *Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will better connect housing and employment.*

## POTENTIAL ACTIONS

- ❖ Support local transit-oriented development plans and similar measures that improve transportation system efficiency.
- ❖ Develop street networks by connecting new and existing neighborhoods.
- ❖ Identify and engage special populations, especially low-income and minority communities, in the planning process.
- ❖ Consult with federal state and local land use management, natural resources, wildlife, environmental protection, conservation, and historic protection agencies during the transportation project planning process. Emphasize mitigation actions.
- ❖ Support development of local parking management plans.

## PERFORMANCE INDICATORS

- ✓ Measure changes in mixed-use and downtown development.
- ✓ Measure impacts on open space and identified resource areas (Environmental Considerations chapter of the RTP) using most up-to-date data, including Rogue Valley Environmental Database.
- ✓ Measure expansion of off-network paths and increase in population and employment with access to paths.
- ✓ Improve air quality through projects that reduce carbon monoxide, particulates (PM10) and greenhouse gases.
- ✓ Improve lighting standards in urban areas, where it is appropriate, to reduce light pollution and to be consistent with roadway classifications.

## **GOAL 4**

***Develop a plan that can be funded and reflects responsible stewardship of public funds.***

## POLICIES

- 4-1 Develop innovative and sound funding policies to implement the RTP. Ensure that costs of planned improvements are consistent with policies.
- 4-2 Prioritize investments to preserve the existing transportation system.

## POTENTIAL ACTIONS

- ❖ Encourage public-private partnerships and other innovative approaches to maximize resources.
- ❖ Support funding mechanisms such as System Development Charges to collect from new developments a proportionate share of facility improvement costs.

- ❖ Support, fund, and implement maintenance programs for transportation facilities.

#### PERFORMANCE INDICATORS

- ✓ Track funding obligations, funding availability.
- ✓ Review and update project funding criteria using quantitative methodologies to the extent practicable.
- ✓ Maintain RTP project selection criteria to be consistent with state and federal funding eligibility.

### **GOAL 5**

***Identify, plan and develop transportation infrastructure which maximizes the efficient use for all users and modes.***

#### POLICIES

- 5-1 Analyze the regional transportation system effectiveness by adding or removing traffic signals and signal networks, including interstate access ramp signals.
- 5-2 Consider and support measures to optimize intersection and interchange design.
- 5-3 Support an access management strategy to improve traffic flow.
- 5-4 Identify, develop, and effectively integrate technology with transportation infrastructure consistent with the RVMPO Intelligent Transportation System (ITS) program.
- 5-5 Encourage and consider the use of alternative design standards to minimize the costs and impacts to existing communities.

#### POTENTIAL ACTIONS

- ❖ Coordinate and link signals to a master control system to optimize system efficiency.
- ❖ Utilize interstate ramp meters to control the amount of traffic entering the freeway to maintain acceptable traffic volumes on the interstate.
- ❖ Increase intersection capacity through geometric improvements and elimination of turn movements.
- ❖ Implement Transit Signal Prioritization on primary transit corridors, where appropriate.

#### PERFORMANCE INDICATORS

- ✓ Measure improvements, upgrades to existing system.
- ✓ Measure implementation of ITS projects.
- ✓ Track projects that use innovative, emerging technologies.
- ✓ Track on-time performance for RVTD.

### **GOAL 6**



**Identify, develop, and support diverse strategies to lessen dependence upon single-occupant vehicles.**

POLICIES

- 6-1 Support Transportation Demand Management strategies.
- 6-2 Identify, develop, and facilitate alternative parking strategies encouraging walking, car and bicycle sharing, bicycling, car and vanpooling, and transit.
- 6-3 Identify, plan, and enhance bicycle, pedestrian, and transit systems in the region.
- 6-4 Strive to improve transit services in the region.

POTENTIAL ACTIONS

- ❖ Implement Transit Signal Prioritization on primary transit corridors, where appropriate
- ❖ Encourage infill development by supporting reduced parking requirements where appropriate.
- ❖ Support design standards with parking at the side or rear of buildings so pedestrians can access entrances.
- ❖ Support park-and-ride standards to place facilities near transit routes.
- ❖ Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- ❖ Plan for, build, and maintain shared roadways for use by all modes.
- ❖ Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- ❖ Improve pedestrian access to transit.
- ❖ Support other forms of public and private transportation such as bus rapid transit, light rail, trolleys, and transit feeder and connector services as the region's population reaches higher thresholds.

PERFORMANCE INDICATORS

- ✓ Track transit service hours and ridership.
- ✓ Track funding for bicycle, pedestrian, and transit projects.
- ✓ Measure population living within ¼-miles of transit service.
- ✓ Implement a TDM self-evaluations and reporting process for local jurisdictions.
- ✓ Track the number of people who are participating in a TDM program.

**GOAL 7**

***Develop, coordinate, and administer an open and balanced process for planning and developing the regional transportation system.***

POLICIES

- 7-1 Coordinate and support existing and future plans for the regional transportation system in conjunction with land use and development.
- 7-2 Obtain and organize public input in the regional transportation planning process with innovative outreach methods consistent with the RVMPO Public Participation Plan.

- 7-3 Coordinate local, state, and regional transportation planning through the RVMPO.
- 7-4 Formulate decisions which shall be consistent with Federal and State regulations, including the Oregon Highway Plan, the Transportation Planning Rule, and the Clean Air Act.
- 7-5 *Consult with officials responsible for housing as well as affordable housing organizations.*

#### POTENTIAL ACTIONS

- ❖ Maintain a website with updated information about all regional planning.
- ❖ Support the RVMPO's Technical Advisory Committee, Public Advisory Council, and the Policy Committee for deliberation of regional transportation planning issues.
- ❖ Participate in local and regional and national organizations to support RVMPO actions.
- ❖ Involve transportation providers in the planning process.

#### PERFORMANCE INDICATORS

- ✓ Record public participation, comments, attendance at meetings.
- ✓ Demonstrate linkage of public comments to decisions and plan content.

### **GOAL 8**

***Evaluate and support regional transportation investments to foster economic opportunities locally and regionally.***

#### POLICIES

- 8-1 Accommodate travel demand to create a regional transportation system supporting a robust local economy.
- 8-2 Evaluate and analyze effects on freight mobility when prioritizing projects, regionally and locally.
- 8-3 Support transportation projects which will reduce and remove identified barriers to safe, reliable, and efficient freight movement including adequate roadway space for commercial vehicle deliveries, locally and regionally.
- 8-4 Support transportation projects which will serve commercial, industrial, and resource-extraction lands where an inadequate transportation network impedes freight-generating development.
- 8-5 Support a comprehensive and versatile regional transportation interface for the efficient movement of goods and people, both locally and regionally.
- 8-6 *Support a housing coordination plan or other ways to use the transportation planning process to address the integration of housing, transportation, and economic strategies.*

#### POTENTIAL ACTIONS:

- ❖ Balance the demand for freight routes with the demands for local circulation.
- ❖ Explore the feasibility of developing interurban freight delivery systems.

## PERFORMANCE INDICATOR

- ✓ Measure employment change in vicinity of projects.
- ✓ *Measure the increase in new housing served by transportation projects.*

DRAFT



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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

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**DATE:** May 14, 2024  
**TO:** Public Advisory Council (PAC)  
**FROM:** Ryan MacLaren, Planning Program Director  
**SUBJECT:** Greenhouse Gas (GHG) Performance Measure

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The purpose of the memo is to update the PAC on the status of the Federal GHG Performance Measure (PM) that the RVMPO anticipated adopting this year to comply with USDOT Performance Measures requirements.

Two separate federal court rulings and a senate vote have effectively halted the Federal GHG Performance Measure under CFR 490 (federal performance measures). ODOT has already reported and set a state target and is no longer pursuing voluntary reporting for MPOs for this cycle.

Again, there is no federal requirement for MPOs to report or set a GHG PM target. However, ODOT supports a national GHG measure and will report the statewide and MPO fuels-based GHG measure annually on their website. ODOT's GHG performance measure report would only be for state and local purposes, not through the Federal PM system that applies to MPOs.

For your information, below is a list of the MPO's current performance measures adopted in 2018. The MPO adopted ODOT's targets for each of the performance measures, which are reported on every 4 to 5 years. <https://www.oregon.gov/odot/performmang/pages/index.aspx>

- Safety performance measures (Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads)
- Transit Asset Management (TAM) established by RVTD.
- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System