

ROGUE VALLEY  
METROPOLITAN PLANNING  
ORGANIZATION

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# Air Quality Conformity Determination

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For the RVMPO 2027 -2030  
Transportation Improvement Program

Adopted by the RVMPO  
Policy Committee  
May 26, 2026

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Rogue Valley Metropolitan Planning Organization  
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# Synopsis

*An Air Quality Conformity Determination (AQCD) for a plan and program is a finding that the plan and program conform to appropriate air quality requirements.*

**This AQCD shows that with the implementation of the Rogue Valley Metropolitan Planning Organization (RVMPO) 2027-2030 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 non-exempt projects in the 2027-30 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) issued a conformity determination for the current RTP on October 28, 2025, and the 2024-27 TIP on September 25, 2023. USDOT must make the conformity determination before the plan and program can go into effect. In the Rogue Valley Metropolitan Planning Organization area, the conformity document must show that through the horizon of the plan and program air quality requirements for CO and PM<sub>10</sub> will be met. Specifically:

**Carbon Monoxide**— The Medford CO maintenance area has shown continuous maintenance of the CO National Ambient Air Quality Standards (NAAQS) (40 CFR 50.8) from September 23, 2002, through September 23, 2022, and has met its obligation to demonstrate maintenance of the CO NAAQS for 20 years.<sup>1</sup> Therefore, as of September 23, 2022, the Rogue Valley Metropolitan Planning Organization (RVMPO) has not been required to address the transportation conformity determination requirements of 40 CFR part 93 for CO. As such, a CO conformity determination is no longer required for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

**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 10) for PM<sub>10</sub> from transportation (mobile) sources were deemed adequate to maintain air quality.

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<sup>1</sup> 67 Federal Register 48388; 81 Federal Register 47029

EPA approved the PM<sub>10</sub> maintenance plan for the Medford-Ashland AQMA effective August 18, 2006. The end of the 20-year maintenance plan period is August 18, 2026. Following the completion of the 20-year maintenance period, conformity will no longer be required, provided the Medford-Ashland area continues to meet the PM<sub>10</sub> NAAQS.

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 2025-50 RTP found that through the horizon of the RTP (2050) 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 2027-2030 TIP will go into effect.

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

This report shows that with the implementation of the 2027-30 TIP, all current federal and state requirements for on-road transportation emissions within the planning area will be met. For the entire Medford-Ashland Air Quality Maintenance Area, an area within the RVMPO planning area, PM<sub>10</sub> emissions from on-road transportation will not exceed the budget set by ODEQ and approved by EPA in 2006. This means that transportation projects will not impede the area in continuing to meet air quality requirements.

Due to the Medford CO maintenance area's demonstrated maintenance of NAAQS for a period of twenty consecutive years, the regulatory requirement for transportation conformity determinations, as stipulated in 40 CFR Part 93, is no longer applicable for CO.

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

**Resolution Number 2026 - 02**  
**Rogue Valley Metropolitan Planning Organization - Policy Committee**  
**Adoption of Air Quality Conformity Determination for**  
**the RVMPO 2027-2030 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 2027-2030 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 2027-2030 TIP has been shown through this document to meet state and federal air quality requirements; and

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

**Whereas**, the improvements contained in the 2027-2030 TIP demonstrate financial constraint;

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

Adopted by the Rogue Valley Metropolitan Planning Organization Policy Committee on this 26<sup>th</sup> day of May 2026.

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Nick Card  
MPO Policy Committee Chair

(USDOT Conformity Determination to be inserted)

DRAFT

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## **1.0 OVERVIEW**

This document is prepared by the Rogue Valley Metropolitan Planning Organization to demonstrate conformity of the 2027-2030 Transportation Improvement Program with the Clean Air Act, as required by federal and state requirements as set forth in 40 CFR 93.102(a)(1) and OAR 340-252-0010.

Federal air quality conformity requirements are described in 40 CFR Part 93. Oregon's Conformity State Implementation Plan (SIP), adopted by the Oregon Environmental Quality Commission (EQC) and approved by EPA, establishes rules and standards for determining air quality conformity of transportation plans, programs and projects within Oregon (OAR 340 Division 252). This conformity determination meets all federal and state conformity requirements.

### **1.1 Document Organizational Structure**

This document is organized into three main sections. Section 1 provides a general overview of the document purpose. Section 2 lists the critical legislative requirements that must be met through this conformity determination and shows how the RVMPO emissions analysis process meets requirements.

### **1.2 Changes Since Last Conformity Determination**

USDOT approved the conformity for the RVMPO 2050 plan on October 28, 2025 and the 2024-27 TIP on September 25, 2023. A new conformity determination is necessary for adoption of the 2027-30 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).

#### **Status of Carbon Monoxide (CO)**

The Medford Urban Growth Boundary (UGB) was 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 5 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.

From September 23, 2002, to September 23, 2022, the Medford CO maintenance area has maintained continuous compliance with the CO NAAQS (per 40 CFR 50.8), thereby meeting its 20-year obligation to demonstrate such maintenance. As a result, effective September 23, 2022, the RVMPO and RVCOG are no longer obligated to address CO-related transportation conformity determination requirements under 40 CFR Part 93. Accordingly, a CO conformity determination is no longer required for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). The following links are the proposed and direct final rule.

<https://www.federalregister.gov/articles/2016/07/20/2016-17060/air-plan-approval-oregonmedford-area-carbon-monoxide-second-10-year-maintenance-plan>

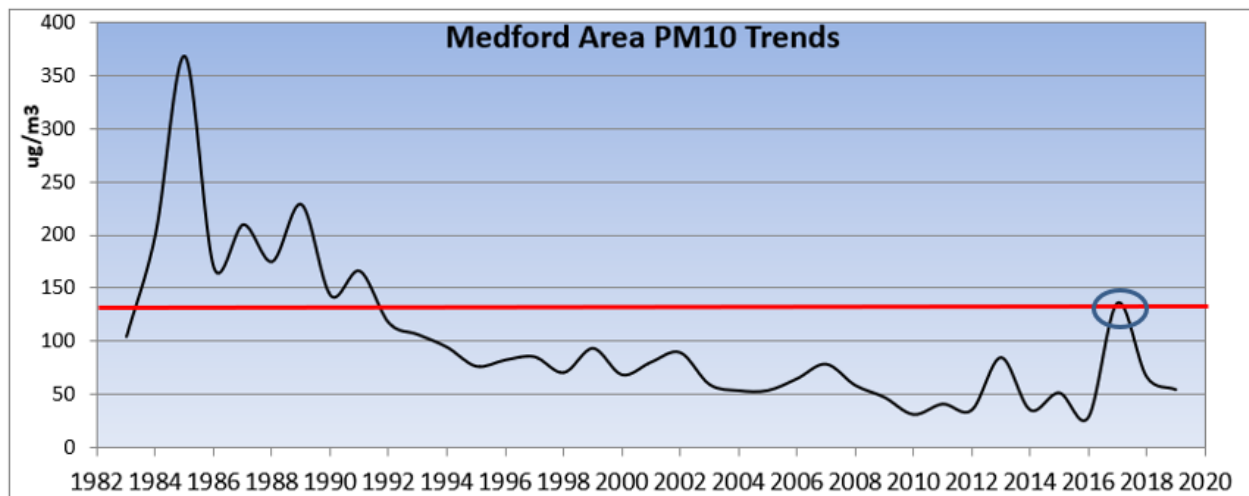
<https://www.federalregister.gov/articles/2016/07/20/2016-17058/approval-of-medford-oregoncarbon-monoxide-second-10-year-limited-maintenance-plan>

### ***Status of 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 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 (below) is a graph of recent PM<sub>10</sub> trends for the Medford UGB.



## **1.4 Purpose of this Determination**

The RVMPO 2027-2030 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 2027-2030 TIP comply with the SIP as required by the Clean Air Act Amendments of 1990, codified in federal statute under 40 CFR Part93, as amended March 2012, and state statute under OAR 340 Division 252.

## **1.5 Structure and Authority of the RVMPO and RVCOG**

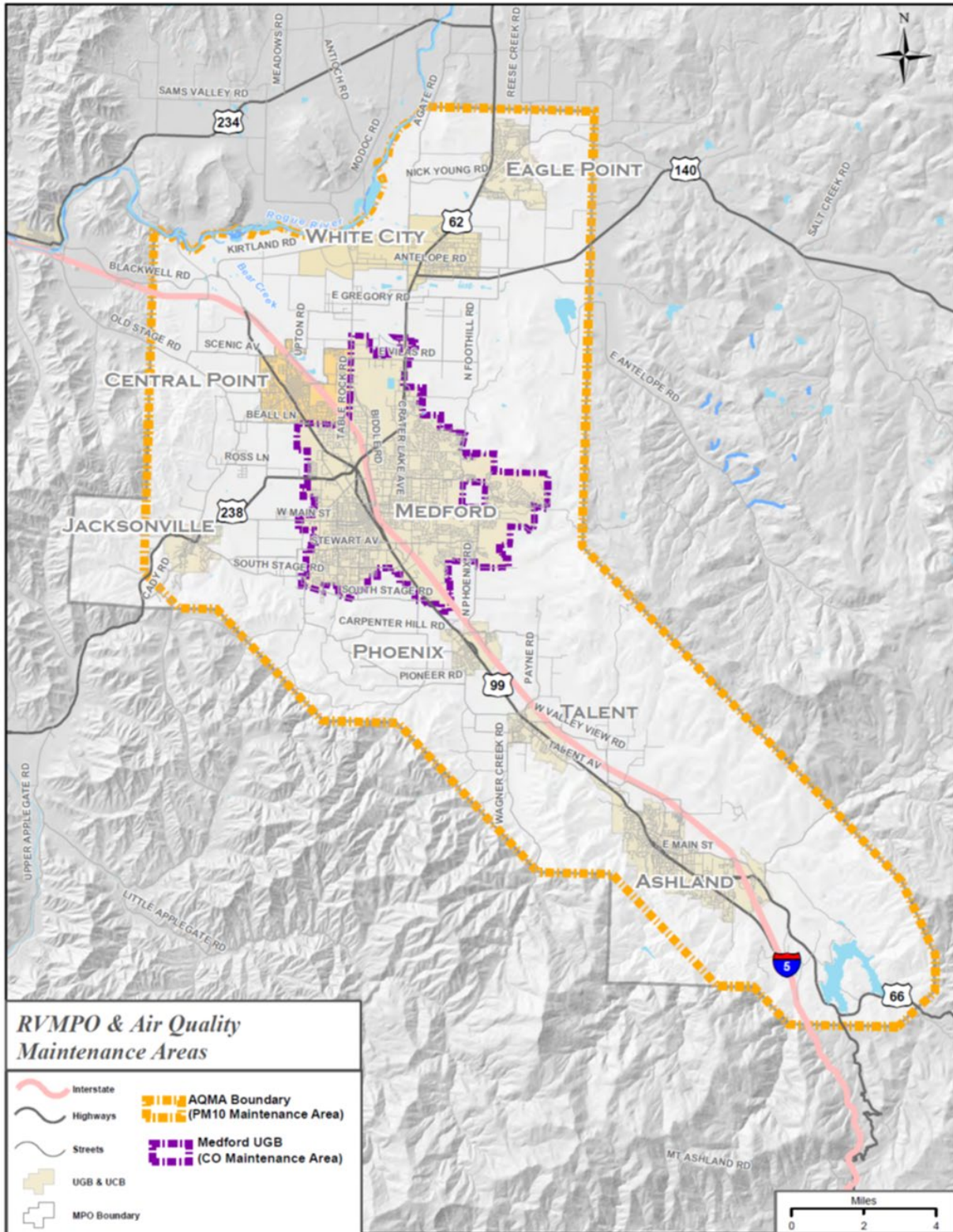
The Governor of Oregon designated the Rogue Valley Council of Governments (RVCOG) as the Rogue Valley Metropolitan Planning Organization (RVMPO) on July 27, 1982. The RVCOG Board of Directors delegated responsibility for RVMPO policy functions to the RVMPO Policy Committee, a committee of elected and appointed officials from Ashland, Talent, Jacksonville, Central Point, Medford, Phoenix, Eagle Point, Jackson County, the Oregon Department of Transportation, and the Rogue Valley Transportation District. As such, the RVMPO Policy committee is responsible for ensuring that the region's transportation planning process is conducted in accordance with federal transportation planning regulations (23 CFR 450).

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) are 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.

Figure 2 RVMPO Area Planning Boundaries



## 2.0 DEMONSTRATION OF CONFORMITY FOR CO & PM<sub>10</sub>

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

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

### 2.1 General Requirements

#### *Frequency of Conformity Determinations* **40 CFR 93.104**

The most recent conformity determination on the Rogue Valley RVMPO's RTP and TIP was October 28, 2025 for the RTP and September 25, 2023 for the TIP (see Appendix B). Conformity of the RTP and TIP must be determined no less frequently than every four years or when there is an amendment (40 CFR 93.104). Because there is a new TIP it must be shown to conform with the SIP before it can be adopted by the RVMPO.

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

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

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

The RVMPO initiated interagency consultation on February 20, 2026 by holding a discussion regarding the air quality status of proposed projects for the TIP and the need for new air quality modeling with the Air Quality Interagency Consultation Group.

Opportunities for public review and comment began on March 31<sup>st</sup> 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 May 13, 2026 and to the Public Advisory Council on May 19<sup>th</sup>, and to the Policy Committee on May 26<sup>th</sup> for adoption. Other opportunities included advertised public meetings of RVMPO committees. The formal public comment period was from March 31 through to May 26, 2026 and included the public hearing held during RVMPO Policy Committee meeting at its May 26<sup>th</sup> meeting. All meetings and hearings were held in a hybrid format whereby interested parties could attend either in person or on ZOOM.

**Table 1: Interagency Consultation Group Roster**

<b>Interagency Consultation Group Roster</b>			
<b>Agency</b>	<b>Contact</b>	<b>Phone</b>	<b>Email</b>
FHWA	Jasmine Harris	503.316.2561	<a href="mailto:jasmine.harris@dot.gov">jasmine.harris@dot.gov</a>
ODEQ	James Powell	teams	<a href="mailto:James.Powell@deq.oregon.gov">James.Powell@deq.oregon.gov</a>
ODOT	Natalie Liljenwall	503.986.3456	<a href="mailto:natalie.liljenwall@odot.oregon.gov">natalie.liljenwall@odot.oregon.gov</a>
	Mike Baker	541-957-3658	<a href="mailto:Michael.BAKER@odot.oregon.gov">Michael.BAKER@odot.oregon.gov</a>
RVMPO	Dan Moore	541-423-1360	<a href="mailto:dmoore@rvcog.org">dmoore@rvcog.org</a>
	Ryan MacLaren	541-423-1338	<a href="mailto:rmaclaren@rvcog.org">rmaclaren@rvcog.org</a>
EPA	Tess Bloom	206-553-6362	<a href="mailto:bloom.tess@epa.gov">bloom.tess@epa.gov</a>
FTA	Danielle Casey	206-220-7964	<a href="mailto:danielle.casey@dot.gov">danielle.casey@dot.gov</a>

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

<b>Inter-Agency Consultation &amp; Public Outreach</b>			
<b>Date</b>	<b>Contact(s)</b>	<b>Action</b>	<b>Comments</b>
2/20/2026	Inter-agency Group	Agreement with Exempt status of projects & Air Quality modeling	
3/13/2026	Inter-agency Group	Draft AQCD to Air Quality Consultation Group	comments back to RVCOG by 3/27/26
3/31/2026	Public / Committees	Draft AQCD/TIP for public & committee review	
5/13/2026	RVMPO TAC	Review/recommend Draft AQCD/TIP	
5/19/2026	RVMPO PAC	Review/recommend Draft AQCD/TIP	
5/26/2026	RVMPO Policy/Public Hearing	Adoption of AQCD and 2027-30 TIP	
5/28/2026	MPO Staff	Forward TIP & AQCD to ODOT, EPA, USDOT & ODEQ	
May - June 2026	ODOT	TIP approved by Governor	
7/1/2026	USDOT	USDOT AQCD for TIP	

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

The 2025-2050 RTP, adopted by the RVMPO Policy Committee in September 2025, 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 (2025-30), medium (2031-40) and long (2041-50). All projects are sufficiently identified by design concept, scope, and location to ensure adequate modeling for conformity purposes.

***Fiscal Constraint for Transportation Plans and TIPs***  
**40 CFR 93.108**

Transportation plans and TIPs must be fiscally constrained consistent with metropolitan planning regulations at 23 CFR Part 450 in order to be found in conformity. Table 3 provides a summary of the TIP financial analyses and demonstrates financial constraint. Appendix B contains the lists of 2027-30 TIP projects and a map illustrating project locations. Consistent with 28 CFR Part 450, all cost and revenue estimates in the plan and program are based on year of expenditure dollars, reflecting estimated inflation rates developed by RVMPO and ODOT. Transit cost calculations were developed in consultation with RVTD.

***Statement of Financial Constraint:*** *Each project included in the financially constrained list of the RVMPO FFY 2027-2030 TIP has an identified funding source or combination of sources reasonably expected to be available over the planning period. Project costs are adjusted for inflation to the year of implementation.*

**Table 3: Fiscal Constraint**

<b>Description</b>	<b>FFY 2027-30 TIP</b>
Total Expenditures	\$111,243,950
Total Revenue	\$111,243,950
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 projects included in this TIP and its Air Quality Conformity Determination were deemed either exempt or non-regionally significant and therefore use of the emissions model was deemed unnecessary (see Air Quality Status column in listing of projects). The last full conformity utilizing the emissions model was for the 2025-30 RTP.

***Latest Planning Assumptions***  
**40 CFR 93.110**

The existing 2025-50 RTP was developed utilizing the most recent planning assumptions in force at the time the conformity analysis was undertaken in 2025. The 2025-50 RTP was found to meet Air Quality Conformity requirements and the AQCD was approved by the USDOT in October of 2025. .

***Transit Service:*** Non-auto travel for the 2025-50 RTP was estimated through a mode choice model, which considers current transit route and headway information. The future year scenario transit systems are assumed for short-term, medium term and long-term according to the 2018 adopted RVTD Transit Master Plan (TMP).

***Consultation***  
**OAR 340-252-0060**  
**40 CFR 93.112**

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

***Timely Implementation of Transportation Control Measures (TCMs)***  
**40 CFR 93.113**

The original PM<sub>10</sub> maintenance plan identified a street cleaning program as a Transportation Control Measure (TCM). On August 11, 2022, EPA made a technical correction to the Medford-Ashland PM<sub>10</sub> maintenance plan that incorrectly identified a street-sweeping commitment as a TCM <https://www.govinfo.gov/content/pkg/FR-2022-07-12/pdf/2022-14390.pdf>. EPA clarified that the street-sweeping commitment is not a TCM, within the meaning of 40 CFR 93.101, and further clarified Oregon is not obliged to treat the street-sweeping commitment in its SIP as a TCM.

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

The current 2025-50 RTP was adopted on September 23, 2025 and found to be in conformity by USDOT on October 28, 2025. The previous 2024-2027 TIP was found to be in conformity on September 25, 2023.

The current 2027-30 TIP is considered to be in conformity since the projects have been identified as exempt and/or they have been carried over from the previous conforming 2024-27 TIP.

**Motor Vehicle Emissions Budget  
40 CFR 93.118**

The motor vehicle budgets established in the PM<sub>10</sub> maintenance plan were used to demonstrate conformity. (As explained earlier, regional emissions analysis for CO is not required. .

**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. The budget is shown in Table 4 below.

**Table 4: Particulates Budget for Medford Air Quality Maintenance Area**

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

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

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

As required under 40 CFR 93.122(a)(1), the regional emissions analysis for a transportation plan or TIP must include all regionally significant projects expected in the nonattainment or maintenance area. In accordance with 40 CFR 93.105(c)(1)(ii), all of the projects to be included in the 2027-30 TIP reviewed by the Interagency Consultation Group were determined to be exempt from air quality analysis. No non-exempt projects are included in the new TIP.

As to the FFY 2027-2030 Transportation Improvement Program for the Rogue Valley MPO, this program contains only either federally exempted projects and/or those projects that have been carried over from a previously conforming TIP that underwent analysis and/or inter-agency consultation.

**3.0 Summary**

The finding of this conformity determination is that the projects programmed in the 2027-2030 TIP will result in no increase in PM<sub>10</sub> emissions over the previously adopted 2025-50 RTP and 2024-27 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**

**Supporting Correspondence**

**USDOT Conformity Determinations**

DRAFT



## 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

September 25, 2023

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 2024-2027 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 is 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 May 23, 2023. Based on our review of the RVMPO conformity determination and documentation e-mailed on May 24, 2023, we find that the 2024-2027 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. Jasmine Harris of FHWA at [jasmine.harris@dot.gov](mailto:jasmine.harris@dot.gov) or Ms. Danielle Casey of FTA at [danielle.casey@dot.gov](mailto:danielle.casey@dot.gov).

Sincerely,

**KEITH  
LYNCH**

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Keith Lynch  
Division Administrator  
Federal Highway Administration

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Susan Fletcher  
Acting Regional Administrator, Region 10  
Federal Transit Administration

cc:

- EPA Claudia Vaupel, Environmental Protection Specialist
- ODEQ Karen Williams, 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
- Jeff Flowers, Statewide Investment Management Section Manager
- Stephanie Zellner, Interim Public Transportation Division Policy and Implementation 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, 2025

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

Mr. Ryan MacLaren  
Planning Program Director  
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 2025-2050 Regional Transportation Plan (RTP)

Dear Mr. MacLaren:

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 that 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 the first 10-year carbon monoxide (CO) maintenance plan for the Medford area on July 24, 2002 (67 FR 48388), effective September 23, 2002. The EPA approved a second 10-year limited maintenance plan (LMP) for the Medford CO maintenance area on July 20, 2016, effective September 19, 2016 (81 FR 47029). Transportation conformity requirements under 40 CFR part 93 no longer apply after 20 years of maintenance has been demonstrated. Therefore, as of September 23, 2022, transportation conformity requirements under 40 CFR part 93 no longer apply to the Medford area for CO. EPA also approved a PM10 maintenance plan for the Medford-Ashland area on June 19, 2006, effective August 18, 2006 (71 FR 35163). Because the Medford-Ashland area has not yet been in maintenance for 20 years for PM10, a regional emissions analysis is required for the Medford-Ashland area for PM10 and all other transportation conformity requirements still apply for PM10 (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 23, 2025, by resolution 2025-03.

This letter constitutes the joint FHWA and FTA air quality conformity determination for the 2025-2050 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 24, 2025, we find that the 2025-2050 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 (FHWA) at (503) 316-2561 or Ms. Danielle Casey (FTA) at (206) 220-7964.

Sincerely,

**KEITH  
LYNCH**

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Keith Lynch  
Division Administrator  
Federal Highway Administration

**SUSAN KAY  
FLETCHER**

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Susan Fletcher  
Regional Administrator  
Federal Transit Administration

cc:

EPA Tess Bloom, Air Quality Planner  
 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  
 Jeff Flowers, Statewide Investment Management Section Manager  
 Suzanne Carlson, Public Transit Division Administrator

**Appendix B**

**Project Lists and Maps**

**2027-2030 Transportation Improvement Program**

DRAFT

RVMPO 2027-2030 TIP

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Ashland</b>														
Clay St: Faith Ave to Siskiyou Blvd	Reconstruct roadway to add bike and pedestrian facilities with curb, gutter, sidewalk and underground drainage to facilitate the addition of the bike and pedestrian facilities. Approximate length of project is 3,350 ft (0.63 miles)	ASH-116	Exempt - Table 2 - Bicycle & pedestrian facilities.			Planning					\$ -			\$ -
				22278	FFY2025	Design	\$ 289,877	CMAQ (L)	\$ 33,178	Local	\$ 323,055			\$ 323,055
				22278	FFY2025	Design	\$ 1,110,997	STBG (L)	\$ 127,159	Local	\$ 1,238,156			\$ 1,238,156
				22278	FFY2027	Land Purchase								\$ -
				22278	FFY2027	Utility Relocate								\$ -
				22278	FFY2027	Construction								\$ -
				22278	FFY2027	Construction								\$ -
				22278	FFY2027	Other								\$ -
Total FFY27-30							\$ 1,400,874		\$ 160,336		\$ 1,561,211	\$ -		\$ 1,561,211
Subtotal Ashland Projects							\$ 1,400,874		\$ 160,336		\$ 1,561,211	\$ -		\$ 1,561,211

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Central Point</b>														
West Pine St. Reconstruction: Glenn Way to Brandon Ave	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	CP-003	Carried over from 2024-27 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			Planning								
				21017	FFY2024	Design	\$ 1,345,950	CMAQ/STBG	\$ 154,050	Central Point	\$ 1,500,000			\$ 1,500,000
				21017	FFY2026	Land Purchase	\$ 471,083	CMAQ	\$ 53,918	Central Point	\$ 525,001			\$ 525,001
				21017	FFY2027	Construction			\$ -	Central Point	\$ -	\$ 2,498,734	Local	\$ 2,498,734
				21017	FFY2027	Construction	\$ 7,965,897	CMAQ (L400)	\$ 911,733	Central Point	\$ 8,877,630			\$ 8,877,630
				21017	FFY2027	Construction	\$ 281,189	STBG (L)	\$ 32,183	Central Point	\$ 313,372			\$ 313,372
				21017	FFY2026	Other	\$ 8,973	STBG (L)	\$ 1,027	Central Point	\$ 10,000			\$ 10,000
				Total FFY27-30							\$ 10,073,092		\$ 1,152,910	
Subtotal Central Point Projects							\$ 10,073,092		\$ 1,152,910		\$ 11,226,002	\$ 2,498,734	\$ 13,724,736	

**RVMPO 2027-2030 TIP**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
<b>Eagle Point</b>																
No Projects						Planning										
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
						Other										
						Total FFY27-30										
<b>Subtotal Eagle Point Projects</b>							\$	-	\$	-	\$	-	\$	-	\$	-

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources		
							\$	Source	\$	Source		\$	Source			
<b>Jacksonville</b>																
No Projects						Planning										
						Design										
						Land Purchase										
						Utility Relocate										
						Construction										
						Other										
						Total FFY27-30										
<b>Subtotal Jacksonville Projects</b>							\$	-	\$	-	\$	-	\$	-	\$	-

RVMPO 2027-2030 TIP

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources				
							\$	Source	\$	Source		\$	Source					
<b>Medford</b>																		
Table Rock Rd.: Merriman to I-5	Improve to Minor Arterial standards. Sidewalks, separated bike lanes, center turn lane, street lights	MED-015	Carried over from 2024-27 conforming TIP 40 CFR 93.126 Exempt Table 2 Safety: Widening narrow pavements with no additional travel lanes Air Quality: Bicycle and pedestrian facilities			Planning					\$ -			\$ -				
				23303	FFY2026	Design	\$ 1,794,600	STBC IIIA	\$ 205,400	Medford	\$ 2,000,000			\$ 2,000,000				
				23303	FFY2027	Land Purchase	\$ 897,300	STBG/CMAQ	\$ 102,700	Medford	\$ 1,000,000			\$ 1,000,000				
						Utility Relocate					\$ -			\$ -				
						Construction					\$ -			\$ -				
						Other					\$ -			\$ -				
		Total FFY27-30		\$ 2,691,900		\$ 308,100		\$ 3,000,000			\$ 3,000,000							
Crater Lake Ave Signal Improvements (Medford)	Install retroreflective backplates at 8 signalized intersections. Install pedestrian activated 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 the signal at Roberts Rd N to replace five section "doghouse" signal heads. Upgrade ADA.	MED-013	Exempt 40 CFR 93.126 Table 3 Intersection signalization projects at individual intersections			Planning								\$ -				
				21728	FFY2024	Design	\$ 585,000	ARTS	\$ 65,000	Local	\$ 650,000			\$ 650,000				
				21728	FFY2027	Land Purchase	\$ 90,000	ARTS	\$ 10,000	Local	\$ 100,000			\$ 100,000				
				21728	FFY2027	Utility Relocate	\$ 90,000	ARTS	\$ 10,000	Local	\$ 100,000			\$ 100,000				
				21728	FFY2027	Construction	\$ 2,504,497	ARTS	\$ 278,277	Local	\$ 2,782,764			\$ 2,782,764				
						Other					\$ -			\$ -				
		Total FFY27-30		\$ 3,269,497		\$ 363,277		\$ 3,632,764	\$ -		\$ 3,632,764							
N Columbus Ave @ W Jackson St Roundabout (Medford)	Construct a mini-roundabout (compact roundabout) at the intersection of North Columbus Avenue and Jackson Street in the City of Medford.	MED-096	Exempt 40 CFR 93.126 Table 2 Safety: Traffic control devices and operating assistance other than signalization projects			Planning								\$ -				
				22846	2026	Design	\$ 621,975	YS30	\$ 69,108	Local	\$ 691,083			\$ 691,083				
				22846	2027	Land Purchase	\$ 156,332	YS30	\$ 17,370	Local	\$ 173,702			\$ 173,702				
				22846		Utility Relocate					\$ -			\$ -				
				22846	2027	Construction	\$ 1,524,894	YS30	\$ 169,433	Local	\$ 1,694,327			\$ 1,694,327				
						Other					\$ -			\$ -				
		Total FFY27-30		\$ 2,303,201		\$ 255,911		\$ 2,559,112	\$ -		\$ 2,559,112							
City of Medford Signalized Left Turn Safety Enhancements	Signal visibility upgrades, signal controller and communications upgrades, Doghouse signal conversion to flashing yellow arrows (FYA), permissive left conversion to FYA, pedestrian countdown heads, and Accessible Pedestrian Push Buttons at various signals throughout the City dependent on the needs of each location. 22 total locations.	MED-174	Exempt 40 CFR 93.126 Table 3 Intersection signalization projects at individual intersections			Planning								\$ -				
				24284	FFY2027	Design	\$ 486,000	H/SIP - IIIA	\$ 54,000	Medford	\$ 540,000			\$ 540,000				
						Land Purchase								\$ -				
						Utility Relocate								\$ -				
				24284	FFY2028	Construction	\$ 3,069,000	H/SIP - IIIA	\$ 341,000	Medford	\$ 3,410,000			\$ 3,410,000				
						Other					\$ -			\$ -				
		Total FFY27-30		\$ 3,555,000		\$ 395,000		\$ 3,950,000	\$ -		\$ 3,950,000							
Riverside & Central Avenue Enhanced Crosswalks	Install RRFB without median and advanced yield and stop signs at the following intersections: Riverside Avenue/Bank Street Central Avenue/Bank Street Central Avenue/12th Street Riverside Avenue/N of Jackson Street (near Shirleen Trailer Park entrance) Riverside Avenue/Edwards Street	MED-172	Exempt 40 CFR 93.126 Table 2 Air Quality: Bicycle and pedestrian facilities			Planning								\$ -				
				24294	FFY2027	Design	\$ 405,000	H/SIP - IIIA	\$ 45,000	Local	\$ 450,000			\$ 450,000				
				24294	FFY2029	Land Purchase	\$ 252,000	ARTS	\$ 28,000	Local	\$ 280,000			\$ 280,000				
				24294	FFY2029	Utility Relocate	\$ 13,500	ARTS	\$ 1,500	Local	\$ 15,000			\$ 15,000				
				24294	FFY2030	Construction	\$ 1,386,000	H/SIP - IIIA	\$ 154,000	Local	\$ 1,540,000			\$ 1,540,000				
						Other					\$ -			\$ -				
		Total FFY27-30		\$ 2,056,500		\$ 228,500		\$ 2,285,000	\$ -		\$ 2,285,000							
<b>Subtotal Medford Projects</b>											\$ 13,876,088		\$ 1,550,788		\$ 15,426,876	\$ -		\$ 15,426,876

**RVMPO 2027-2030 TIP**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Phoenix</b>														
No Projects						Planning								
						Design								
						Land Purchase								
						Utility Relocate								
						Construction								
						Other								
					Total FFY27-30									
<b>Subtotal Phoenix Projects</b>							\$	-	\$	-	\$	-	\$	-

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Talent</b>														
No Projects														
<b>Subtotal Talent Projects</b>							\$	-	\$	-	\$	-	\$	-

RVMPO 2027-2030 TIP

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Jackson County</b>														
No Projects														
<b>Subtotal Jackson County Projects</b>							\$ -		\$ -		\$ -			\$ -

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Oregon Department of Transportation (ODOT)</b>														
Region 3 Rural Intersection Safety Improvements, Phase 2	Design to install larger warning signs at various locations to help reduce intersection related crashes to improve safety for the traveling public.	ODRV-015	Exempt 40 CFR 93.127 Table 3 Intersection signalization projects at individual intersections	24313	2027	Planning					\$ -			\$ -
						Design	\$ 360,000	ARTIS	\$ 40,000	ODOT	\$ 400,000			\$ 400,000
						Land Purchase					\$ -			\$ -
						Utility Relocate					\$ -			\$ -
						Construction					\$ -			\$ -
						Other					\$ -			\$ -
<b>Total FFY27-30</b>							\$ 360,000		\$ 40,000		\$ 400,000	\$ -		\$ 400,000
OR99: Glenwood - Matt Loop	Widen road to add sidewalks, bike lanes. Update ADA and add pedestrian crossings and transit locations to improve safety to the traveling public.	ODRV-134	Exempt 40 CFR 93.126 Table 2 Air Quality: Bicycle and pedestrian facilities	23480	2024	Planning					\$ -	\$ -		\$ -
						Design	\$ 2,358,400	RAISE	\$ 589,600	ODOT	\$ 2,948,000	\$ -		\$ 2,948,000
						Land Purchase	\$ 4,928,000	RAISE	\$ 1,232,000	ODOT	\$ 6,160,000	\$ -		\$ 6,160,000
						Utility Relocate	\$ 1,404,000	RAISE	\$ 351,000	ODOT	\$ 1,755,000	\$ -		\$ 1,755,000
						Construction	\$ 12,996,000	RAISE	\$ 3,249,000	ODOT	\$ 16,245,000	\$ -		\$ 16,245,000
						Other					\$ -			\$ -
<b>Total FFY27-30</b>							\$ 21,686,400		\$ 5,421,600		\$ 27,108,000	\$ -		\$ 27,108,000
<b>Subtotal ODOT Projects</b>							\$ 22,046,400		\$ 5,461,600		\$ 27,508,000	\$ -		\$ 27,508,000

RVMPO 2027-2030 TIP

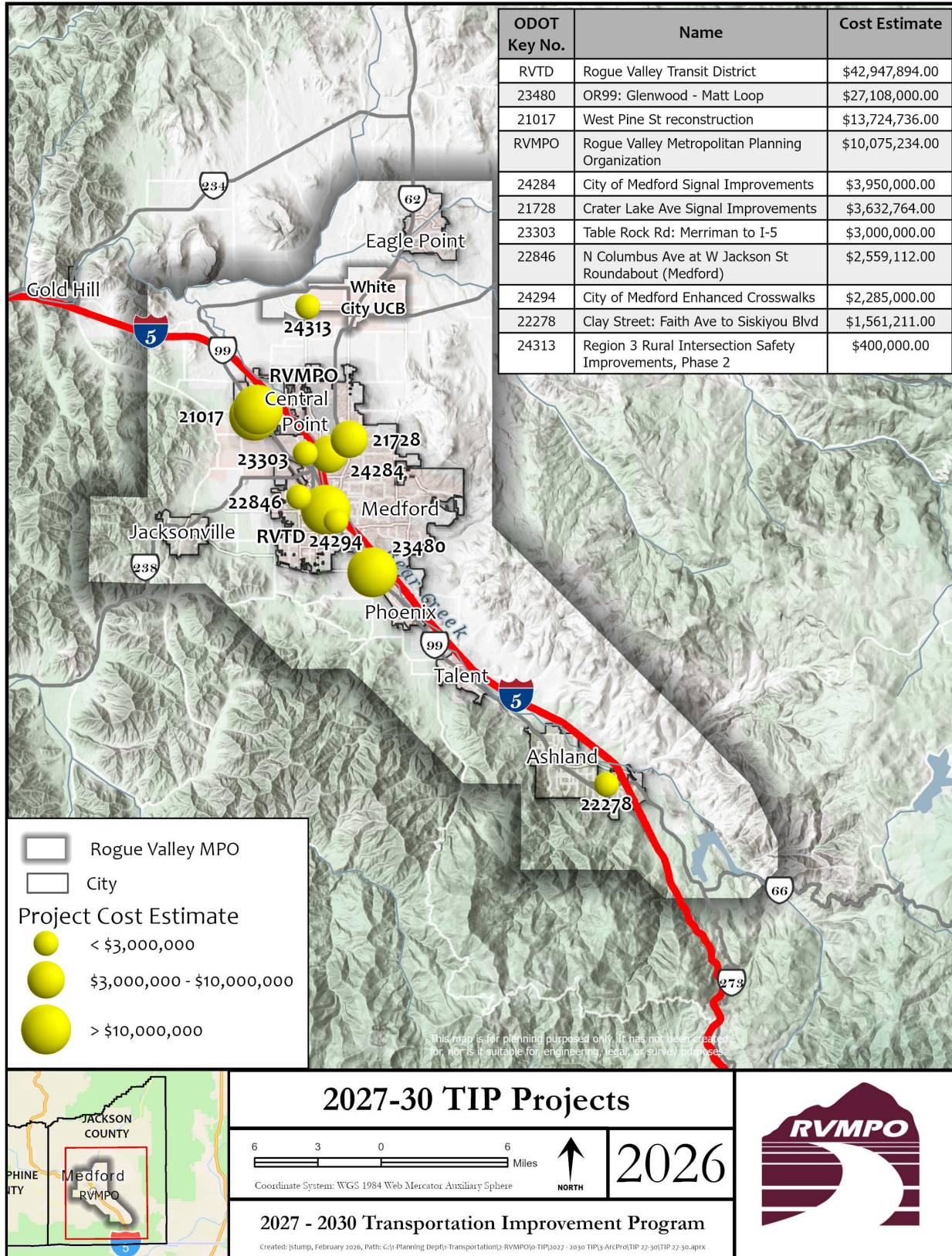
Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
<b>Rogue Valley Transportation District (RVTD)</b>														
Urban Operations Support and Preventive Maintenance		n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	23351	FFY2027	Other	\$ 4,250,000	FTA 5307	\$ 4,250,000	RVTD	\$ 8,500,000			\$ 8,500,000
Urban Operations Support and Preventive Maintenance		n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	24403	FFY2028	Other	\$ 4,700,000	FTA 5307	\$ 4,300,000	RVTD	\$ 9,000,000			\$ 9,000,000
Urban Operations Support and Preventive Maintenance		n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	24404	FFY2029	Other	\$ 4,700,000	FTA 5307	\$ 4,300,000	RVTD	\$ 9,000,000			\$ 9,000,000
Urban Operations Support and Preventive Maintenance		n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	24405	FFY2030	Other	\$ 4,700,000	FTA 5307	\$ 4,300,000	RVTD	\$ 9,000,000			\$ 9,000,000
Region 3 ITS Feature Replacement		n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	24335	FFY2027	Design	\$ 278,163	FIX R3	\$ 31,837	RVTD	\$ 310,000			\$ 310,000
Enhanced Mobility Program S&ID- RVTD FY27		n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	22984	FFY2027	Other	\$ 500,013	FTA 5310	\$ 112,503	RVTD	\$ 612,516			\$ 612,516
Oregon Transportation Network - RVTD FFY28		n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	23967	FFY2028	Other	\$ 19,949	STBG IIIA	\$ 2,283	RVTD	\$ 22,232			\$ 22,232
Oregon Transportation Network - RVTD FFY29		n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	23968	FFY2029	Other	\$ 19,949	STBG IIIA	\$ 2,283	RVTD	\$ 22,232			\$ 22,232
Oregon Transportation Network - RVTD FFY30		n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	23969	FFY2030	Other	\$ 19,949	STBG IIIA	\$ 2,283	RVTD	\$ 22,232			\$ 22,232
Capitalization of Maintenance (MPO Gas Tax Transfer)		n/a	Exempt 40 CFR 93.126 Table 2 Rehabilitation of transit vehicles	23348	FFY2027	Other	\$ 700,000	Y240	\$ 80,118	RVTD	\$ 780,118			\$ 780,118
Capitalization of Maintenance (MPO Gas Tax Transfer)		n/a	Exempt 40 CFR 93.126 Table 2 Rehabilitation of transit vehicles	24409	FFY2028	Other	\$ 566,240	STGB	\$ 64,809	RVTD	\$ 631,049			\$ 631,049
Capitalization of Maintenance (MPO Gas Tax Transfer)		n/a	Exempt 40 CFR 93.126 Table 2 Rehabilitation of transit vehicles	24410	FFY2029	Other	\$ 566,240	MPO Gas Tax	\$ 64,809	RVTD	\$ 631,049			\$ 631,049
Capitalization of Maintenance (MPO Gas Tax Transfer)		n/a	Exempt 40 CFR 93.126 Table 2 Rehabilitation of transit vehicles	24411	FFY2030	Other	\$ 566,240	MPO Gas Tax	\$ 64,809	RVTD	\$ 631,049			\$ 631,049

RVMPO 2027-2030 TIP

Enhanced Mobility E&D (5310) - RVID FY27	n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	23035	FFY2027	Other	\$ 270,083	FTA 5310	\$ 30,912	RVID	\$ 300,995		\$ 300,995
Enhanced Mobility E&D (5310) - RVID FY28	n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	24412	FFY2028	Other	\$ 450,000	FTA 5310	\$ 46,215	RVID	\$ 496,215		\$ 496,215
Enhanced Mobility E&D (5310) - RVID FY29	n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	24413	FFY2029	Other	\$ 450,000	FTA 5310	\$ 46,215	RVID	\$ 496,215		\$ 496,215
Enhanced Mobility E&D (5310) - RVID FY30	n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	24414	FFY2030	Other	\$ 419,026	FTA 5310	\$ 104,757	RVID	\$ 523,783		\$ 523,783
Enhanced Mobility S&ID - RVID FFY28	n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	23950	FFY2028	Other	\$ 530,247	FTA 5310	\$ 119,306	RVID	\$ 649,553		\$ 649,553
Enhanced Mobility S&ID - RVID FFY29	n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	23951	FFY2029	Other	\$ 535,549	FTA 5310	\$ 120,499	RVID	\$ 656,048		\$ 656,048
Enhanced Mobility S&ID - RVID FFY30	n/a	Exempt 40 CFR 93.126 Table 2 Operating assistance to transit agencies	23952	FFY2030	Other	\$ 540,905	FTA 5310	\$ 121,704	RVID	\$ 662,609		\$ 662,609
<b>Subtotal RVID Projects</b>						<b>\$ 24,782,553</b>		<b>\$ 18,165,341</b>		<b>\$ 42,947,894</b>		<b>\$ 42,947,894</b>

**RVMPO 2027-2030 TIP**

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req	Other		Total All Sources	
							\$	Source	\$	Source	Match	\$	Source		
<b>Rogue Valley Council of Governments</b>															
Rogue Valley MPO Planning SFY28	Planning and Reasearch, Support Transit Planning through RTP & TIP	n/a	Exempt 40 CFR 93.126 Table 2  Planning and technical studies	22912	FFY2028	Planning	\$ 529,197	PL	\$ 60,565	ODOT/MPO	\$ 589,766			\$ 589,766	
				22912	FFY2028	Planning	\$ 216,578	FIA 5303	\$ 24,788	RVMPO	\$ 241,366			\$ 241,366	
						Design					\$ -			\$ -	
						Land Purchase					\$ -			\$ -	
						Construction					\$ -			\$ -	
						Other					\$ -			\$ -	
		Total FFY27-30			\$ 745,775		\$ 85,357		\$ 831,132	\$ -		\$ 831,132			
Rogue Valley MPO Planning SFY29	Planning and Reasearch, Support Transit Planning through RTP & TIP	n/a	Exempt 40 CFR 93.126 Table 2  Planning and technical studies	24051	FFY2029	Planning	\$ 421,408	PL	\$ 48,232	ODOT/MPO	\$ 469,640			\$ 469,640	
				24051	FFY2029	Planning	\$ 149,977	FIA 5303	\$ 17,166	RVMPO	\$ 167,143			\$ 167,143	
				24051	FFY2029	Planning	\$ 10,693	SAT IIIA			\$ 10,693			\$ 10,693	
						Land Purchase					\$ -			\$ -	
						Construction					\$ -			\$ -	
						Other					\$ -			\$ -	
		Total FFY27-30			\$ 582,079		\$ 65,398		\$ 647,476	\$ -		\$ 647,476			
Rogue Valley MPO Planning SFY30	Planning and Reasearch, Support Transit Planning through RTP & TIP	n/a	Exempt 40 CFR 93.126 Table 2  Planning and technical studies	24061	FFY2030	Planning	\$ 421,408	PL	\$ 48,232	ODOT/MPO	\$ 469,640			\$ 469,640	
				24061	FFY2030	Planning	\$ 149,977	FIA 5303	\$ 17,166	RVMPO	\$ 167,143			\$ 167,143	
				24061	FFY2030	Planning	\$ 10,693	SAT IIIA			\$ 10,693			\$ 10,693	
						Land Purchase					\$ -			\$ -	
						Construction					\$ -			\$ -	
						Other					\$ -			\$ -	
		Total FFY27-30			\$ 582,078		\$ 65,398		\$ 647,476	\$ -		\$ 647,476			
Rogue Valley MPO Planning SFY31	Planning and Reasearch, Support Transit Planning through RTP & TIP	n/a	Exempt 40 CFR 93.126 Table 2  Planning and technical studies	24071	FFY2031	Planning	\$ 421,408	PL	\$ 48,232	ODOT/MPO	\$ 469,640			\$ 469,640	
				24071	FFY2031	Planning	\$ 149,977	FIA 5303	\$ 17,166	RVMPO	\$ 167,143			\$ 167,143	
				24071	FFY2031	Planning	\$ 10,693	SAT IIIA			\$ 10,693			\$ 10,693	
						Land Purchase					\$ -			\$ -	
						Construction					\$ -			\$ -	
						Other					\$ -			\$ -	
		Total FFY27-30			\$ 582,078		\$ 65,398		\$ 647,476	\$ -		\$ 647,476			
Rogue Valley MPO Planning SFY31	RVMPO Project Funding Bucket	n/a	Exempt 40 CFR 93.126 Table 2  Bicycle and pedestrian facilities	FFY 2027	Other		\$ 6,551,792	STBG/CMAQ	\$ 749,882		\$ 7,301,674			\$ 7,301,674	
									\$ -			\$ -			\$ -
											\$ -			\$ -	
											\$ -			\$ -	
											\$ -			\$ -	
											\$ -			\$ -	
		Total FFY27-30			\$ 6,551,792		\$ 749,882		\$ 7,301,674	\$ -		\$ 7,301,674			
<b>Subtotal RVCOG Projects</b>							<b>\$ 9,043,802</b>		<b>\$ 1,031,432</b>		<b>\$ 10,075,234</b>	<b>\$ -</b>	<b>\$ 10,075,234</b>		
Total RVMPO 2027-2030 RVMPO TIP Projects											<b>\$ -</b>		<b>\$ 111,243,950</b>		



**Exempt Projects Under 40 CFR 93-126 and 93-127**

(Text of federal regulations)

**93.126 Exempt Projects**

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

**Table 2—Exempt Projects**

**Safety**

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.
- Mass Transit
- Operating assistance to transit agencies.

- Purchase of support vehicles.
- Rehabilitation of transit vehicles<sub>1</sub>.
- Purchase of office, shop, and operating equipment for existing facilities.
- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- Construction or renovation of power, signal, and communications systems.
- Construction of small passenger shelters and information kiosks.
- Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet<sub>1</sub>.
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

**Air Quality**

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

**Other**

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

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

**93.127 Projects Exempt from Regional Emissions Analysis**

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

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

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

**Appendix D**

**Description of Public and Agency Participation**

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

### **Overview**

This section provides additional detail about how both the general public and key agencies participated in the development of this conformity determination, and the 2027-2030 Transportation Improvement Program. It includes 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 program.

### **RVMPO Public Participation Plan**

The RVMPO's Public Participation Plan was updated in 2024 and was followed in development of this conformity determination and the corresponding TIP. The Public Participation Plan describes activities and procedures to be followed in the course of developing these documents as well as desired outcomes. The activities described below conducted for this conformity determination are consistent with the Public Participation Plan, which is consistent with 23 CFR 450.316, metropolitan planning, interested parties participation and consultation. Detailed records of all activities described below are maintained in RVCOG offices, 155 N. 1<sup>st</sup> St., Central Point.

### **RVMPO Committee Meetings**

Throughout development of the 2027-2030 TIP conformity determination, including project selection, three RVMPO standing committees meet regularly in publicly announced meetings. All meeting notices and background material are posted on the web, [www.rvmppo.org](http://www.rvmppo.org).

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

All meeting materials and summary meeting minutes are posted on the RVMPO web site, [www.rvmppo.org](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 2027-30 TIP began in January 2025. Jurisdictions submitted their projects from the short range RTP project list for inclusion into the 2027-30 TIP. The draft TIP and AQCD were sent out to the public and RVMPO committees on March 31, 2026.

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

## **AQCD Interagency Consultation**

Opportunities for agencies to participate in this analysis occurred throughout the development process. Agencies consulted were EPA, ODOT, ODEQ, FHWA and FTA. A summary is provided in section 2.1 of the main document. The RVMPO consulted with the Interagency Consultation Group (IACG) on the exempt status of projects contained in the draft 2027-30 TIP.

**Appendix E**

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

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## **Comments Received During Comment Period**

The RVMPO held a formal 30-day public comment period March 31, 2026 to May 26, 2026, and a public hearing on May 26, 2026. Activities during the comment period are described in Appendix G. Record of all activities during comment period are on file at RVCOG, Central Point, OR.

## **Public and Agency Comments**

*TBD*

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